Background Information:

Strasburg Road Extension Project, City of Kitchener
## BACKGROUND INFORMATION REGARDING THE EXTENSION OF STRASBURG ROAD

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AMENDMENT NO. 8

TO THE

OFFICIAL PLAN FOR THE

CITY OF KITCHENER PLANNING AREA

This Amendment No. 8 to the Official Plan of the City of Kitchener Planning Area, which has been adopted by the Council of the City of Kitchener, is hereby modified under the provisions of Section 17 of The Planning Act R.S.O. 1980 as follows:

1. That the subsection entitled The Environmental Assessment Act contained within Section 3 - Basis of the Amendment, be deleted.

2. That the following statement be added to Section 5 - Implementation and Interpretation:

In the event that an undertaking subject to The Environmental Assessment Act is to be carried out in connection with the Buron Industrial Park, the necessary approval shall be obtained under The Environmental Assessment Act prior to proceeding with the undertaking.

As thus modified, this amendment is hereby approved pursuant to Section 17 of The Planning Act, as Amendment No. 8 to the Official Plan for the City of Kitchener Planning Area.

June 7, 1982

Date

Regional Chairman

Regional Clerk
WORKING COPY

Official Plan of the
City of Kitchener Planning Area
Amendment No. 8

The attached was designated Schedule "A", Schedule "B" and explanatory text, constituting Amendment No. 8 the Official Plan of the City of Kitchener Planning Area, was prepared by the Corporation of the City of Kitchener under the provisions of Sections 11 and 12 of The Planning Act, R.S.O. 1970, on the 23rd day of June, 1981.

MAYOR

This Amendment was adopted by the Corporation of the City of Kitchener by By-law No. 81-1902.P in accordance with Sections 11 and 12 of the Planning Act on the 23rd day of June, 1981.

MAYOR

This amendment to the Official Plan of the City of Kitchener Planning Area, which has been recommended by the City of Kitchener Planning Committee and adopted by the Council of the City of Kitchener, is hereby approved in accordance with the Planning Act as Amendment No. 8 to the Official Plan of the City of Kitchener Planning Area.

DATE

REGIONAL CHAIRMAN

DATE

REGIONAL CLERK
BY-LAW NUMBER 61/109-8

OF THE

CORPORATION OF THE CITY OF KITCHENER

[Being a by-law to adopt Amendment No. 8 to the Official Plan]

The Council of The Corporation of the City of Kitchener in accordance with the provisions of Section 11 and 17 of The Planning Act hereby enacts as follows:

1. That Amendment No. 8 to the Official Plan for the City of Kitchener Planning Area consisting of the attached map and explanatory text, is hereby adopted.

2. The Clerk is hereby authorized and directed to make application to The Regional Municipality of Waterloo for approval of Amendment No. 8 to the Official Plan of the City of Kitchener Planning Area.

3. This By-law shall come into force and take effect on the day of final passing thereof.

PASSED at the Council Chambers in the City of Kitchener this 22nd day of June, A.D. 1961.

[Signatures]

Mayor

Clerk
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AMENDMENT NO. 8 TO THE OFFICIAL PLAN OF
THE CITY OF KITCHENER PLANNING AREA

SECTION 1 - TITLE AND COMPONENTS

This Amendment shall be referred to as Amendment No. 8 to the Official Plan of the City of Kitchener Planning Area.

Sections 1 to 3 inclusive of this document and attached Schedules "A" and "B" constitute this Amendment.

SECTION 2 - PURPOSE OF THIS AMENDMENT

The primary purpose of this Amendment is to expand the boundaries of the Plan for Land Use to incorporate the lands shown on the attached Schedules "A" and "B". The lands will be designated "Industrial" and "Major Open Space" on Map 1 - "Plan for Land Use". As well, these lands below the Regional Flooding Line will be so designated on Map 2 - "Flood Plain and Environmental Areas".

The general alignment of the proposed extension of Strasburg Road and the proposed realignment of Huron Road will be designated as "Proposed Secondary Arterial Roads".

As well, beyond the boundaries of the land use addition, the realignment of Huron Road is designated as a "Proposed Secondary Arterial" road between Strasburg Road and Homer Watson Boulevard.

Specific policies will be added to the text of the Official Plan to:

- protect areas of archaeological significance within the boundaries of the Amendment;
- protect existing residential development, particularly at the intersection of Westmount and Huron Roads;
- recognize the scale and topographic diversity of this Industrial area, as well as the goals of the developers, by allowing greater flexibility of land uses within this "Industrial" designation;
- further define Regional severance policies for those areas remaining within Settlement Pattern Policy Area "B", of the Regional Official Policies Plan; and
- provide for the continuation of the CPR spur line from its present terminus east of Homer Watson Boulevard, as an underpass beneath Homer Watson Boulevard to serve the Trillium and Huron Industrial areas.

SECTION 3 - BASIS OF THIS AMENDMENT

The subject lands were annexed to the City of Kitchener on January 1, 1973 in accordance with boundary changes stipulated within The Regional Municipality of Waterloo Act. The Official Plan for the City of Kitchener Planning Area addresses these lands, as well as other areas which are not contained within the Land Use Plan Boundary of the City of Kitchener Planning Area by making provisions for amending the Official Plan to incorporate them as additions to the Plan for Land Use, following the completion of detailed studies.
The proposed "Huron Industrial Park" is comprised of approximately 600 hectares of land bounded by Bleas Road to the north, Westmount Road to the west, the extension of realigned Strasburg Road to the east and the southern limit of the Strasburg Drainage Basin to the south.

It is located adjacent to the Country Hills West residential community to the north, Trillium Industrial Park to the west and farmland to the east and south. By virtue of its location, the subject area comprises a natural westerly extension to Kitchener's Industrial Basin.

The subject lands are within the Strasburg Drainage Shed, and can be serviced by gravity sewer to the Doon Sewage Treatment Plan. Based on a need for additional industrial land, which has been identified at both the city and regional levels, these lands constitute the only remaining area of significant size within the City which can be serviced for major industrial development in the short and medium term.

The existing and proposed arterial and primary road system provides a high degree of accessibility to Highway 401, Highway 8 and the Conestoga Expressway. As well, the Industrial Area will be readily accessible from the planned residential communities of Doon South, Pioneer Park, Country Hills, Laurentian and Laurier West.

Rail Access

The Canadian National Railway spur line located east of Homer Watson Boulevard is capable of being extended westerly to provide direct rail access to potential industrial development. Because the exact location of the spur line is not known until additional, detailed work is done on the Transportation Study and the Secondary Plan, the spur is not identified on Schedule A. Policies are included in this Amendment, however, to recognize the continuation of this spur line across Homer Watson Boulevard to serve the Trillium and Huron Industrial Area.

Land Ownership

Application to amend the Official Plan has been made on behalf of 10 property owners, representing approximately 490 hectares of land in the Huron Industrial area. As well, there are approximately 20 other land owners within the area of the Amendment, who own a total of 110 hectares land. These are comprised largely of a 65 hectares farm in the south western corner of the proposal, & single detached homes at the intersection of Westmount and Huron Roads, the 10 hectares Portuguese Canadian Club on Westmount Road, 8 residential properties along Plains and Huron Road and 4 privately owned parcels at the intersection of Huron and Westmount Roads.

Policies have been included in the text of the Amendment to protect the residential properties at the intersection of Westmount and Huron Roads. The remaining properties are incorporated within the "Industrial" designation.

The Regional Official Policies Plan

The proposed Huron Industrial Community is located partially within Settlement Policy Area "A" of the Regional Official Policies Plan. This is a designation to accommodate urban development to the year 2001. However the south westerly half of the subject area is located within Settlement Policy Area E, a designation not intended for major development at this time. This land is also designated as "Agricultural Resource Policy Area B", where agricultural uses "will be the first priority".

Policy 8.36 of the Regional Official Policies Plan does state, however, that it:
"Will permit new non-agricultural development and expansion or consolidation of existing non-agricultural uses within Policy Areas A and B ... only when such proposals are deemed to be in the public interest. In such cases, detailed study of need, consideration of alternative locations, priority requirements, staging of the development and public evaluation must accompany any Amendment to an Area Municipal Official Plan and/or Zoning By-law for the consideration of Regional Council."

On December 17, 1979, at the request of the major property owners, Kitchener Council adopted the following resolution, giving support in principle to the processing of an Official Plan Amendment for the subject area.

"That the processing of an Official Plan Amendment in the form of an Official Plan addition be approved in principle to designate the lands generally bounded by Bleem's Road to the north, Westmount Road to the west, the southern limit of Strasburg Drainage Basin to the south and the extension of realigned Strasburg Road to the east, as Industrial and Major Open Space on Map 1, 'Plan for Land Use', where applicable and to Regional Floodline and Ecologically Significant Area on Map 2, 'Flood Plan and Environmental Areas', where applicable and further,

That such processing be subject to agreement from the Regional Municipality of Waterloo that the required Area Municipal Official Plan Amendment can proceed under Section 6.36 of the Regional Official Policies Plan and subject to the Amendment Meeting all of the requirements of Section 8.36 of the Regional Official Policies Plan, and further subject to satisfactory Servicing arrangements being worked out with the City of Kitchener and a Secondary Plan being prepared and approved."

On April 3, 1980 Regional Council passed the following resolution:

"That the Regional Municipality of Waterloo confirms that Policy 8.36 of the Regional Official Policies Plan is to be used for industrial development purposes only."

Detailed documentation of the need for and alternative locations and staging of this development are contained in the attached appendicies. Public evaluation will take place as a function of the circulation and review process of the Official Plan Amendment application.

A policy has been added to the text of the Amendment, made necessary by the location of a portion of these lands in Settlement Policy Area E of the Regional Official Policies Plan:

Section IV.1.ix of the Kitchener Official Plan now states:

"In those rural areas of the City of Kitchener within Settlement Policy Area E in the Regional Official Policies Plan, development control policies in the Regional Official Policies Plan for rural settlement, expansion of existing settlement, establishment of new settlements and creation of new lots, which are deemed to be City Official Plan policies for application in the above-noted area, shall apply."
It will be necessary to amend this policy as it applies to land within the boundary of Huron Industrial Park, specifically as it relates to the creation of new lots. Regional policies for the severance of land in rural areas would not apply.

Industrial Land Uses

At the present time, the "industrial" designation of the Kitchener Official Plan permits a wide variety of industrial uses such as "manufacturing, processing of raw materials or goods, repairing and servicing operations, warehousing, storage of bulk goods and transport terminals". Complementary uses such as "parks and open space, public and institutional uses, commercial recreation facilities and those commercial uses which directly serve the industries or employers" are permitted "provided they do not interfere with nor are detrimental to the development of the primary intended uses". Offices are permitted as "complementary uses ... accessory to the industrial land use" within planned industrial parks.

Larger scale commercial facilities appealing to a wider market, and free standing office buildings, have not traditionally been permitted within the industrial designation for the following reasons:

- to preserve industrial land for industrial development;
- to preserve the viability of Kitchener's downtown core by ensuring that it remains the focus for office development; and
- to protect the viability of existing and designated neighbourhood and community commercial facilities within the overall context of the approved official Plan.

The proponents of the Huron Industrial Community have requested that uses beyond those traditionally permitted in an "industrial" designation be considered in the Huron area. These uses would include a wider variety of commercial, office and service component.

It is recognized that due to the topographic diversity and large size of the Huron Industrial area, some latitude is required in the siting of buildings and the uses permitted. As well, it is recognized that industrial buildings, which may have the appearance of a free-standing office building, are being used for research and development and data processing. And a wider variety of quasi-industrial uses such as decorating, auto servicing, etc., are locating on the periphery of industrial areas in industrial mall settings.

While the City cannot support free-standing office buildings, service commercial and large retail commercial places throughout the "industrial" designation for the reasons stated above, the following uses are specifically added to permit them to within the Huron Industrial area:

- research and development facilities, scientific and technological facilities
- engineering, surveying and design firms and enterprises
- computer, electronics and data processing firms
- showrooms and limited factory outlets.

As well, due to the size of this Industrial Community, it is envisaged that one or more "Industrial Service" centres could be designated through the secondary plan process. These service centres would contain a range of commercial and support services primarily serving the industrial community. These more wide-ranging commercial uses would be restricted to the service centres. The size, scope, range of services and location of Industrial Service centres would be determined through the Secondary Plan.
Area of Archaeological Significance

The former village of New Aberdeen is located along Huron Road within the Huron Industrial area. This village, which was established around 1840, flourished for approximately 35 years. It contained a maximum population of approximately 150 persons, and the village's activity was centered around its flour and saw mills. There were 27 to 30 structures, including 3 churches, 2 general stores and a hotel. None of these structures have survived.

Work undertaken for the Ministry of Culture and Recreation states that New Aberdeen is important "in that it stood on Huron Road and witnessed much of the early development associated with the colonization of that road".

As well as this settlement, it is expected that there are a number of former Indian villages and burial grounds in this area.

Section IV.8 of the Kitchener Official Plan now states that an Environmental Analysis will be required where a change in the legal use of land is proposed in, or contiguous to, an Environmentally Sensitive Policy Area or an Ecologically Significant Area, and that this analysis shall have regard for "buildings and structures of historical or cultural merit and/or architectural uniqueness and archaeological sites". Due to the potential archaeological significance of this area, and to the requirements of the Ontario Heritage Act, a policy is being added to the text of the Official Plan to ensure the protection of archaeological sites and artifacts throughout the development of Huron Industrial Park.

Secondary Plan

Prior to the development of Huron Industrial Park, a Secondary Plan outlining servicing and staging, drainage policies, aggregate extraction, transportation patterns, protection of residential, historic, archaeological significant, wooded and floodplain areas, identifying an open space system and providing more detailed land use policies will be adopted by resolution of Kitchener City Council.

A major component in the development of the Secondary Plan will be the undertaking of a transportation study to determine the location of major roads and rail connections and to assess the impact of this development on peripheral and adjacent roads. The alignment of the extension of Strasburg Road and an east-west arterial road (realigned Huron Road) will be determined through this study.

At the present time, Schedules A and B of this Amendment show an east-west realigned Huron Road north of the existing alignment of Huron Road, intersecting with Westmount Road in a general location north of the residential settlement at Westmount and existing Huron Roads.

Policies are being added, through this Amendment, to recognize that locations of these proposed arterial roads as shown on Schedules A and B are general in nature, pending the determination of the exact alignments through the Transportation Study and Secondary Plan. It is further noted that the location of the new east-west arterial between Strasburg and Westmount Roads could, in whole or in part, be coincident with the alignment of existing Huron Road.

The Environmental Assessment Act

It is recognized that certain works such as the construction and/or widening of roads in this area may be subject to the requirements of the Province's Environmental Assessment Act. The detailed analysis of any works will be subject to the requirements of the Act and which works will be exempted will be undertaken as part of the Transportation Study referred to above. These matters will be resolved prior to Regional approval of this Amendment.
SEC 4 THE AMENDMENT

The Official Plan of the City of Kitchener Planning Area is amended as follows:

1) Map 1, "Plan for Land Use" is amended as shown on attached Schedule "A";

2) Map 2, "Floodline Plan and Environmental Areas" is amended as shown on attached Schedule "B";

3) Policy IV.10.xxx is added, and shall read:

"The general alignment of the proposed road is shown as a Proposed Secondary Arterial Road on Map 1 and 2 of this Plan. As well the general alignment of a new Secondary Arterial Road is shown as a major connection between Westmount Road and the realigned Strasburg Road within Huron Industrial Park. In recognition of the locations of the proposed roads are general in nature, and that the exact alignments will be determined as part of a Transportation Planning and Engineering Study and a Secondary Plan for the Huron Industrial Park. It is also recognized that, pending the results of these studies, the alignment of the proposed Secondary Arterial Road between Strasburg and Westmount roads could be coincident with the existing alignment of Huron Road."

4) Policy IV.11.xxx is added, and shall read:

"The following policies will apply to the development of Huron Industrial Park:

a) Requires that industrial development in the Huron Industrial Park be buffered from designated Residential areas and from the existing residential settlement at the intersection of Huron Road and Westmount Road. This buffering will be by means of building setback, burning, and use, open space and landscaped screening. Industrial development adjacent to residential areas will be limited to non-noxious industries such as those which do not involve metal melting, refining, stamping or forging, chemical processes, animal products, beverage processing, the processing or manufacturing of leather, pelts, rubber or plastic products, petroleum or non-metal mineral products and truck transportation terminals.

b) Allows for the continuation of the Canadian National Railway spur line from its present location east of Homer Watson Boulevard, west to serve the Trillium and Huron Industrial areas by way of an underpass of Homer Watson Boulevard north of Huron Road.

c) Subject to the adoption of a Secondary Plan for Huron Industrial Park, Policy IV.11.xix of this Plan shall not apply to those portions of Huron Industrial Park within Settlement Policy Area F of the Regional Official Policies Plan."
d) Recognizes the presence of potentially significant archaeological sites within the boundaries of Huron Industrial Park, and makes provision for the study and possible designations of such sites under the provisions of the Ontario Heritage Act prior to development taking place.

e) Recognizes the varied topography and vegetation, the size of the future industrial park, and the trend toward a wider range of land uses within planned industrial areas. Uses such as research and development facilities, scientific and technological facilities, computer, electronic and data processing enterprises, showrooms, factory outlets and firms involved in surveying, engineering and design, industrial administrative offices and commercial/industrial developments will be permitted. As well, complementary uses will be permitted in, and restricted to Industrial Service Centres. These Industrial Service Centres will contain a range of convenience and other commercial uses primarily serving the needs of the industrial community.

Policies and designations to establish the location, size and scope of Industrial Service Centres will be determined at the time of the Secondary Plan.

51 Policy IV.11.xxxvii is added and shall read:

"In addition to the provisions of Policy IV.11.xxxvii, particular attention will be given to buffering the major industrial uses in Huron Industrial Park from the existing and future residential development north of Bleams Road. Such buffering will consider the lands immediately south of Bleams Road between the Major Open Space designation and realigned Stearsburg Road as a transition area. Buffering within this transition area will be by means of building setback, berming, land use, i.e., Industrial Service Centre, open-space and landscaped screening. The size of the transition area and the type of buffering uses contained therein will be defined in the Huron Industrial Secondary Plan."

SECTION 5 - IMPLEMENTATION AND INTERPRETATION

The provisions of the Official Plan of the City of Kitchener Planning Area regarding the implementation and interpretation of that Plan shall apply in regard to this Amendment.

MODIFICATION NO. 2 UNDER SECTION 14(11) OF THE PLANNING ACT
SCHEDULE 'A': AMENDMENT TO THE OFFICIAL PLAN

PLAN FOR LAND USE

ACTIVE TRANSITION ZONE

AREA AFFECTED BY THIS AMENDMENT "ADDED TO THE PLAN FOR LAND USE AND DESIGNATED INDUSTRIAL AND MAJOR OPEN SPACE."

BOUNDARY OF THE PLAN FOR LAND USE

MAP I is also amended to show a new proposed Secondary Arterial Road between Homer Watson Blvd. and realigned Strasburg Road.

MAJOR OPEN SPACE

INDUSTRIAL

LOW DENSITY RESIDENTIAL

HIGH DENSITY RESIDENTIAL

PROPOSED SECONDARY ARTERIAL

SCALE: 1" x 2000

DATE: DEC. 1/80

REV. MARCH 1981

KITCHENER, DEPARTMENT OF PLANNING AND DEVELOPMENT
Agency Circulation Comments

APPENDIX "A"

August 19, 1980 - from H. McCoil, Corridor Control Technician, to D. E. Turner, Corridor Control Officer, Ministry of Transportation and Communications, P. O. Box 5338, 655 Eavest Way, London, Ontario, N6A 0M7 to Ms. Judy McLeod, Senior Planner, City of Kitchener - "We have reviewed the above-noted subject and it is outside our area of control for comment."

August 27, 1980 - from Donald E. Greer, Municipal Planner, Resource Planning Division, Grand River Conservation Authority, 440 Clyde Road, Box 129, Cambridge, Ontario, N1R 8N6 to Ms. Theresa Lamb, Planning Technician, Regional Municipality of Waterloo, 20 Erb Street West, Kitchener, Ontario, N2G 2C7 - "We have now had the opportunity of reviewing the above-noted proposal. The textual reference and schedule relating to the floodbanks of Strasburg Creek appear satisfactory.

We would suggest that the text of the document contain a reference to the storm drainage system of this area being developed in accordance with the provisions of the City of Kitchener "Urban Drainage Policy".

We hope this information is of assistance."

September 2, 1980 - from M. E. Huntington, M.D., D.P.H., Associate Medical Officer of Health, Department of Health and Social Services, Health Unit Division, 600 King Street West, Kitchener, Ontario, N2G 2B8 to Ms. Judy McLeod, Senior Planner, City of Kitchener - "The Waterloo Regional Health Unit has reviewed and assessed the above plan. It is noted that this area can be serviced by municipal sewers and water. Therefore, we have no objection to this amendment."

September 3, 1980 - from D. Suzuki, P. Eng., Director of Engineering, to Judy McLeod, Senior Planner - "This is to advise that the Operations and Engineering Divisions of the Department of Public Works have no comments to submit on the above."

September 15, 1980 - from J. C. Marshall, Manager, Industrial Development, 273 Rail, Room 415, Union Station, Toronto, Ontario, M5J 2E7 to Theresa Lamb, Planning Technician, Regional Municipality of Waterloo, 20 Erb Street West, Kitchener, Judy McLeod, Senior Planner - "We have examined the above Amendment Application and can now advise that we have no objections to the amendment as proposed, from a Railway standpoint."

September 16, 1980 - from John McBride, Traffic Analyst, Traffic & Parking Services and Victor C. Bradle, Manager, Traffic & Parking Services to Judy McLeod, Senior Planner - "We have examined the above application and have no comments at this time with regard to amending the Official Plan. However, when an internal street system has been developed and more information on the types and sizes of industries to locate in this area are known we will comment further."

September 28, 1980 - from F. G. Krammer, Assistant to the Superintendent of Business and Finance, Waterloo County Separate School Board, 91 Moore Avenue, Kitchener, Ontario to Ms. Judy McLeod, Senior Planner, City of Kitchener - "In reply to your letter of August 8th, we offer the following comment:
Some time ago we selected a location at the intersection of Biehn Drive and Black Walnut Drive as a tentative site for a future separate school. We are concerned that the "Huron Industrial Park" could be a definite factor on whether our Black Walnut - Biehn Drive location is correct or incorrect.

Perhaps a meeting could be arranged for representatives of both school boards to meet with your department to get a better understanding as to future possible development in this general area of the city.

October 6, 1980 - from E. A. Johnston, Fire Chief to Judy McLeod, Senior Planner - "Further to our telephone discussion of this morning, the response times to the above areas are all within the three (3) to five (5) minute zones, (one and one-half to three miles) of the nearest Fire Sub-station.

The Canadian Insurance Underwriters recommended response to "mixed construction" or where a significant configuration hazard exits, that the running distances shall not be more than one and one-half miles.

In view of the pending Fire Station location plan study which is about to take place in the City of Kitchener, I would recommend that the above-mentioned areas be included in the FSLP study in regards to Fire Demand Zones."

October 17, 1980 - from A. B. Forler, Executive Assistant to the Superintendent of Operations, the Waterloo County Board of Education, Corporation Square, Lake and Ontario Streets, Box 66, Kitchener, Ontario, N2G 4W5 to Mr. A. Krappe, Commissioner of Planning and Development, City of Kitchener - "This plan has been examined by this office on behalf of the Waterloo County Board of Education. The Board offers no objection to this plan."

October 21, 1980 - from Nancy Wright, Senior Planner, The Regional Municipality of Waterloo to Mr. T. Brock Stanley, Director of Planning, City of Kitchener - "Further to your request, we have circulated the above-noted Official Plan Amendment to Regional and Provincial agencies. The following comments have been prepared in response to their circulation.

1. The proposal to amend the City of Kitchener Official Plan land use map would add approximately 150 acres for industrial development to the Kitchener settlement area. Only approximately half of the area falls within Settlement Policy Area A of the Regional Official Policies Plan. The amendment to the Kitchener Official Plan for that portion (approximately 75 acres) within the Kitchener Settlement Area as shown on the Regional Official Policies Plan conforms to the Regional settlement policy.

2. The remainder of the Huron Industrial Area lies within Settlement Policy Area E and Agricultural Policy Area B. Policy 8.36 in the Regional Official Policies Plan provides that Regional Council "will permit new non-agricultural development and expansion or consolidation of existing non-agricultural uses within Agricultural Policies A and B as shown on Map 2, only when such proposals are deemed to be in the public interest."

3. A report prepared under Policy 8.36 for the area outside of Settlement Policy Area A should address the proposal from both a Regional and an Area Municipal perspective. It should present questions on justification of need, site location, and cost/benefit. Specifically, Regional concerns would focus on provision of adequate infrastructure and the related costs and benefits.

The proposal at this stage raises a number of unanswered questions which would need to be addressed:

1. Need for the Huron Industrial area outside Settlement Policy Area A should be justified from a City and Regional perspective. This should include consideration of need along with potential supply of industrial land both within and outside of Settlement Policy Area A.
Advantages and disadvantages of the location of the Huron Industrial Area compared with other industrial areas, from a locational, servicing and transportation network point of view. This would include an analysis of any costs to the Region.

Assessment of site development costs and whether the availability and selling price of land would attract employment and thereby justify public expenditure if any.

Consideration of whether the topography and location would limit the type and size of industry which would be attracted to the Huron Industrial area.

Review of the impact of the development of the road network and costs to upgrade it if necessary.

Analysis of the attractiveness of rail to industry at the end of a long rail spur line.

4. Based on any report that is formally submitted, we will prepare a report for Regional Council for their decision on conformity to Policy 8.36. The information included in the Appendix of the preliminary amendment is not sufficient to address the questions raised above.

5. During April 1980, Regional Council confirmed that Policy 8.36 could be used for industrial uses only. This interpretation may limit the extent of service commercial uses which would be permitted under Policy II.xxxii at the intersection of Strathburg Road and Huron Road.

6. The Ministry of the Environment have noted your acknowledgement of the compatibility between residential and industrial uses through proposed Policy II.xxxiii to be added to the Official Plan Section IV. They have suggested that the policy be modified as follows in order to clarify and make more specific the intent of the policy:

"shall be limited to non-hazardous industries such as those which do not involve metal smelting, refining or forging, chemical processes or animal products."

7. The Ministry of the Environment pointed out that normally for an industrial area their office does not comment on water supplies. They did note, however, that with the shortage of water already within the Kitchener area, they would anticipate that any industry locating on the subject property would be of a dry type. Policies in the Regional Official Policies Plan and the City of Kitchener Official Policies Plan would already provide for this limitation.

8. The Regional Director of Water Supply has indicated that industrial growth in this area can be adequately served with water from extensions of existing large diameter watermain in the existing industrial park area. However, at one location in the extreme westerly edge of the proposed development, the land elevation reaches 1170 feet. If a major industry were to be located at this elevation, relatively poor static water pressures would be provided and perhaps extra pumping would be required for industrial use and in-plant firefighting. This is a relatively isolated area and any such extra equipment would have to be provided at no expense to the Region.

9. The Ministry of the Environment concur that this area is capable of being serviced by gravity sanitary sewers to the Pioneer Park Pumping Station located on Pioneer Drive. They have indicated that there is presently sufficient capacity at the Kitchener Water Pollution Control Plant to handle any sewage that may be generated by this property.
10. The Ministry of the Environment and the Grand River Conservation Authority have both suggested that the text of the document contain a reference that the storm drainage system will be developed in accordance with the provisions of the City of Kitchener "Urban Drainage Policy". It is the Regional staff opinion that since this proposal is an Official Plan Amendment, the policies already included in the Kitchener Official Plan are sufficient. Specifically, Section IV, Policy 1214115 provides for conformity to the Kitchener Urban Drainage Policy. It may be appropriate, however, to include specific reference to the Urban Drainage Policies in the Implementation Plan.

The Regional Department of Engineering have indicated that a storm water management scheme must be submitted for approval at the Implementation Plan Stage.

11. The Ministry of the Environment has indicated that the proposals for road extensions and widenings and a new collector road, as well as municipal involvement in other components of the industrial park may be subject to the provisions of the Environmental Assessment Act, 1975, through the Municipal Regulation proclaimed under the Act on June 3, 1980. They have suggested that you contact Mr. V.W. Rydik, Assistant Director, Environmental Approvals Branch (phone 416-955-3980) to discuss the matter.

12. Comments related to Regional Transportation indicate that in the preparation of secondary plans for this area a 32 metre right-of-way for Homer Watson Boulevard would be considered appropriate.

Access to the community via Homer Watson Boulevard and a new Huron Road connection is an issue which is being studied in detail by the Region's consultants in the Preliminary Design Study for the Homer Watson Corridor from Sleeman Road to Highway 401. It is recognized that an upgraded connection will be necessary.

Proposals to possibly realign Strasburg Road and Huron Road to provide adequate arterial and/or collector roadways to serve the community do not directly involve Regional roads and should be dealt with at the municipal level after detailed engineering studies have been carried out to determine route location and feasibility. We are in agreement that these facilities require upgrading to adequately serve a development of this size.

Access to the Huron Industrial Area via Westmount Road should be limited to as few public road intersections as possible in order to maximize the traffic service function of the primary road facility. Direct access should be discouraged. Until such time as more detailed plans have been prepared no further comments are offered.

It is noted that Schedule A shows the realigned Huron Road (or new Collector Road) connecting to Westmount north of existing Huron Road. Investigations as to the possibility of connecting the new road to the existing Huron Road should be undertaken.

13. The Ministry of Natural Resources have pointed out that the area may be underlain by aggregate material which could be extracted prior to development. They have identified part of the area near Strasburg as Same gravel but have no information on the quality or depth of material. Detailed test pitting or drilling would be the only way to determine this. They encourage that the City of Kitchener ensure that an evaluation of the aggregate potential be undertaken prior to development and have indicated that test pitting would be adequate to determine the preliminary extent of the resource.

14. The Ministry of Natural Resources has noted that a Secondary Plan will be prepared for the subject area and they would wish the opportunity to review such a plan.
15. The Ministry of Housing has declined to comment on the amendment until the formal amendment is submitted.

16. Canadian National Rail have advised that they have no objections to the amendment as proposed from a Railway standpoint.

We would be pleased to discuss the above-noted comments with you.

November 10, 1980 - from Peter Wetherup, Property Officer/Parks Planner to Judy McLeod, Senior Planner - "We have reviewed the proposal and have the following comments.

1. The open space areas provide east-west connections for future pedestrian links. In conjunction with these we would like a north-south connection included to provide the possibility of better pedestrian movement, both within the area and between this area and the surrounding areas."

February 25, 1981 - from Victor Cote, Senior Planner, Planning and Transportation, The Regional Municipality of Waterloo to Mr. E. Brock Stanley, Director of Planning and Development, City of Kitchener - "We have now completed the internal circulation of the above preliminary Official Plan Amendment and offer the following comments for your consideration.

In the Official Plan Amendment, Appendix "C" outlines "Industrial Land Needs" making reference to the Regional Report "Industrial Land Needs and Supply 1976-2001". This report indicated a need for additional industrial lands in Kitchener in the short and long term. The "need" established in this report referred not only to an increase in total industrial acreage, but also to an increase in industrial land supply that would meet a variety of specific site requirements.

The Huron Industrial site has topographical restrictions which limit its ability in fulfilling industrial land needs which require larger industrial sites. In addition, even for smaller sites, substantial grading could make the cost of such land uncompetitive within the Province.

In the "Industrial Land Needs and Supply" report, seven alternative sites located within the three cities were evaluated against industrial location criteria, and ranked according to their suitability. This evaluation was undertaken by all of the Area Planners at the time. In this report, the Huron Industrial site (southwest Kitchener) ranked last. Since this report was written, the Breslau industrial site has been deleted as an industrial location and a 400 acre site in Waterloo, north of Northfield Drive, has been included. Using the same criteria and replacing the Breslau site with the Waterloo site, Regional staff evaluated the seven sites again. The Huron Industrial site on this evaluation now ranks fifth. This new ranking is exclusive of its topographical constraints on development. This does not rule out Regional support of this development area, we recognize that the site has long-term potential to satisfy specific industrial needs.

We recognize the need for additional industrial lands in Kitchener. However, since Regional funds are proposed by the City to service this site, we must make Regional Council aware that the site cannot be expected to meet all of Kitchener's or the Region's general industrial land needs. In this respect industrial lands in Waterloo and Cambridge will be complementary to this industrial park. Often, however, a company's location alternatives is between cities within the Province rather than between regions.
In discussions with representatives of the land owners, it has been brought to our attention that some land owners have shown a preference for greater commercial and perhaps residential development in this "industrial park". Such proposals could be considered in the area within Settlement Policy Area "A" only. Regional Council passed a resolution April 8, 1980, interpreting Regional Official Policies Plans policy 8.36, which limits development outside of Settlement Area "A", to apply for "industrial development purposes only". Such industrial and/or residential development in this area would only be supported if the boundary of Settlement Policy Area "A" were to be extended by amendment to the Regional Official Policies Plan.

Regional staff encourage the development of the Huron Industrial Park as primarily an industrial area. We recognize the need for a limited amount of commercial development, which can be located in Settlement Policy Area "A". There is a large inventory of approved but as yet unbuilt residential land in Kitchener, particularly in the communities surrounding the Huron Industrial Park. As staff, we would discourage development of this area for any residential purposes. Proposed commercial uses would have to be established in detail for development prior to processing this Regional Official Plan Amendment through Regional Council. As staff, we would recommend a very limited amount of commercial development in this area and no residential development.

On February 9, 1981, Kitchener's Finance Committee approved the overbooking of trunk sewer facilities to the Huron Industrial Park to service lands to the south of this industrial site. To clarify, the Region has made no capital commitments for the development of this area outside of Settlement Policy Area "A". Processing of the Huron Industrial Park Amendment should be viewed as a Regional commitment for development of that site only.

The approval of capital works to serve lands outside the area designated for urban development in the Kitchener and Regional Official Plans is not in conformity with provision of these plans.

In Appendix "C" of the Amendment, a cost sharing arrangement between the City, the Region and the developers for developing services to the site is presented. A total Regional commitment of $2,806,000 is suggested with $2,782,000 attributable to the development of the Huron Industrial Park. The transportation commitments outlined pertain only to roads adjacent to the Huron Industrial Park. Although no definite statements on traffic volumes can be made without knowing the exact industrial activities a preliminary analysis shows that the impact of the Huron Industrial Park on traffic volumes in this area may be far reaching.

The timing of sectional widenings, established in the Transportation Plan Review, along Homer Watson Boulevard (to 4 lanes in the 1980-1989 period and six lanes in the 1990-2001 period), Belmont Avenue extension to Homer Watson (to 4 lanes in the period 1984-1989 and six lanes in the period 1990-2001 period) must be reviewed because of the Huron Industrial Park. The planned timing of the extension of Fischer Road to Westmount Road (1985-2001) and extension of Blemms Road to connect with the River Road Extension (1989-2001) may also be affected by this development. In addition, the extent of sectional widenings of Westmount Road, which were not anticipated in the Transportation Plan Review, must also be determined. A further possibility is that this development may require improvements, both laneing and interchange, to the Conestoga Parkway.

All of the above comments have dealt with section widenings of the particular roadways. Given the potential traffic volumes, some of the severest impacts may be felt at the intersections of the major roads. The intersections of concern would at least include: Blemms/Westmount, Blemms/Homer Watson, Blemms/Hanfou, Westmount/Fischer, Westmount/Huron Road, Huron Road/Homer Watson, Homer Watson/Sasswy, Conestoga Parkway/Fischer, Conestoga Parkway/Homer Watson and Hanfou/Fairway.

No funds are included in the Regional Roads 5 near capital forecast for improvements to Westmount or the proposed Huron Road/Homer Watson interchange. This will require a decision by Regional Council to change priorities in the capital works forecast. A decision which
can be undertaken after the Transportation Plan Review has been updated in 1981. This is necessary in order that staff can provide Regional Council with recommended Regional priorities in each of the time periods.

The possible extent of Regional road improvements must be ascertained in the secondary plan stage at full cost to the developers. For purposes of processing the Official Plan Amendment, Regional Council will be made aware of the possible extent of these undertakings. Regional Council’s approval of the Official Plan Amendment, should not be constructed as a commitment to undertake these improvements or to agree to the cost sharing arrangement put forward in Appendix “C”.

The watermain capital cost outlined in Appendix “C”, also proposes a cost sharing arrangement. Under current Regional policy, the Huron Trunk Watermain (1980) and the Westmount Trunk Watermain (1986) between Blemas Road and Huron Road, are not a Regional responsibility. The other watermains - Strasburg 24", Blemas 10" and Westmount 10" between Blemas - Williamsburg and Ottawa - Williamsburg - will be Regional watermains. The timing of the development of these watermains must be determined by the Regional five year capital forecast.

The Huron Industrial Park contains several woodlots, some of which the Ministry of Natural Resources ranks as having a high commercial potential. We suggest that evaluation of these woodlots be undertaken in developing the secondary plan for this area and that the region and the City work towards preserving these woodlots.

The proposed Official Plan Amendment as presented to us is acceptable, and at this time we do not see any need for modification with respect to Regional responsibilities and interests.

Should you require any clarification of our comments, please feel free to contact our office.

April 1, 1981 - from R. W. Scott, Co-ordinator Land Development, Ministry of Housing, 68 Bloom Street West, Toronto, Ontario, M4W 3K7 to Mr. McLeod, Senior Planner, City of Kitchener, Planning and Development Department - Am writing in regard to the proposed Official Plan Amendment for Huron Industrial Park located south of the Country Hills West Community.

At the Planning Committee Meeting held on March 30, 1981, the representative for the major land owners made suggestions with respect to land use and buffering from residential uses.

With respect to land use, we can appreciate the flexibility the land owners are seeking for the future development of a project this size and that commercial office space would complement the proposed development. However, I was concerned with the other statement with respect to landscape buffering adjacent to residential uses and the suggestion that some forms of land use could be used as buffer. As this point was not expanded on, we would appreciate being advised of any proposals that are not forward with respect to buffering adjacent to residential uses.

April 22, 1981 - from Mr. Peter C. Diebel, Chairman, Downtown Improvement Area Board of Management, 87 King Street East, Second Floor, Kitchener, Ontario, N2A 2K4 to Mayor Morley Rosenberg - Members of the Council, The Corporation of the City of Kitchener - It has come to our attention that the Region is considering zoning for the Huron Industrial Park, that will permit office space. With the overload of office space in the Kitchener core and the pressing need for industrial land, we cannot condone this mixed use.

We would hope that Council would also support this position in presentation, at a Regional level. The Board has expressed a great concern that industrial lands not be used for office space.

We have also expressed our position via letter, to Regional Chairman, Mr. J. E. Gray.
APPENDIX "B"

Public Response

September 13, 1980 - from Eldon D. Weber, 106 Maplewood Place, Kitchener, Ontario, N2N 4L5 to Director of Planning, City of Kitchener - “This letter is written in response to the advertised intention to designate certain lands bounded by Westmount Road and a re-aligned Strasburg Road between Bloom’s Road and the limits of the Strasburg Drainage Basin, as Industrial and Major Open Space.

These lands, part of the original purchase made in the process of the continuing subdivision of what was later, and now is no longer, known as Block #2 of the Indian Lands or Waterloo Township, contain within the noted boundaries two consecutively occupied log houses on Bloom’s Road, which along with other aspects of these lands should be excluded from the proposed designation.

I appeal to you to have this aspect of the lands given a full hearing before any blanket designation becomes established.”

September 25, 1980 - from Peter D. Kruse, Kruse, Lawson & Haller, P. O. Box 2215, 289 Frederick Street, Kitchener, Ontario, N2N 5H1, to Judy McLeod, Senior Planner, City of Kitchener - “We are writing to you on behalf of Mr. and Mrs. Bogle of 191 Plains Road, Kitchener, who would fall within the property area which is part of the amendment sought to the official plan. In the comments supplied to our clients, we find in the various areas of concern such as industrial land supply, alternative locations, environmental considerations that a brief comment is made regarding existing residences under the heading of Land Use Compatibility. Although our clients admit the relative importance and necessity of most of the area, their concern is that due consideration be given to all existing residences in the area prior to approval of the amending proposal.

Our clients feel that any industrial development is going to have a severe impact on the residential use and enjoyment of their property and, therefore, object to an amendment on such scale unless satisfactory safeguards can be implemented to protect the existing residential use or in the alternative work out an acceptable formula for compensation.

We submit this letter to you for your perusal and expect to be notified of any and all future steps, since our clients intend to have some input into the application and amendment process. Please direct all future notices and correspondence to the writer in addition to notices that you will send to our clients.”

September 25, 1980 - from J. Hn. Van Oordt, 770 Huron Road, R. R. 1, New Dundes to City of Kitchener - “We are not interested in this development.”

September 26, 1980 - from Hns. M. Van Oordt, 760 Huron Road, Kitchener, N2N 2E0 to City of Kitchener - “I have been asked to give my comments on changing this District to an Industrial Park. My comment is, that I don’t care for the development.”
CITY OF KITCHENER
PUBLIC NOTICE
To Kitchener Residents Regarding An
APPLICATION TO AMEND
THE KITCHENER OFFICIAL PLAN

A proposal has been received to add approximately 600 hectares (1500 acres) of land within the Boundary of the Land Use Plan of the Kitchener Official Plan. This land, bounded by Westmount Road to the west, Blesser Road to the north, the east-bound of Strathcona Road to the east, and the southern limits of the Strathcona Drainage Basin to the south, would be designated

INDUSTRIAL
and
MAJOR OPEN SPACE

As well, Map 2 of the Kitchener Official Plan would be amended to recognize property below the Regional Anthony, and the following special policies would be added to the list of the Official Plan.

Section IV. 10.20.0 - The general alignment of an extended Strathcona Road is hereby designated as a Secondary Arterial, as shown on Schedules A and B attached. The general alignment of a new Collector Road connection between Norman Wilson Boulevard and Westmount Road is hereby designated as a Proposed Collector Road, as shown on Schedules A and B attached. The alignment of these roads will be determined as part of a Transportation Planning and Engineering Study.

Section IV. 11.20.0 - Notwithstanding the occupation of Industrial at the proposed intersection of Strathcona Road and Huron Road, Service Commercial Uses will be permitted subject to other Policies of the Official Plan, and the identification of that location, shape and size of such Service Commercial Uses in the Huron Industrial Development Plan.

Section IV. 11.20.4 - Requires that Industrial development in the Huron Industrial Park be buffered from designated Residential areas by means of building setbacks, open spaces and/or landscaped screening. Also, Industrial development to designated Residential areas shall be limited to non-intrusive industrial.

If approved this would allow the development of Huron Industrial Park.

Any comments or inquiries should be directed to the Director of Planning, Department of Planning and Development, City Hall, Kitchener.
Telephone: 885-7263

SUBJECT AREA TO BE USED "WREN"-1976-00186-05957

Wednesday - August 20, 1980
Thursday - August 21, 1980
Friday - September 5, 1980
KITCHENER PLANNING COMMITTEE

RESIDENTS AND PROPERTY OWNERS IN THE CITY OF KITCHENER
are invited to attend a
PUBLIC MEETING in response to an application to
AMEND THE KITCHENER OFFICIAL PLAN
for the proposed
KURON INDUSTRIAL PARK

If approved, the Official Plan Amendment would add
1620 acres of land located by Wescott Blvd. and
Highway 401 to the south. The land would be designated
"Industries" and "Highway Commercial". The Office of
the Planning Department would be responsible for the
administration of a major new industrial area southeast portion of the City of Kitchener.

THE PUBLIC MEETING
WILL BE HELD:
WEDNESDAY, JANUARY 14, 1981
AT 7:00 P.M.
UPPER FLOOR OF KITCHENER FARMERS' MARKET

For further information, contact the Kitchener
Department of Planning and Development at 866-1963 or 866-7127.

January 3, 1981
January 7, 1981
January 10, 1981
Proceedings of the
Public Meeting
Official Plan Amendment - Hurca Industrial Park
Held 7:30 p.m.
January 24, 1981
Kitchener's Farmers Market

In attendance were:

Members of Planning Committee and Council:
Mayor Morley A. Rosenberg
Alderman Judy Balmer - Chairman of Planning Committee
Alderman Richard Christy - Vice-Chairman of Planning Committee
Alderman J. Edles - Ward Alderman
Mr. Peter Kruse - Member of Planning Committee
Mr. Ron March - Member of Planning Committee
Mr. Mike Bisscut - Member of Planning Committee
Alderman Gary Leadston

Representatives of the Major Property Owners:
Ron Sills, O.C.
Ian MacNaughton - MacNaughton Herman Planning Limited
Bernie Herman - MacNaughton Herman Planning Limited
Richard Hardy - R. R. Vignells and Associates
Bill Green - Proctor and Redfern Limited
Larry Mason - Proctor and Redfern Limited
Paul Dietrich - Major Holdings and Development Limited

Kitchener City Staff:
Sam Ylapien - Commissioner of Planning and Development
Brock Stanley - Director of Planning
Judy McLeod - Senior Planner
Tim McCabe - Planner
Vic Bridle - Traffic Co-ordinator
Hugh Flood - Commissioner of Public Works
Jim Darragh - City Commissioner

Approximately 55 area residents and property owners attended this meeting.

Alderman Judy Balmer, Chairman of Planning Committee, chaired the meeting. She opened it by welcoming those present and introducing members of council, planning committee and staff. She then introduced Judy McLeod of the Kitchener Planning Department who made a brief presentation on the purpose and scope of the Amendment.

Ms. McLeod began by stating that the purpose of the meeting was to determine the future of approximately 1,500 acres of land bounded by Westmount Road to the west, Slean's Road to the north, the realignment of Strasburg Road to the east and the southern limits of the Strasburg Drainage Shed to the south. At the present time, these lands are not included in the plan for land use of the City of Kitchener and, as such, have no City Planning Policies applying to them. Ms. McLeod stated that in December of 1979, Mr. Ron Sills, on behalf of ten of the property owners, approached the City of Kitchener to have the subject land included in the plan for land use and to have "industrial" designation applied to it. This would mean that in the future, the land would be developed in a variety of industrial land uses.
On December 12, 1979, Kitchener City Council passed a resolution approving the proposal in principle, subject to an Official Plan Amendment being approved, and Secondary Plan and other servicing and transportation questions being resolved. Mr. McLeod stated that the major policy question of the Official Plan designation was being considered at this time.

Ms. McLeod noted that approximately one-half of the land is beyond the limit of development to the year 2001 which is set out in the Regional Official Policies Plan. It was not, therefore, intended by the Regional Plan that much of this land would be developed at this time. The Regional Plan does, however, contain a clause which states that such development could take place if it was proven to be within the public interest. Regional Council has therefore, passed a resolution stating that industrial development only could be considered to be within the public interest, and could be approved at this time.

A Map was displayed which showed the context of the proposed Industrial Community, showing surrounding residential communities and the location of this area as a natural westerly extension of the Kitchener Industrial Basin. Road access via Homer Watson Boulevard to Highway 401 and the Conestoga Expressway, as well as the future extension of Strasburg Road to an interchange with Highway 401 and Highway 97 and future links of Blevins Road to Highway 5 were also shown. Mr. McLeod then displayed an additional Map which showed the way the proposed Official Plan Amendment would look. A large portion of the 1,900 acres was shown in an "Industrial" designation. As well, areas which were identified as being below the Regional Floodline were designated as being within "Major Open Space" designation. No development would be permitted to take place within these open space areas. Ms. McLeod noted that the designation does not cover properties at the intersection of Westmount Road and Huron Road. This area would not be included in the Industrial designation. It was noted, however, that properties near the intersection of Huron and Plains Road would be included within the industrial designation, and that the future use of these properties and/or the protection of the residential properties could be worked out in detail at the time of the Secondary Plan.

Regarding the further processing of this Amendment application, Mr. McLeod noted that the application would go to Kitchener Planning Committee for consideration and Kitchener City Council for final adoption. Following approval by the Regional Municipality of Waterloo, the Official Plan would be amended to permit the industrial land use as in this area.

Following the adoption of the Official Plan Amendment, Staff of the Department of Planning and Development, in conjunction with representatives of the property owners, will begin work on a "Secondary Plan" which will establish the details of land use, zoning, servicing by sewer and water as well as storm drainage, detailed collector and local road patterns, details of rail access, protection of environmentally sensitive and archaeologically significant properties and the protection and screening of residential areas, among other things. It was noted that residents of the area would be invited to participate in this planning process.

Mr. Ann Sills, O.C., made a brief presentation on behalf of ten of the property owners within the proposed Huron Industrial area. He outlined potential advantages of such an Official Plan Amendment, indicating that an estimated 10,700 jobs would be created by such development. This would create another 13,000 "spin-off" jobs, bringing a substantial economic benefit to the community. Mr. Sills also outlined locational advantages of this proposal, reiterating the transportation linkages and potential for rail access. He stated that the owners of the property have been encouraged by the City to proceed with an Industrial Official Plan Amendment, and that they are proceeding enthusiastically. He noted that commitments would be required from the City to allow the industrial development to proceed, and noted that more details would be determined through the Secondary Plan Process.
Mr. Sills stated that the owners were committed to a business community which would be located in a “park-like” setting utilizing the natural features of the site to their best advantage.

Following these presentations, Alderman Judy Balmer opened the meeting for questions and discussion.

Mr. Michael Scott of 269 Huron Road asked for further information on the proposed protection for existing residential areas from industrial development. In response, Mr. McLeod outlined a special policy in the proposed Official Plan Amendment which would require setbacks, buffering and screening of industrial from residential land uses, as well as a specific list of non-obnoxious industrial uses which would be required in industrial areas adjacent to residential communities. As well, Mr. Stanley and Mr. Ian MacNaughton discussed the requirement for 50 foot setbacks within the M3 zone, the possibility of special screening and landscaping as well as the requirement of site plan approval for each additional industrial property.

Mr. Scott also asked what would happen to existing Huron Road. Mr. Stanley replied that the new, realigned Huron Road would be to handle industrial traffic, and the City would endeavour to ensure that existing Huron Road remains in place, but would not be used as a main arterial road.

Mr. Bob Pearce of 1550 Strasburg Road asked if properties along the existing alignment of Strasburg Road would continue to obtain access by this road. Mr. Stanley replied that Strasburg will be maintained as an existing, local road and all residents along the road will continue to obtain legal access from it. Mr. Pearce also asked what affect the proposed Official Plan Amendment would have on his taxes. Alderman Balmer replied that taxes are based on market value, but it is difficult to answer such a question specifically. Mr. Darrah concurred with this statement, but stated that the City has been setting aside approximately $1 million a year for such development. The servicing will take place over the next five years, and Mr. Darrah stated that the overall development should not have an adverse impact on property taxes in general.

Mr. Ron Sills stated that the development process will take approximately eight to ten years, with adjustments being accounted for on the basis of the existing economic climate at the time. He stated that it was the hope of the developers that the Huron Industrial Area would be aesthetically pleasing, and that the traditional industrial sector would that financing will be spread over time, and hopefully investment will adversely affect the tax base.

Mr. Wilfrid Erb of 78 Huron Road asked what the realignment of Huron Road would look like and what the status of it is. Mr. Stanley replied that probably existing Huron Road would be cut off just before the intersection of Huron and Strasburg Road. This would remove the existing, dangerous intersection. The new aligned Huron Road would be to the north of this, and Old Huron Road would probably connect with the new alignment via Trillium Drive. This would allow access to existing residents along Huron Road and improve the safety of the intersections. A “turnaround” would be provided at the end of Huron which will be terminated just prior to Homer-Watson Boulevard. Mr. Stanley stressed, however, that no detailed engineering studies have yet been done to determine the exact location of these realignments.

Mr. Glenn Law of 7 Plains asked what would happen to the 7 houses along Huron and Plains Road which would be included within the Industrial designation. He asked if they would be gradually taken into industrial land uses. Mr. Stanley stated that there was no intention on the part of the City to expropriate these properties for industrial uses, unless the properties were required for the realignment of the road or essential services. It would seem unlikely that this would be the case, therefore, remain in their existing residential uses as long as the property owners wish to remain there.
Mr. Stanley stated that the only way that industrial uses would come into the area would be if some of the owners wanted to sell their properties and the new purchasers wanted to establish an industrial land use. He stated, however, that in such a case, a zone change would be required and provisions could be added to the zone change to require additional buffering. It was noted that the details of the future of such residential areas would be studied and determined at the time of the Secondary Plan and zone change processes. It was reiterated that M3 zoning now requires that in an Industrial zone abutting a Residential zone, all uses, including storage, must be setback 50 feet from the property line and some form of screening must be provided. The City will ensure that obnoxious uses would not be permitted.

Mr. Richard Ejsymont, 325 Country Hill Drive, stated that traffic would certainly be generated from this area, and asked how long it would take to have arterial roads completed. Mr. Stanley stated that probably the first road to be completed would be the link up of new Huron Road to Homer Watson Boulevard. This would provide a direct link to Highway 401 and into the City. He stated that it was likely that a link to Highway 97 and Highway 401 was a long way off. The link from Westmount Road to New Dundie Road and Highway 401 is already in place. Larry Mason of Proctor and Redfern Limited verified that the Huron-Strasburg-Homer Watson Boulevard link would take place very early in the development of the industrial park; probably within the first two years of development. Mr. Mason went on to state that there are two mixed types of traffic which have to be planned for. First, there is truck traffic which, in large proportion, will be directed to the City of Kitchener, as well as to Highway 401. Secondly, commuter traffic will be directed primarily to Kitchener's residential areas as well as to the City of Cambridge. Homer Watson Boulevard will, therefore, be an important link.

Mr. Ejsymont stated that Homer Watson Boulevard is now, in places, in a very poor state of repair. Mr. Mason replied, however, that Homer Watson Boulevard is now under study by the Regional Municipality of Waterloo and this study will dictate improvements which will take place. A detailed traffic and transportation study, in conjunction with the Secondary Plan, will take place prior to any development.

Mr. Mike Hiscott expressed the opinion that industries will not locate in this area if the roads to accommodate them are not in place.

Mrs. Lynn Daley stated that she will soon be moving to Southwood Drive which backs onto an existing industrial area south of Ralston Road. She asked what the buffers would consist of and who will have say in determining the form of these buffers. Mr. Stanley replied that the City intends to re-examine the Country Hills Community Plan based on the knowledge that there will be industrial development across the road. As well, Planning Committee has requested the Department of Planning and Development to undertake a study of industrial and residential land use buffers. He reiterated his earlier remarks regarding setbacks and screening.

Stewart Trusler of 1925 Huron Road asked if there would be any restrictions on agriculture in the surrounding areas. It was noted that there would be no restrictions on agriculture beyond the limits of the Amendment as a direct result of this Official Plan change.

As there were no further questions, Alderman Judy Balmer adjourned the formal portion of this meeting. Coffee was served and those in attendance discussed the application with staff members on an informal basis.

Judy McLeod
Senior Planner
APPENDIX "C"

Background Information **

In keeping with the requirements of Section 8.36 of the Regional Official Policies Plan, the following information constituting a study of need, consideration of alternative locations, priority requirements and staging of development. It has been prepared by MacNaughton Herman Planning Consultants on behalf of the following property owners:

- Major Holdings and Developments Ltd.
- Community Expansion Inc.
- Paul Tuerr Construction Ltd.
- Rothsker Corporation
- M. Rosenberg et al
- O. I. Weisler
- High Street Construction Ltd.
- Breslau Farms Ltd.
- Doras Investments Ltd.
- Candesand Investments Ltd.
- Peck, Froemisch et al

** INDUSTRIAL LAND NEED **

The present status of vacant industrial land in Kitchener, as follows (1980):

1. A total of 916 acres of vacant industrial land are designated in the Kitchener Official Plan.

2. Of this total, only 119 acres are zoned for industry and serviced (numerous small parcels).

3. An additional 318 acres are zoned and unserviced (includes Bridgeport and west of Trillium).

4. The remaining 470 acres are neither zoned for industrial use or serviced (Bridge Street, Victoria Street, west of Trillium).

The experience of local and Provincial Industrial Marketing Agencies would indicate that the supply of marketable industrial land in Kitchener is becoming increasingly limited.

A 1978 Regional analysis of "Industrial Land Needs and Supply, 1976-2001", identified a serious medium and long term shortage of industrial land, and further:

"In the case of Kitchener, the crisis comes much sooner as even with the supply indicated, these lands if fully serviced in time would still be insufficient to meet this city's traditional growth rates."

The following Table provides a comparison of the existing supply of industrial land with the Region.

To reaffirm Kitchener's traditional role as a prosperous community built upon an impressive industrial base, it is necessary to designate, to comprehensively plan, and to service additional industrial lands.

** is from "Proposed Industrial Community - Kitchener, Ontario" Report dated September 1980
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<tr>
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<tr>
<td>WATERLOO</td>
<td>425 acres <strong>(about 311 ac. at present)</strong></td>
<td>100 acres</td>
<td>300 acres</td>
<td>zero</td>
</tr>
<tr>
<td>CAMBRIDGE</td>
<td>1222 acres <strong>(about 600 ac. at present)</strong></td>
<td>Need not bring on any further land but if necessary could bring on 360 acres more.</td>
<td>Need not bring on any further land but if necessary could bring on 300 acres more.</td>
<td>Based on 30 acres per year will need to bring on further land for the years beyond 2001. Could bring on 314 ac. more in this period.</td>
</tr>
<tr>
<td>KITCHENER</td>
<td>279 acres <strong>(about 125 ac. at present)</strong></td>
<td>270 acres</td>
<td>395 acres</td>
<td>Note: Data for Kitchener subject to update as per Page 1 of this report.</td>
</tr>
<tr>
<td>NORTH DUMFRIES</td>
<td>882 acres septic tank ***</td>
<td>Sufficient from 1977-1981 period for this period as well.</td>
<td>Sufficient from 1977-1986 period for this period as well.</td>
<td>zero</td>
</tr>
<tr>
<td>WILMOT</td>
<td>32 ac. (New Hamburg, Baden) <strong>(4 ac. septic tank)</strong></td>
<td>54 ac. (New Hamburg, Baden) <strong>(16 ac. septic tank)</strong></td>
<td>zero</td>
<td>zero</td>
</tr>
<tr>
<td>WELLESLEY</td>
<td>38 ac. septic tank ***</td>
<td>10.2 ac. septic tank **</td>
<td>10 ac. septic tank **</td>
<td>zero</td>
</tr>
<tr>
<td>KILKANICHI</td>
<td>90 ac. (Elmira) **(260 ac. septic tank)</td>
<td>(Elmira) **(260 ac. septic tank) **</td>
<td>(190 ac. septic tank) **</td>
<td>St. Jacobs **(190 ac. septic tank) **</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2108 acres ***</td>
<td>792 acres **</td>
<td>955 acres **</td>
<td>314 acres **</td>
</tr>
</tbody>
</table>

---

* At present time, there is less than listed serviced. Some of this land which is serviceable in Kitchener and Waterloo is small holdings and that portion in private hands not easily acquirable due to price, lease policies, location, etc.

** Acres in brackets are included in the total immediately above.

*** Septic tank is needed but for various sewage systems available for rural areas and acreages shown are in addition to the serviced acres.

BENEFITS OF INDUSTRIAL GROWTH

- Municipalities have traditionally viewed industrial growth as a benefit to balance the assessment base.
- Taxes accruing from industrial development are important:
  1. In meeting payments on debentures for initial servicing costs.
  2. For maintaining municipal services to the industrial area.
  3. For contributing to other municipal projects.
- However, the greatest benefits of industrial growth are realized in a healthy local economy including:
  1. Increased employment opportunities.
  2. Increased cash flow into and within the community.
- The potential long term benefits of the proposed industrial community are presented in the following Table:

**LONG TERM BENEFITS OF INDUSTRIAL COMMUNITY**

<table>
<thead>
<tr>
<th>Description</th>
<th>Calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of workers per acre</td>
<td>( (9) \times \text{Number of gross site acres (1,168)} )</td>
</tr>
<tr>
<td>Direct basic employment</td>
<td>( 10,700 )</td>
</tr>
<tr>
<td>Spin-off employment</td>
<td>( 13,400 )</td>
</tr>
<tr>
<td><strong>Total employment</strong></td>
<td>( 24,100 )</td>
</tr>
</tbody>
</table>

**Direct Basic Employment** = \( 10,700 \) Jobs

**Spin-off Employment** = \( 13,400 \) Jobs

\( \text{Total Employment} = \text{Direct Basic Employment} + \text{Spin-off Employment} \)

<table>
<thead>
<tr>
<th>Description</th>
<th>Calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct employment ( (10,700) )</td>
<td>( \times \text{average annual net income (after taxes)} ($10,500) )</td>
</tr>
<tr>
<td>Industrial park annual net payroll</td>
<td>( \text{Annual financial impact} = $336,000 )</td>
</tr>
</tbody>
</table>

**Industrial Park Annual Net Payroll** = \( \$112,000 \) Million

\( \text{Annual Financial Impact} = \text{Industrial Park Annual Net Payroll} \)

\( \text{Total Employment} \times 1.9 \) persons per employee = \( \text{Population Supported} = 45,800 \)

**NOTES:**
1. 9 workers per gross site acre - average industrial employment density in Waterloo Region (Regional Industrial Survey).
2. Estimated developable acreage (1,320 ac.) - 10% for roads (132 acres) - Gross Site Acreage (1,188 ac.)
3. Basic Employment - employment which produces goods and services for export outside of the Regional area (i.e. this activity brings new money into the community).
4. Non-Basic Employment - employment which provides goods and services secondary to and supportive of "Basic" activities (i.e. retail/office/construction, etc.).
6. Based on 1980 Employment Canada Industrial Wage Composite for Kitchener Area of $25.72/week = \( \$13,100 \) per year - taxes = \( \$10,500.00 \) per year (approximate).
7. Payroll re-circulation estimate provided by the Ministry of Industry & Tourism.
8. Population Multiplier = 1979 Kitchener Population = \( 126,100 \) 
   \( \frac{1979 \text{Kitchener Labour Force}}{70,000} = 1.9 \)
LOCATION ADVANTAGES

1.1) GRAVITY SERVICING

- The subject area is located within the Strasburg Watershed which is serviceable by gravity sewer to the pumping station on Pioneer Drive.

- Present commitments to expand the Schneider Creek Truck Sewer by tunneling to the sewage treatment plant, will eliminate the Pioneer Park Pumping Station. This will enable the entire lands to be serviceable by gravity directly to the sewage treatment plant.

- The subject area is the only remaining lands of significant acreage located within the City of Kitchener boundaries, which can be serviced by gravity sewer and developed for industrial use in the short and medium term.

- The majority of other areas on the periphery of the built-up edge of Kitchener (within the gravity servicing area) have been designated and planned for residential use.

2.1) EXTENSION OF TRILLIUM INDUSTRIAL PARK

- The proposed industrial park constitutes a natural westerly extension of the existing Trillium Industrial Park.

3.1) LAND USE COMPATIBILITY AND AREA SIZE

- The study area is characterized by its large square shape. It is a relatively undeveloped area and this provides advantages for:

  a - The preparation of a comprehensively planned industrial park.

  b - Minimizing land use conflict.

- The Country Hills West Residential Community to the north is separated from the study area by Bream Road. The Pioneer Park West Community to the southeast would be separated from the industrial area by realigned Huron Road, and extended Strasburg Road.

- There are two main clusters of residential use in the study area, consisting of 5 residences each, located at the corner of Huron and Westmount and Huron and Plains Road. Based on discussions with staff, it has been concluded the cluster at Huron and Westmount will not form part of the official plan amendment. However, the cluster at Huron and Plains Road will be part of the amendment, given its location in the centre of the subject area.

4.1) ROAD ACCESS

- Access to Highway No. 401 via Homer Watson Drive. A second access to Highway No. 401 is possible with development of Strasburg Road to Meadel Drive, which connects to the Highway 97/401 interchange.

- Access to Highway No. 8 via Breams Road or Kanitee to Fairway Road interchange.

- East-west routes may improve at such time as River Road is connected with Breams Road (Third Priority Regional Transportation Review).

- Access to Conestoga Expressway via Homer Watson Boulevard and via Westmount Drive to Fischer Drive interchange (extension of Fischer Road to Westmount will improve this westerly connection).
5. RAIL ACCESS

The CNR spur line terminates east of Homer Watson Drive. At this location, Homer Watson is elevated. A rail bed has been cut in order to allow the extension of the CNR line under Homer Watson and westerly into the subject area.

The Staff of the Industrial Development Branch of the Canadian National Railway have provided back-up standards and information to assist in planning a rail extension to this area.

6. PROXIMITY TO LABOUR FORCE

The subject area is situated in close proximity to existing planned residential communities.

The southern communities of Lower Doon, Pioneer Park, Pioneer Park West and Doon South would eventually accommodate 26,600 persons.

The western communities of Country Hills West, Laurier West, Forest Heights West and Forest Heights, will eventually accommodate 91,400 persons.

In an era of energy conservation, and the provision of quality lifestyles for employers, the proximity (yet separation) of these planned residential communities is viewed as an industrial attraction.

PRELIMINARY CONCEPT PLAN

1.1 DESIGN CONSIDERATIONS

An existing hydro electric power corridor crosses the subject area on a diagonal alignment. Also, a Bell Canada line and gas line cross through the area. These existing utility lines shall require detailed consideration in the Secondary Plan and Subdivision Plan stages.

The Strasburg Water Shed is divided into three (3) sub-sheds, each of which have their own drainage routes.

Open space areas would include the Regional Floodplain and low marshy areas. (Equals 156 acres equivalent to 10 percent of the area.)

There are no Regional Environmentally Sensitive Policy Areas in the study area.

Bruce Brown and Associates have completed an Environmental Analysis of the study area. These findings will serve as background to the Secondary Plan.

M. M. Dillon Limited, has been retained by the City of Kitchener to review the Strasburg Water Shed to determine storm water management requirements.

The intent is to create an industrial community sensitive to the area's natural features, resulting in attractive sites located in a park-like setting.

2.1 ROAD SYSTEM

The area can be viewed as a "super block" bounded by three (3) arterial roads: to the west (Westmount), north (Ibleas) and east (Homer Watson).

In order to facilitate internal industrial traffic, two (2) internal collector roads are proposed:

- An east/west collector to connect Homer Watson to Westmount Road.
b - The southerly extension of a realigned Strasburg Road from Blemo Road south to Reidel Drive at Steaffer. (Reidel connects to Highway No. 401/97 interchange.)

Both of these collector road alignments will be the subject of a detailed transportation review as part of the Secondary Planning process. Proctor & Redfern have submitted proposed Terms of Reference to City and Regional Staff in this regard.

3.) CANADIAN NATIONAL RAILWAY

A potential alignment for the extension of a rail line westerly into the industrial park, has been reviewed on a preliminary basis with Canadian National Railway Staff, and City Engineering Staff. The concept indicates how the rail could be extended into the industrial park.

A potential strategy is to plan for and include the rail easements and relate the timing of construction of the rail line to industrial demand.

4.) INDUSTRIAL LAND USE

The concept plan indicates approximately 1,120 acres of potential industrial land (after open space is subtracted).

The proposed Official Plan Amendment requires the buffering of industrial uses from designated residential areas by means of building setback, open space or landscaped screening. Also, such development would be limited to non-noxious industries.

The intent is to create a comprehensively planned industrial community, offering a range of industrial lot sizes. The natural features of the subject area provide the opportunity to create attractive industrial sites, located within a park-like setting.

STAGING AND COST OF TRUNK SERVICES

The following Table presents a possible Staging Programme for extending trunk sewer and water services, and main roads, into the proposed industrial area.

The proposed staging period would extend from 1981 to 1987. This staging may be shortened or extended, depending upon industrial demand from year-to-year.

In addition to the costs for trunk services outlined in this Table, there would be other development costs for lot grading and internal streets and services. Such additional development costs would be the responsibility of the developer.

The proposed cost breakdown for trunk services and main roads is based upon the following principles:

1.1 That the City pay for trunk sewers in accordance with their practice for residential areas.

2.) That the Region provide trunk water mains with one-half of the cost of a twelve (12) inch diameter main assessed as a developer cost for each side of the main abutting the industrial community.

3.1 That the City assume the full cost of back-lotted City roads.

4.) That the developer assume the full cost of the first two (2) lanes of front-lotted City roads with the cost of providing additional lanes paid by the City.

5.) That the Region assume the full cost of improvements to Regional Roads.
6. That should a railway not assume the extra cost of a structure for a grade separation between Homer Watson Boulevard and the proposed railway spur, this be a City cost.

7. That the extension of the railway be a cost to the benefiting land holders.

The table indicates that the cost of providing services to the proposed Industrial Community will also benefit other areas:

1. The Schneider Trunk Sanitary Sewer benefits new development in the entire City.

2. The Pioneer Drive Relief Saver benefits residential as well as industrial development.

3. The lower sections of the North and Middle Branches of the Strasburg Trunk Saver pass through and service areas planned for residential development on their way to the Industrial Community.

4. Residential lands to the north of Bleams Road will benefit from the Bleams Road improvements and trunk watermain.

5. Unplanned lands to the west of Westmount Road will benefit from improvements to the road and construction of the trunk watermain along it. These lands will also benefit from extra capacity built into the trunk sanitary sewers to permit their possible future development.

The proposed 1982 stage would bring approximately 30 acres of City-owned land on-stream and permit the westerly extension of Trillium Industrial Park.

The return on the proposed Municipal cost of providing trunk services is as follows:

1. Assessment accruing from increased industrial development.

2.1 The general benefit in jobs, cash flow, and population accruing to the community.
## STAGING OF CONSTRUCTION OF TRUNK SERVICES

PROPOSED INDUSTRIAL COMMUNITY, KITCHENER

<table>
<thead>
<tr>
<th>Year</th>
<th>Item</th>
<th>City Total Commitment</th>
<th>City Total Commitable to Ind. Com.</th>
<th>Region Total Commitment</th>
<th>Region Total Commitable to Ind. Com.</th>
<th>Developer</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1981</td>
<td>1) Schneider Trunk Sanitary Sewer</td>
<td>3,572,000</td>
<td>290,000</td>
<td></td>
<td></td>
<td></td>
<td>- 1800 commitment by City to project. Cost proportioned on the basis that the proposed industrial community is of the total additional area made serviceable by the Strasburg alternative route.</td>
</tr>
<tr>
<td></td>
<td>2) Pioneer Drive Relief Sewer</td>
<td>500,000</td>
<td>205,000</td>
<td></td>
<td></td>
<td></td>
<td>- Outlet required for all areas in Huron Park. Industrial Community is 41% of total area within said.</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>4,072,000</td>
<td>495,000</td>
<td></td>
<td></td>
<td>77</td>
<td></td>
</tr>
<tr>
<td>1982</td>
<td>1) North Strasburg Trunk Sewer D to F</td>
<td>225,000</td>
<td>128,000</td>
<td></td>
<td></td>
<td>106</td>
<td>- Services City land. Relieves sewage capacity constraint in Huron/Community Expansion Trillium Subdivision. Route through residential area fixed in 1981. Sewer through residential area considered residential cost.</td>
</tr>
<tr>
<td></td>
<td>2) Huron Trunk Watermain - Mongen to Westmount</td>
<td>349,000</td>
<td>265,000</td>
<td></td>
<td></td>
<td>306,000</td>
<td>- Part of trunk watermain network for City. Initial major water supply. Prepare for development of potential larger lots near Huron &amp; Westmount. Equivalent cost of 12&quot; main to Developers.</td>
</tr>
<tr>
<td>Construct. Year</td>
<td>Item</td>
<td>City Total Commitment</td>
<td>City Attributable to Ind. Com.</td>
<td>Region Total Commitment</td>
<td>Region Attributable to Ind. Com.</td>
<td>Developer Gross Acres Serv.</td>
<td>Comments</td>
</tr>
<tr>
<td>----------------</td>
<td>-------------------------------------------</td>
<td>-----------------------</td>
<td>--------------------------------</td>
<td>--------------------------</td>
<td>---------------------------------</td>
<td>---------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
|                | 3) Bishop Road - Huron Watson to Strasburg| 864,000               | 432,000                        |                          |                                 |                           | "Provide arterial route for development occurring in N.E. Huron Park and N.W. Trillum Park. One-half cost residential benefit."
<p>|                |                                           |                       |                                |                          |                                 |                           | &quot;Required for Huron Road and Huron/Huron Watson Intersection.&quot;           |
|                | 4) Purchase Turner Property                | 70,000                | 70,000                         |                          |                                 |                           |                                                                         |
| 1983           | 1) Middle Strasburg Trunk Sewer 6 to L    | 542,000               | 138,000                        | 342,000                  | 265,000                         | 306,000                   | &quot;Serves portion of Rotblatt, Dabney &amp; Major Holdings Properties. Route through residential area vacated by the end of 1982. Sewer through residential area considered residential cost.&quot; |
|                | 2) Huron Road - Trillum to Old Huron      | 777,000               | 777,000                        |                          |                                 |                           | &quot;Major collector for west of proposed industrial community. Traffic to use Trillum Drive until extension to Huron Watson. Huron Road staged to allow time for design, land purchase and to avoid expenditure.&quot;   |
|                | TOTAL                                      | 1,319,000             | 915,000                        |                          |                                 |                           |                                                                         |</p>
<table>
<thead>
<tr>
<th>Const'n Year</th>
<th>Item</th>
<th>City</th>
<th>Region</th>
<th>Developer</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1984</td>
<td>1) North Strasburg Trunk Sewer P to N</td>
<td>74,000</td>
<td>74,000</td>
<td>283</td>
<td>Permits servicing and construction of Strasburg Road. Permits abandonment of Country Hills sewage pumping station.</td>
</tr>
<tr>
<td></td>
<td>2) South Strasburg Trunk Sewer K to P</td>
<td>168,000</td>
<td>168,000</td>
<td></td>
<td>Outlet for Major Holdings.</td>
</tr>
<tr>
<td></td>
<td>3) Strasburg Trunk Watermain - Huron to Blenheim</td>
<td>238,000</td>
<td>238,000</td>
<td>238,000</td>
<td>Permits servicing and construction of Strasburg Road. Step towards key water supply from Westmount &amp; Ottawa. Equivalent cost of 12 inch main to developer.</td>
</tr>
<tr>
<td></td>
<td>4) Huron Road - Trillium to Huron Water</td>
<td>1,410,000</td>
<td>1,410,000</td>
<td>600,000</td>
<td>Most important outlet for industrial traffic. Key entrance to Huron Park for traffic and marketing purposes. Region cost for portion of interchange. City cost includes railway grade separation.</td>
</tr>
<tr>
<td></td>
<td>5) Strasburg Road - Huron to Blenheim</td>
<td>512,000</td>
<td>512,000</td>
<td>512,000</td>
<td>Front lot development for most of length. Provides major loop between Blenheim &amp; Huron.</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2,164,000</strong></td>
<td><strong>7,164,000</strong></td>
<td><strong>838,000</strong></td>
<td><strong>838,000</strong></td>
<td><strong>904,000</strong></td>
</tr>
<tr>
<td>Item</td>
<td>City</td>
<td>Region</td>
<td>Comments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>------------</td>
<td>-----------</td>
<td>--------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) North Strasburg Trunk Sewer G to I</td>
<td>87,000</td>
<td>87,000</td>
<td>Completes trunk servicing of North Strasburg area, opens additional area for future expansion of QHS sewage pumping station.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Middle Strasburg Trunk Sewer L to H</td>
<td>163,000</td>
<td>163,000</td>
<td>Extends servicing to Rockstar, Cran.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Bleaser Trunk Watermain - Westmount to Strasburg</td>
<td>410,000</td>
<td>367,000</td>
<td>Completion of main water force from Otis St.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Ministram Trunk Watermain - Bleaser to Williamsburg</td>
<td>102,000</td>
<td></td>
<td>Completion of main water force from Otis St.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5) Huron Road - Strasburg to Westmount</td>
<td>633,000</td>
<td>633,000</td>
<td>Front footing assumed for much of length. Permits servicing of Huron Road.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6) Strasburg Road - Huron to 1st Industrial Access Road South</td>
<td>588,000</td>
<td>284,000</td>
<td>Provides secondary access to major holdings industrial lands.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,491,000</td>
<td>775,000</td>
<td>577,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1986  
1) Middle Strasburg Trunk Sewer N to N                               | 152,000    | 152,000   | Completes trunk to Westmount road and provides outlet for all properties in the Middle Strasburg Creek area. |
<table>
<thead>
<tr>
<th>Const'n Year</th>
<th>Item</th>
<th>City Total Commitment</th>
<th>City Attributable to Ind. Com.</th>
<th>Design Total Commitment</th>
<th>Design Attributable to Ind. Com.</th>
<th>Developer Gross Acres Serv.</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1987 Or Later</td>
<td>1) South Strasburg Trunk Sewer, F to Q, 91,000</td>
<td>91,000</td>
<td>91,000</td>
<td></td>
<td></td>
<td>106</td>
<td>Completes trunk sewers servicing in Proposed Industrial Community. Scheduling dependent upon development of Becker property.</td>
</tr>
<tr>
<td></td>
<td>2) Westcourt Trunk Watermain, Bloom to Huron</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3) Bloom Road - Strasburg to Westcourt, 1,296,000</td>
<td>648,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Will be required after substantial industrial development.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>1,448,000</td>
<td>860,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3) Westcourt Road - Huron Road to Bloom Road, 1,123,000</td>
<td>501,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Will be required after substantial industrial development.</td>
</tr>
<tr>
<td></td>
<td>4) Strasburg Road - 1st Industrial Road to Steuffer, 1,061,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Not required for Proposed Industrial Parks. Ultimately can extend to Hwy. 401 to relieve RAW N4.</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>1,552,000</td>
<td>91,000</td>
<td>1,430,000</td>
<td>738,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GRAND TOTAL</td>
<td>12,805,000</td>
<td>6,292,000</td>
<td>3,804,000</td>
<td>2,786,000</td>
<td>1,960,000</td>
<td>1.562</td>
</tr>
</tbody>
</table>
"A Secondary Plan for Huron Business Park and Transportation and Engineering Study, Huron and Strasburg Roads"

Approved by Planning Committee - December 13, 1982
Approved by City Council - February 14, 1983
Approved by Regional Council - September 15, 1983
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   3.6 Land Use
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   4.1 Land Use
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SCHEDULE 1 to Huron Business Park Secondary Plan

# APPENDICES

APPENDIX A - Agency Circulation Comments

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APPENDIX D - Public Meeting - August 11, 1982

INTRODUCTION

The Huron Business Park consists of a total of 676 hectares bounded by Kitchener's industrial basin to the east, Blaams Road to the north, Westmount Road to the west, the limit of the Strasburg drainage shed to the south and Pinmeer Park West to the southeast. The area is drained by Strasburg Creek and its tributaries, and is characterized by rolling and varied topography.

The majority of the area is undeveloped except for some large lot residential uses at the intersections of Westmount and Huron Roads, Huron and Plains Road, and Huron and Strasburg Roads. The Portuguese Club fronts onto Westmount Road. Some agricultural activity has occurred.

In 1979, the major land owners within the Huron Business Park formed a consortium for the purpose of promoting the common planning, engineering, financing and marketing of the subject area. As a result, Official Plan Amendment Number 3 designating the area as Industrial was approved by Regional
Council in June, 1982. Moreover, financial arrangements for the extension of trunk services have been approved by the City of Kitchener.

The purpose of this Secondary Plan is to provide for the planned development of a major new industrial basin in the City of Kitchener. This Secondary Plan also provides policies to protect abutting residential areas while providing for a new range of industrial uses.

The Secondary Plan also provides for the approval of the Transportation Planning and Engineering Study establishing the future alignment of the extension of Strasburg Road and the alignment of new Huron Road. Further, the Study also recommends a rail alignment for extension of the CNR westward across Homer Watson Boulevard.

3. **RECOMMENDATIONS**

The following principles will guide the development of the Huron Business Park and will provide the basis for the evaluation of proposals for the subdivision, rezoning, and development of the area.

3.1 **Conformity, Interpretation and Implementation**

3.1.1 THAT the area bounded by Westmount Road, Clems Road, existing Trillium Industrial Park and the southern limit of the Strasburg Creek drainage basin be called the "Huron Business Park".

3.1.2 THAT the Huron Business Park Secondary Plan, shall in all respects, conform to the Official Plan including Amendment Number 8 and to the Regional Official Policies Plan. It
shall also conform to and reflect all applicable development and implementation policies and standards of the City of Kitchener.

3.1.3 THAT the City of Kitchener apply for confirmation of the name "Strasburg Creek", and names for its tributaries, to the Ontario Geographical Names Board.

3.1.4 THAT any alteration or filling of a watercourse or floodplain will require "Pill, Construction, and Alteration to Waterway Permits" from the Grand River Conservation Authority.

3.1.5 THAT "Business Park", "Restricted Business Park" and "Business Park Service Centre" zones be prepared and adopted as new zoning categories in Zoning By-law 4830 in recognition of the special uses to be permitted or prohibited within the Huron Business Park as specifically set out in Schedule 1 to this Secondary Plan.

3.1.6 THAT lot levies at the rate of $2,000 per acre, or at a future rate as amended by Council, be paid to the City of Kitchener at the building permit stage for all land to be zoned "Business Park Service Centre".

3.1.7 THAT development within the Huron Business Park will be subject to both the Standard Form Industrial Subdivision Agreement, as approved by Council, and Section 40 Development Agreements.

3.1.8 THAT any zone change application to amend the scale and scope of uses in Schedule 1 or an increase in the area of the B3 zone shall be circulated as required under The Planning Act and to the City Downtown Improvement Area Board of Management.
3.2 Transportation

3.2.1 THAT, as part of the approval of the Huron Business Park Secondary Plan, the "Transportation Planning and Engineering Study" dated August, 1992 undertaken by Marshall, Macklin, Monaghan Limited be approved to the extent of the recommended rail spur line and alignments of new Huron Road and new Strasburg Road with the exception of that portion of new Huron Road between proposed new Strasburg Road and Homer Watson Boulevard (Plate 4) and that portion of new Strasburg Road for a distance of approximately 500 metres north of its proposed connection to Meidel Drive (Plate 5).

3.2.2 THAT the alignment of new Huron Road between proposed new Strasburg Road and Homer Watson Boulevard be established as shown on Secondary Plan Map 1, subject to Section 3.2.4.

3.2.3 THAT the alignment of new Strasburg Road for a distance of approximately 500 metres north of its proposed connection to Meidel Drive be established to the west of the two existing ponds as shown on Secondary Plan Map 1.

3.2.4 THAT in widening existing Huron Road between Westmount Road and proposed new Strasburg Road, every effort be made to proportion such widenings so as to minimize the impact on existing residentially developed properties.

3.2.5 THAT the new Strasburg Road be designated as a Secondary Arterial Road. The right-of-way for the new Strasburg Road shall be a minimum width of 26 metres, with a potential
greater width set aside if required for cut and fill purposes, to be determined at the draft plan of subdivision stage. Further, it shall be recognized that dedication of 26 metre right-of-way widths for Strasburg Road shall require commitments from the developers to provide for the matching of grades within the abutting lots to adjacent road grades or the continued maintenance of slopes on private property. New development will be backlothed onto new Strasburg Road with the exception of direct access being allowed to Business Park Service Centres. Consideration may also be given to providing direct access to lots with constraints to backlotting.

3.2.6 THAT new Huron Road be designated as a Secondary Arterial Road. The right-of-way for new Huron Road shall be a minimum width of 26 metres, with a potential greater width set aside if required for cut and fill purposes, to be determined at the draft plan of subdivision stage. Further, it shall be recognized that dedication of 26 metre right-of-way widths for Huron Road shall require commitments from the developers to provide for the matching of grades within the abutting lots to adjacent road grades or the continued maintenance of slopes on private property. New development will be backlothed along the entire length of new Huron Road from Homer Watson Boulevard to Westmount Road, with the exception of direct access to Business Park Service Centres being allowed. Consideration may also be given to allowing direct access from Huron Road to lots with constraints to backlotting.
3.2.7 THAT Huron Road including the new aligned portion between new Strasburg Road and Homer Watson Boulevard retain the name of "Huron Road". Renaming of existing Huron Road between new Huron Road and Homer Watson Boulevard will be considered as part of the Pioneer Park West Community Plan Revisions. Existing Huron Road will be closed at its intersection with Homer Watson Boulevard at the time that the new Huron Road connection is made to Homer Watson Boulevard.

3.2.8 THAT the final design of the intersection of new Huron Road with Homer Watson Boulevard be established by the Regional Study of Homer Watson Boulevard.

3.2.9 THAT Trillium Drive T-intersect with new Huron Road and be terminated at such intersection, with that portion of Trillium Drive extending south of new Huron Road to existing Huron Road being closed at the time that new Huron Road is connected to Homer Watson Boulevard.

3.2.10 THAT existing Strasburg Road immediately north of the proposed new Huron Road alignment remain open and T-intersect with new Strasburg Road as shown on Secondary Plan Map 1 and that the redundant sections of existing Strasburg Road be closed. Further, that resolution of the future status of existing Strasburg Road between the proposed new Huron Road alignment and existing Huron Road will be dealt with as part of the Pioneer Park West Community Plan Revisions.
3.2.11 THAT the new alignment for Strasburg Road including the extension south of Huron Road retain the name "Strasburg Road" and further, that part(s) of existing Strasburg Road to remain open be renamed "Unsmart Road".

3.2.12 THAT Westmount Road be recognized as a Regional Primary Road with a minimum right-of-way width of 30 metres subject to further study by the Region. New development shall be backlotted onto Westmount Road. New access will only be by way of Secondary Arterial or Collector Roads as identified on Secondary Plan Map 1.

3.2.13 THAT Blemna Road be recognized as a Regional Primary Road with a minimum right-of-way width of 30 metres subject to further study by the Region. New development shall be backlotted onto Blemna Road. New access will only be by way of Secondary Arterial and Collector Roads as identified on Secondary Plan Map 1 with the exception of direct, controlled access being allowed to the Business Park Service Centres subject to Regional access policy. Further, the exact location of the intersection of designated Collector Roads with Blemna Road shall be subject to further study by the developers prior to approval of draft plans of subdivision in this area.

3.2.14 THAT public transportation needs be considered and transit service be provided where appropriate.

3.2.15 THAT a community trail system be integrated into the open space network of the community as shown in a conceptual manner on Secondary Plan Map 1. Community trail construction shall be a City of Kitchener cost.
3.2.16 THAT a system of internal collector roads shall be established as shown on Secondary Plan Map 1. Collector road shall have a minimum right-of-way width of 20 metres. Direct access from collector roads shall be permitted to abutting land uses.

3.2.17 That the names "Kimmel Road", "Detweiler Drive", "McBrine Drive", and "Berlin Street", be approved as the names for certain Collector Roads within Buron Buminona Park, as shown on Secondary Plan Map 1.

3.2.18 THAT Collector Road 1, as shown by the dashed line on Secondary Plan Map 1, may not be required if a large industrial land user locates in this area. Therefore, either the retention or deletion of this collector road shall not require an amendment to this Secondary Plan.

3.2.19 THAT the potential to extend the railway spur line west of Homer Watson Boulevard be maintained in Plans of Subdivision. That the general alignment of this extension be established as recommended in the "Transportation Planning and Engineering Study", dated August, 1982, undertaken by Marshall, Macklin, Monaghan Ltd., or an alternative alignment subject to detailed engineering review and approval by the Department of Public Works. Further, that the spur line extension be grade-separated at Homer Watson Boulevard. Plans of subdivision shall provide a minimum 12 metre wide spur line easement along the alignment indicated on Secondary Plan Map 1 and as a condition of Draft Plan approval, these easement covenants shall be reserved. Lot grading shall take into consideration a potential rail line profile in order to maximize rail access to abutting lots.

3.2.20 THAT, where practical, Plains Road between Buron Road and Westmount Road be closed and incorporated into surrounding plans of subdivision within the Business Park Redevelopment.
3.2.21 THAT all new structures crossing Strasburg Creek and its tributaries be designed in accordance with the City’s "Urban Drainage Policy" adopted by Kitchener City Council on August 13, 1979.

3.3 Open Space

3.3.1 THAT the Open Space designation noted as "C.W." on Secondary Plan Map 1, further identified as the "Central Area Wetlands" in Bruce A. Brown Associates’ "Environmental Assessment - Strasburg Road West", dated March, 1979, be conveyed to the City of Kitchener at no cost as a condition of subdivision approval.

3.3.2 THAT all lands below the Regional Floodline of Strasburg Creek and its tributaries as defined in the "Watershed Study - Upper and Lower Schneider Creeks", prepared by M.H. Dillon and dated April, 1982, and adopted by City Council on September 27, 1982, or a minimum 30.5 metre width where channelization is permitted by Section 3.3.5, be conveyed to the City of Kitchener at no cost, as a condition of subdivision approval.

3.3.3 THAT provision be made in plans of subdivision for a 15 metre wide community trail link connecting the middle Strasburg Watercourse area to the Central Area Wetlands, as shown in a conceptual manner on Secondary Plan Map 1. Said trail link shall be conveyed to the City, at no cost, as a condition of subdivision approval.
3.3.4 THAT, in accordance with the recommendations of the "Watershed Study - Upper and Lower Schneider Creeks" prepared by M.M. Dillon, dated April, 1982, and adopted by City Council on September 27, 1982, new development not be allowed within the Regional Floodlines defined in that study where the contributing drainage area exceeds 130 ha and further, that where the drainage area is less than 130 ha all development must be outside the 100-year flood lines, with the above subject to the channelization provisions of Section 3.3.5.

3.3.5 THAT the middle Strasburg Creek watercourse extending from the northwest corner of the Secondary Plan at Westmount Road to the southwest part of the Plan shall not be channelized and shall remain in its natural state. Channelization of the northeast and southern tributaries of the Strasburg Creek watercourse may be permitted in order to achieve better utilization of land. Such channelization shall be in conformity with the City's "Urban Drainage Policy" and Section IV.12(ii) of the Kitchener Official Plan and shall be subject to the approval of the Grand River Conservation Authority. Further, the total cost of such channelization shall be borne by the developers.

3.3.6 THAT provision be made for the integration of open space linkages into the Business Park in keeping with Policy IV.8(ix) of the Kitchener Official Plan, which states:

"Develop a system of linked open spaces, urban trails and bikeways throughout the City's parklands, the drainage channels (creeks), HEPF right-of-way, conservation areas and schools. Private open space will not play a major role in the linked open space system. The City will consider allocating funds in the Five Year Capital Forecast to implement this system. It will also seek funds from other levels of Government."
Accordingly, community trails, shown in a conceptual manner on the Secondary Plan Map 1, will be implemented by the City, at the City's cost as and when appropriate funds are available.

Prior to draft plan approval for those areas involving proposed community trail development the undertaking of further studies may be necessary to ascertain the necessity for additional suitable land adjacent to the open space areas to ensure implementation of the trail.

3.3.7 THAT consideration be given to incorporating pedestrian/bicycle underpasses into the design of structures and culverts associated with the crossing of new Huron Road and new Strasburg Road over the community trail within the middle Strasburg Creek area, or the undertaking of alternative crossing arrangements.

3.3.8 THAT prior to on-site grading, the developers shall prepare plans to illustrate how silt and top soil will be prevented from entering any creek, pond or other water body. That these plans be submitted to and approved by the Grand River Conservation Authority, and implemented during the grading and construction process. Where vegetation is removed, replanting for erosion control and protection of water quality shall be done promptly.

3.3.9 THAT the developers be required to take all practical steps to prevent soil erosion by wind subject to the satisfaction of the Department of Public Works for the City of Kitchener.
3.3.10 THAT, only for those treeed areas adjacent to Open Space designations on Secondary Plan Map 1, preliminary grading plans be submitted and approved prior to final subdivision approval showing treeed areas to be removed as a result of servicing and area grading, and the methods by which those areas with trees worth saving will be retained.

3.3.11 THAT, where practical, efforts be made to preserve trees worth saving within the Huron Business Park to enhance the aesthetic appearance of the properties. Details of specific tree preservation measures will be reviewed at the site planning stage.

3.4 SERVICES AND UTILITIES

3.4.1 THAT the Huron Business Park be serviced by gravity sewer. More specifically, that the existing trunk sewer at the intersection of Black Walnut Drive and Alehn Drive be extended to create a North Strasburg Trunk Sewer, a Middle Strasburg Trunk Sewer and a South Strasburg Trunk Sewer. Early industrial development on private sewage facilities and public water service may be permitted. Such development on interim private service, shall require the pre-installation of local sanitary sewers, and shall be required to connect to the trunk sewers at such time as a connection is available.

3.4.2 THAT water supply for the Huron Business Park be accommodated by extending the existing watermain from Manitou/ Homer Watson Boulevard, along new Huron Road to Westmount Road. Additional watermain trunks, subject to design and staging requirements, may include a trunk on existing Strasburg Road to its intersection with new Strasburg Road, between existing Huron Road and Bleams Road; a watermain trunk along Bleams Road between Strasburg and Westmount Roads; a watermain trunk along Westmount Road between Mack Road and Bleams Road; and a watermain trunk along Westmount Road from Bleams Road north to connect with the Regional water distribution system.
3.4.3 THAT allowance be made for a proposed Kitchener-Wilmot Hydro Transformer Station site in the vicinity of the Ontario Hydro Easement between Westmount Road and Huron Road.

3.4.4 THAT, subject to the approval of Ontario Hydro, the Hydro-Electric Commission of Kitchener-Wilmot be allowed to construct electric distribution facilities on the Ontario Hydro Easement. In the event that such approval cannot be obtained, it will be necessary to provide additional 9 metre wide easements abutting one side or both sides of the Ontario Hydro Easement, from Westmount Road to Huron Road, or on road rights-of-way as required by Kitchener-Wilmot Hydro.

3.4.5 THAT the existing overhead Bell Line be retained through Plans of Subdivision and easement agreements, where practical. Further, the onus will be on the developer to ensure that any required relocation or placing of the Bell Line underground take place at no cost to the City of Kitchener.

3.4.6 THAT a 6 metre wide easement required for the City gas main be retained on existing Huron Road should portions of that road be closed and cul-de-saced in the future.

3.4.7 THAT in such instances where development is permitted direct access to Secondary Arterial Roads in accordance with the exceptions set out in Sections 3.2.5, 3.2.6 or 3.2.13, the City shall recover from the developers coinciding frontage costs for the "backlotted" works paid for by the City.
3.5 Storm Water Management

3.5.1 THAT storm water management within the Huron Business Park follow the policies established in the City's "Urban Drainage Policy" adopted by Kitchener City Council on August 13, 1979 and in the "Watershed Study - Upper and Lower Schneider Creeks" adopted by City Council on September 27, 1982. More specifically, storm drainage measures to minimize erosion and water quality problems be implemented and provision made for minor system storage to control frequent floods up to and including the 5 year storm to pre-development levels. Regional Municipality of Waterloo approval is required where storm water management may affect a Regional facility.

3.6 Land Use

3.6.1 THAT "Business Park", "Restricted Business Park" and "Business Park Service Centres" zones be established in the locations shown on Secondary Plan Map 1.

3.6.2 THAT the attached Schedule 1 outlining the specific uses to be permitted within each of the business zones and the key regulations and definitions contained therein, shall form part of the Huron Park Secondary Plan and that such list of uses, regulations and definitions be set out, as specified, in subsequent zoning by-laws for Huron Business Park.

3.6.3 It is intended that within the entire Huron Park Area, all manufacturing uses shall be permitted subject to meeting any pollution, vibration or noise abatement requirements of the Ministry of Environment and the provisions of The Environmental Protection Act. Salvage yards shall not be permitted within the Huron Secondary Plan Area. Furthermore, specific uses of a known objectionable nature are to be prohibited adjacent to both the existing Westmount Road settlement and designated Residential Areas as set out in Sections 3.6.5, 3.6.6 and the attached Schedule 1.
3.6.4 THAT the "Business Park" Area as shown on Secondary Plan Map 1 be applied to the majority of the Huron Business Park which areas are not considered to have a direct impact on Residential areas designated in the City's Official Plan or the residential settlement at Westmount and Huron Roads. Development within the "Business Park" area shall permit all non-noxious manufacturing uses; technical/scientific businesses; industrial businesses; industrial administrative offices, warehousing and accessory retail to a maximum of 25% building floor area.

3.6.5 THAT "Restricted Business Park" zones be established as shown on Secondary Plan Map 1 for all land in the Huron Community which is located outside the Business Park Service Centres but within approximately a 300 metre distance of both the existing residential settlement along Westmount Road near its intersection with Huron Road and Residential areas designated in the City's Official Plan. Development within the Restricted Business Park area shall permit all non-noxious manufacturing uses; technical/scientific businesses; industrial businesses; industrial administrative offices, warehousing and accessory retail to a maximum 25% building floor area.

THAT in order to protect these existing and future residential areas from adverse effects of the adjacent Huron Park development, the buffering provisions contained within Section 3.6.9 shall be applied to the Restricted Business Park areas. Additionally, specific industrial uses of a known objectionable nature, as set out in Schedule 1, shall be prohibited from locating within the Restricted Business Park Areas.
3.6.6 THAT "Business Park Service Centres" be established at the
main intersections around the perimeter of Huron Business
Park with such centres having general locations and maximum
sizes as shown on Secondary Plan Map 1. Development within
the Business Park Service Centres shall permit all non-
noxious manufacturing uses; technical/scientific businesses;
industrial businesses; industrial administrative offices,
warehousing; accessory retail to a maximum 25% building
floor area and convenience and other commercial uses serving
the needs of the business park community. Furthermore, the
buffering provisions contained within Section 3.6.8 in addition
to the prohibition of specific industrial uses of a
known objectionable nature, as set out in Schedule 1, shall
also be applied to the Business Park Service Centres.

3.6.7 THAT Industrial Administrative Offices within both the
"Business Park" and "Restricted Business Park" areas be
restricted to locations on the same lot with the associated
manufacturing, technical/scientific or industrial business
use. An Industrial Administrative Office within the Business
Park Service Centres may be developed on a lot separate
from the associated manufacturing, technical/scientific or
industrial business use, however, in such case it shall be
restricted to a maximum floor space ratio of 0.4. Further,
the upper limit for Industrial Administrative Office in the
Business Park Service Centres shall not exceed 6.0 hectares
(15 acres).
THAT development within the Huron Business Park be buffered from both Residential Areas as designated in the Kitchener Official Plan and from the existing residential settlement along Westmount Road near its intersection with Huron Road.

Appropriate restrictions will be incorporated into the implementing zoning by-laws to provide for:

a) Minimum 15 metre building setbacks for new development directly abutting the existing residential settlement along Westmount Road.

b) Regulations for restricted use of yards to prohibit outdoor storage, loading and parking areas within prescribed distances from the existing Westmount Road settlement and regulations with similar restrictions, including additional setbacks from streets, prescribed for backlotted and frontlotted development adjacent to designated Residential Areas north of Bleans Road and south of new Huron Road;

c) Requiring the installation of dense landscaped screens, earth berms, privacy fences, or combinations of the above, in the restricted yard areas; and

d) Maximum building height restrictions related to the location of new industrial/commercial development relative to the existing Westmount Road settlement or designated Residential areas.
3.6.9 THAT, in view of its historical significance as noted in Section 3.9.4, additional landscaped screening and/or berming may be required on those industrial and commercial properties abutting the Steckle property (811 Bleams Road). These additional requirements will be incorporated at the site planning stage through a Section 46 Agreement under the Planning Act. Implementation of these additional requirements are subject to the designation of the Steckle property under The Ontario Heritage Act and an Official Plan Amendment placing restriction on development of the property. Furthermore, in view of this historical significance, Business Park zoning will not be applied to the Steckle property and it shall remain zoned Agricultural unless a change is desired by the owner it being recognized, however, the long-term preservation of the property and retention of the Agricultural zoning should be spirted within an Official Plan Amendment placing restriction on development of the property.

3.6.10 THAT it be recognized that the location of Business Park Development adjacent to designated Residential Areas north of Bleams Road and south of new Huron Road will be of a sufficient distance from such Residential Areas to not warrant increased building setbacks from a land use/neighborhood perspective, however, minimum 12.2 metre setbacks shall be required for all new development backlotted or frontlotted onto Secondary Arterial Roads to enhance the streetscape appearance of Huron Business Park from the main entrance roads.
3.7 Environmental Protection and Assessment

3.7.1 That in order to protect ground and surface waters, all industries intending to utilize, process or store liquid or dry chemicals in bulk quantities shall be required to provide facilities for the containment of accidental spillages which are adequate to prevent contamination of water resources. Further, all such industries shall be required to obtain written approval from the Ministry of the Environment regarding this matter, before a building permit is issued.

3.7.2 That all manufacturing uses locating within a 300 metre distance of any existing or future residential areas be required to obtain Ministry of Environment certificates of approval, prior to the issuance of municipal building permits for such industrial development.

3.7.3 That prior to recommending draft plan approval of any subdivisions within the Huron Business Park, all new Secondary Arterial and Collector Roads, extensions, widening or re-alignments of existing roads, and trunk sewer and water main extensions requiring necessary approval under The Environmental Assessment Act will be identified by staff and developers.

3.8 Aggregate Extraction

3.8.1 That the extraction of Aggregate resources in the Huron Business Park shall be in compliance with the Aggregate Extraction Official Plan Policies adopted by Kitchener City Council.
3.9 Archaeological Assessment and Historic Preservation

3.9.1 THAT, in the areas of known or suspected archaeological significance, as determined in consultation with the Regional Archaeologist in the Archaeology and Heritage Planning Branch of the Ministry of Citizenship and Culture and, as generally identified in the "Archaeological Resource Assessment of the Huron and Strasburg Road Alignments - Huron Industrial Park" undertaken by the Museum of Indian Archaeology, dated September 1982; developers and public agencies shall provide for the undertaking of Archaeological Resource Assessments under the provision of The Ontario Heritage Act prior to any area grading, filling or excavation taking place.

3.9.2 THAT the area in the vicinity of the New Aberdeen Archaeological Site on both sides of existing Huron Road receive special attention regarding the undertaking of further archaeological testing, assessment and rescue operations to adequately sample and record information on those areas to be disturbed in the future, prior to any area grading or development taking place. The undertaking of such archaeological testing, assessment or rescue operations is to be the responsibility of the individual developer as provided for under The Ontario Heritage Act. In general, based on present archaeological knowledge, it is recognized that total preservation of the New Aberdeen Archaeological Site does not appear warranted due to the high degree of past disturbance.
3.9.3 THAT, as recommended in the "Archaeological Resource Assessment of the Huron and Strasburg Road Alignments: Huron Industrial Park" undertaken by the Museum of Indian Archaeology dated September, 1982, provision be made, prior to any road grading or construction taking place within the proposed right-of-way of widened Huron Road in the vicinity of the New Aberdeen Site, to undertake strip ploughing of the proposed rights-of-way and controlled surface collection of the cleared land, as well as selected test excavations, to determine the presence of former buildings, help establish the size and function of past structures and obtain artifact samples and architectural details of the structures.

3.9.4 THAT every effort be made to preserve buildings and structures of historical or architectural merit and that the Local Architectural Conservation Advisory Committee continue to pursue designation of such buildings and structures with the owners, where warranted, with particular attention being paid to the Steckle homestead at 811 Bleams Road which was built in 1833.
DEPARTMENT OF PLANNING AND DEVELOPMENT COMMENTS

4.1 Land Use

4.1.1 Official Plan Amendment No. 8

The Department feels it appropriate to firstly address the land use policies being recommended in this Secondary Plan and how these relate to the concerns of the Downtown Improvement Area and Mr. M. Sommerville, on behalf of the D.I.A.

Official Plan Amendment #8 was adopted by City Council on June 22, 1981, received no formal objections, and was subsequently approved by the Regional Municipality of Waterloo on June 7, 1982. The effect of Official Plan Amendment #8 was to place an "Industrial" designation on all lands within the Huron Park Area, in addition to the inclusion into the Official Plan of special policies applicable to the Huron Area.

The following is an excerpt from Official Plan Amendment #8, particularly critical to the land use question.

"The following special policies will apply to the development of Huron Industrial Park..."

e) Recognizes the varied topography and vegetation, the size of the future industrial park and the trend toward a wider range of land uses within planned industrial areas. Uses such as research and development facilities, scientific and technological facilities, computer, electronic and data processing enterprises, showrooms, factory outlets and firms involved in surveying,
offices and commercial/industrial developments will be permitted. As well, complementary uses will be permitted in, and restricted to Industrial Service Centres. These Industrial Service Centres will contain a range of convenience and other commercial uses primarily serving the needs of the industrial community."

In considering the issues related to "commercial/industrial", "industrial administrative offices", and "Industrial Service Centres" within the Huron Business Park area, there is some merit in reviewing the background sequence of changes and approvals leading up to the final adoption of the amendment by Kitchener Council.

The Official Plan Policies for the Huron Industrial area as originally proposed and circulated to the public in August, 1980, as well as being advertised in the Kitchener-Waterloo Record in August and September, 1980, designated the 1500 acres as "Major Open Space" and "Industrial" only, and included only one special policy making provision for Service Commercial uses to be permitted within the industrial lands at the proposed intersection of Stranburg Road and Huron Road subject to other policies of the Official Plan and with the final location, shape and size of such service commercial uses to be identified in the Huron Industrial Secondary Plan. The original Official Plan Amendment would thus have provided for an industrial area consistent with existing M3 zoning throughout the City's present industrial parks.
Copies of this Official Plan Amendment were circulated to all individuals living within the Huron Industrial Park boundary and a public meeting was advertised and held on January 14, 1981. At the January Public Meeting, and through a series of meetings and correspondence thereafter, the development group explored with Planning staff the question of providing additional commercial/industrial and office uses within the Huron Industrial Park area.

On March 30, 1981, the amendment was forwarded to Kitchener Planning Committee for their consideration and recommendation to Council. The amendment presented to Planning Committee on that date took into consideration the concerns raised at the public meeting, as well, it also addressed the discussion which took place with the development group by including an additional range of land uses that recognized the present trend within industrial areas. That is, the Department recommended that a new policy be inserted into the Official Plan Amendment permitting such uses as "research and development, scientific and technological facilities, engineering and surveying, interior design and decorating firms, landscaping firms, computer, electronic and data processing enterprises and showrooms and factory outlets". The policy further stated that appropriate policies providing detail guidelines for mixed use will be established through the Secondary Plan. In addition, the amendment presented to Planning Committee at that date removed all reference to Service Commercial uses locating at the intersection of proposed new Strasburg and Huron Roads.
At the March, 1981 Planning Committee meeting, Mr. Sills appeared on behalf of the development group and continued the discussions regarding additional land uses to be added to the Official Plan Amendment and a request was made to Planning Committee. At that time, staff advised the Committee that the proposed land uses requested by the development group could have an effect on office uses in the downtown area. Consideration of the Official Plan Amendment was deferred at that meeting in order to enable further discussions to take place between staff and the development group concerning the inclusion of additional land uses.

On April 15, 1981, staff met with the development group and their consultants with a view to providing a range of commercial, service and office type uses within the amendment area while at the same time, meeting staff's concerns in regard to the impact of such inclusion on the downtown business district. As a result of those discussions, staff were able to support and recommend to Planning Committee that the previously proposed special policy, be expanded to allow the establishment of industrial service centres to contain a range of convenience and other commercial uses serving the needs of the industrial community. As well, a specific policy statement was included in the recommended Official Plan Amendment indicating that policies and designations to establish the location, size and scope of industrial service centres will be determined at the time of the Secondary Plan.

The amendment with the above noted additional policies was brought back to Planning Committee on May 7, 1981 for their consideration with a covering memorandum clearly indicating that staff could not meet all of the desires of the development group and that staff did object to free-standing office buildings within the industrial designation.
At this Planning Committee Meeting, the development group presented an alternative wording for the Official Plan Policies, the major effect of which would be to permit "industrial administrative offices" and "commercial/industrial developments" throughout the entire Huron Industrial area. At that meeting, concerns raised by staff regarding the possible impact of these uses on the Downtown Area, as well as correspondence received from the Chairman of the Downtown Improvement Area Board of Management expressing similar concerns about office developments in the industrial park resulted in Planning Committee approving the Official Plan Amendment as proposed by staff, without the inclusion of industrial administrative offices or commercial/industrial developments.

At its meeting of May 25, 1981, Council considered the request of the Planning Committee regarding the Huron Industrial Park and Mr. Sills, on behalf of the development group, again requested consideration for insertion of the words "commercial/industrial development" and "industrial administrative offices" into the amendment. This requested change to the Official Plan Policies was approved by Council and inserted into the Approved Official Plan Amendment No. 8.

In regard to further defining the extent of additional commercial uses, Official Plan Amendment No. 8 specifies that the types of uses to be contained in the Industrial Service Centres, the size of such centres and their locations will be determined at the time of the Secondary Plan. Regarding Commercial/Industrial uses and Industrial Administrative Offices, it is emphasized that the Official Plan permits these throughout the entire amendment area and does not restrict them to just the Industrial Service Centres. However, it is the intent to set controls and regulations on Commercial/Industrial development and Industrial Administrative Offices as part of the Secondary Plan/Toning By-law.
4.1.2 **Industrial Service Centres**

Official Plan Amendment No. 8 requires the Location, size and scope of Industrial Service Centres to be determined in the Secondary Plan. Department of Planning and Development staff are recommending the Industrial Service Centre component comprise a total of 16.1 hectares and be distributed around the perimeter of the Business Park Area at the key intersections.

The following comments are intended to provide Planning Committee/Council with some background respecting staff's recommended 16.1 hectares of Industrial Service Centre use and would note that the development group has proposed 30 hectares for this use.

In undertaking the Transportation Planning and Engineering Study, it was necessary to define the locations and maximum size for Industrial Service Centres. This requirement was directly based on the necessity to obtain a balance between the proposed land use distributions and the traffic generated therefrom, and with the transportation network and its capacity to handle the generated traffic, particularly with respect to the number of lanes on each roadway and the provision of turning lanes at critical intersections.

Experience in other cities, particularly Calgary and Mississauga, has clearly demonstrated that where you have a situation similar to that proposed in the Huron Business Park, having additional office and commercial uses compared to the standard distribution of industrial uses, then traffic generation becomes extremely critical. In the Calgary and Mississauga examples, adequate attention in their earlier business parks was not paid to this problem and as a result severe traffic jams are experienced in these industrial areas.
Accordingly, for the purposes of the Transportation Study, the Project Team (which included MacNaughton, Hermann Planning consultants on behalf of the development group) agreed that the approximate distribution of the Service Centres and their maximum size would be as follows:

- 5.7 hectares at Huron/Strasburg
- 4.0 hectares at Bleams/Strasburg
- 4.0 hectares at Bleams/Westmount
- 2.4 hectares at Huron/Westmount

This would provide a total of 15.1 hectares for the Huron Park Area. Considering the amount of commercial that can be accommodated within 16 hectares, this was seen as the absolute maximum upper limit and thus was utilized in the Transportation Study to ensure that if this could be accommodated, then there would be reasonable confidence that the designed transportation system could accommodate any future traffic generation.

The Plan submitted by MacNaughton, Hermann Limited on behalf of the Huron development group as well as the request later submitted by Sunoco Limited for their land at the intersection of Bleams and Westmount, requests that 31.8 hectares of land be designated for Business Park Service Centre development (compared to the 16.1 hectares utilized by the Transportation Planning and Engineering Study).

In considering the submission of MacNaughton, Hermann Planning Consultants, the Department of Planning and Development does not support their request for the additional land allocation to Service Centre development for several reasons including those outlined in the letter to MacNaughton Hermann Planning Limited dated June 25, 1962 (Appendix "B", Page 85). The following provides a summary of these reasons.
Firstly, there is the concern regarding the transportation network, as discussed above. This concern is not only from the Departments of Planning and Development and Public Works, but also from Marshall Macklin Monaghan, the consultants undertaking the Transportation Planning and Engineering Study who have advised that the situation could result in traffic problems at some of the major intersections. In discussion and correspondence with Marshall Macklin Monaghan Limited, it is clear that the total traffic generated by the overall development is relatively sensitive to the type of land use proposed. Accordingly, the extent of the Business Service Centres and the uses that are to be permitted within them, will have an impact on the traffic capacity of the proposed road system.

Unless, as advised by Marshall Macklin Monaghan Limited, there is a complete re-evaluation of the Transportation Study taking into account the increased size of the Service Centres, then the size of these centres should not increase beyond what was considered the maximum desirable size within the Transportation Planning and Engineering Study.

Secondly, even with the restricted definition and regulations for an "Industrial Administrative Office", there is concern that the additional land requested by the development group for the Business Park Service Centres, may result in marketing pressures to get additional office uses within these business areas. It is the view of the Department that the 16.1 hectares is more than adequate to serve the Industrial Administrative Office and commercial needs of the Huron Park Area. In discussion with the consultants and representatives from the development group, no justification could be provided to support the need for the additional land requested other than for their desire to have additional flexibility. Even with restricting the floor space ratio to a maximum of 0.4, the 16 hectares of Service Centre being recommended, if need fu-
approximately 64,500 square metres (690,000 square feet) of office space. However, it is obvious that with the controls and regulations outlined in Schedule 1 which restrict the association of offices with certain specified uses only, and with the need for other commercial uses to serve Huron Park, it is highly unlikely the total 16.1 hectares would be developed only with offices.

For the above reasons, the Department of Planning and Development recommends that the Business Park Service Centres be restricted to the 16.1 hectares as originally proposed in the Transportation Planning and Engineering Study.

Reducing the centres to this size would not only meet some of the concerns of the Downtown Business Community, but it would also ensure that there is a balance between the transportation network as proposed and the traffic generated. This latter point is particularly critical. Should Planning Committee Council wish to give consideration for increasing the scale of the Industrial Service Centres beyond that considered within the Transportation Study, then, a complete re-evaluation of the Transportation and Traffic Analysis should be undertaken because this additional analysis would be over and above that already undertaken as part of the Transportation Study, thus the cost of such study should be borne by the development group.

Further, this complete re-evaluation should be undertaken prior to recommending draft approval of any subdivision plans. This timing is important in that the additional transportation evaluation may determine the need for further right-of-way widths to be dedicated in order to accommodate the increased intersection designs and increased turning lanes.
4.1.3 Uses within the Huron Business Park

Official Plan Amendment No. 8 makes provision for the following major groups of land uses within the Huron Park Area. The uses to be permitted within each of these groups and within each of the Secondary Plan designations are outlined specifically in the attached Schedule 1. The Department emphasizes that it is the intent that Schedule 1 form an integral part of the Secondary Plan with subsequent zoning by-laws to specifically set out the provisions contained therein.

a) Manufacturing

These uses are identical to those found within the City's industrial parks under M3 zoning. Within the Huron Park Area, specific industrial uses of a known objectionable nature are to be prohibited from those areas within 300 metres of the residential settlement at Westmount and Huron Roads, and from existing or future designated residential areas.

b) Technical/Scientific Business

As listed in Schedule 1, the Technical/Scientific Business group includes research and development establishments, scientific technological or communications facilities, computer or data processing businesses and surveying, engineering, planning or design businesses. While these uses are new in comparison to the City's other industrial areas, their inclusion within the majority of new industrial areas throughout
North America is now standard. The inclusion of these uses within Official Plan Amendment No. 8 was supported by the Department of Planning and Development. The Technical/Scientific businesses are considered an integral component to a balanced industrial park and the Department feels that there should be no concern that the inclusion of such uses will compete with, or have an impact on, office development in Kitchener's Downtown Core area.

c) Industrial Businesses

As outlined in Schedule 1, this land use group includes such uses as wholesale business; tool or industrial equipment sales, rental and service; building material, decorating supply; contracting establishment, repair service, printing establishment, animal hospital, industrial office supply or service; and truck transport or rail transport terminal when not located within 300 metres of the Westmount Road settlement or a residential designation. By and large, the majority of these uses are already permitted within the Industrial designation of the City's Official Plan, as well as within Service Commercial areas throughout the City. Inclusion of these uses within the Huron Business Park area should have no additional impact on the Downtown Core Area.
d) **Offices**

For the purposes of the Huron Secondary Plan, "Industrial Administrative Offices" have been defined and restricted to administrative offices for only those manufacturing, technical/scientific or industrial business uses specifically permitted within the Business Park zones proposed for Huron Park. The definition of industrial administrative office and key regulations governing their development in each of the three Business Park categories are outlined in Schedule 1. As noted previously, Official Plan Amendment No. 8 makes provision for allowing industrial administrative office throughout the entire Huron Secondary Plan Area. The intent of the Department's recommendation is that "free-standing" industrial administrative offices, not restricted to a direct, physical association on the same lot with the industry are to be allowed only in the Business Park Service Centres with such offices being restricted to a maximum floor space ratio of 0.4 (total building floor area divided by lot area). The remainder of the Huron Area will allow Industrial Administrative Offices only on the same lot with, but in any proportion to the associated industry.

e) **Warehousing**

Permitting warehousing in the Huron Park Area should have no impact on the Downtown Core and is a standard use within any industrial area.
f) **Retail**

Within the Huron Business Park Area, it is proposed that those locations outside of the Business Park Service Centres will incorporate the M3 zoning restrictions regarding accessory retail. That is, retail sales will be permitted only as an accessory use to the main use to a maximum of 25% of the total floor area occupied by the permitted use. Retail sales accessory to warehousing will not be permitted.

However, within the Business Service Centres and in keeping with Official Plan Amendment #8, it is proposed that accessory retail will be allowed up to a maximum of 50% of the total floor area occupied by the permitted use. Given this added consideration, one can again see why it is important that the total area of the Business Service Centres not exceed that proposed within the Transportation Planning and Engineering Study.

9) **Convenience and Other Commercial**

This land use group is restricted to the proposed Business Park Service Centres and the specific uses to be included are set out on Page 4 of Schedule 1. In reviewing these uses in terms of their impact on the Downtown area, the following comments are relevant to this issue.
Such uses as financial establishment and restaurant, are already permitted within the City's Industrial zones. Further, uses such as automobile service station, gas bar, car wash, commercial recreation, day care facility, private sports facility are all permitted uses within the City's Official Plan Industrial designation since they provide services to the industries and their employees.

Official Plan Amendment #8 makes specific reference to permitting convenience uses, and thus allows a variety store, beverage sales outlet, pharmacy and personal services. These uses, as well as making provision for medical clinics, and travel agencies, are already permitted to decentralize throughout the rest of the City and therefore their inclusion within the Huron Business Park should not provide any special impact on either the Downtown Core area or other commercial areas.

It is the view of the Development group that the provision of hotels and motels within the Huron Business Park area is essential to its overall marketing image. Hotels and motels are being recommended for inclusion into the Business Service Centre as well as already being permitted to decentralize throughout the City within the Service Commercial designations.

Concerns have been expressed by the Downtown Improvement Area Board of Management and particularly in regard to the scale of the Business Service Centres, industrial administrative offices, retail sales,
hotels and certain other complementary convenience or service outlets. The Secondary Plan as recommended by staff defines and specifies the extent and location of these commercial uses within the Huron Business Park area and based on the restrictions proposed, the Department feels that the land use impact, if any, on the Downtown area will be minimal. In summary, these restrictions are as follows:

a) Convenience commercial uses are restricted and limited to locations within the Business Park Service Centres. These Service Centres have been restricted to five intersection locations and limited to a maximum of 16.1 hectares in total.

b) Commercial uses have been limited to those specified in Schedule 1 of the Secondary Plan with many of these uses already being permitted within the City's industrial areas. The accessory retail component of the "commercial/industrial" uses as well as the retail component of other uses has been restricted in size to that already permitted within the rest of the City's industrial areas except for those users locating within the Business Service Centres which will be allowed up to 50% of their total floor area used for accessory retail purposes.
c) Industrial administrative offices have been restricted to the administration and management of specified uses permitted within the Huron Business Park. Any industrial administrative offices developed outside the Business Park Service Centres are required to be located on the same lot as the industry. Furthermore, although freestanding industrial administrative offices are to be allowed within the 15.1 hectares of Business Park Service Centres, such development will be restricted to a 0.4 floor space ratio.

Many of the uses of a commercial nature proposed within the Business Service Centres are either already permitted with the Industrial designation of the City's Official Plan, such as commercial recreation uses, or are permitted throughout the rest of the City in the Service Commercial designation. These would include, for example, hotels and motels which could locate at the presently zoned Service Commercial land situated in the area of New Dundee Road, Homer Watson Boulevard and Highway 401.
4.1.4 Industrial Land Use Adjacent to Existing Residential Properties

Designated Industrial

Regarding the land use concerns of other affected property owners, it is noted that copies of the proposed Secondary Plan as submitted by MacNaughton Hermsen Planning Limited were distributed to all property owners within the Huron Industrial Park area. Following that distribution, all property owners were invited by individual letter to a public meeting held on August 11, 1982.

At the above noted public meeting, two property owners, Mr. Law, located in the vicinity of Huron Road and Plains Road, and Mr. Pearce, located on existing Strasburg Road, north of Huron Road, raised concerns regarding the fact that some of the more obnoxious uses that were proposed to be excluded from those industrial areas located within 300 metres of designated future residential development would not be excluded from those industrial areas adjacent to their residences because their homes were now situated within a designated industrial area following approval of the Official Plan Amendment.

In view of this concern, it was suggested at the Public Meeting that a special meeting of all property owners living in the Huron/Plains Road area be held to review their concerns regarding adjacent industrial development. This meeting was held on September 15, 1982 and while all seven property owners were invited, only Mr. Law and Mrs. Robb attended.
As a result of the meeting, it would appear that only two of the property owners living in the area have concerns. Letters from Mr. Lew and the Van Oordt's are attached in Appendix "B" in this regard.

At the meeting, it was however determined that some of the property owners were not concerned with regard to adjacent industrial development and, in fact, wished to either develop their property for industrial use or to sell it for that purpose in the near future.

If there was assurance from all existing residents in the area that they intended to remain and had no intention of developing or selling their land for industrial use then removal of those uses indentified as being of a more noxious nature from all lands within 300 metres of this area could be justified. As it is, with only two properties raising objection this action is difficult to support.

To deal with this issue in some measure, the Secondary Plan in Section 3.7.2 Environmental Protection, requires that all industries within a 300 metre distance of any existing or future residential areas be required to obtain Ministry of Environment certificates of approval prior to issuance of municipal building permits.

In regard to similar concerns raised by Mr. Pearce located on existing Strasburg Road, it is noted that his residence is included within the 300 metre area (which excludes the more noxious uses) as outlined on the Secondary Plan Map 1 adjacent to the future residential development along Kuton Road. In addition and as noted above, Section 3.7.2 would also apply to this situation.
4.2 Transportation Planning & Engineering Study

In August, 1981, the City of Kitchener retained Marshall, Macklin, Monaghan Limited to participate with the City and the developers of the Huron Business Park in undertaking a Transportation Planning and Engineering Study, the main purpose of which was to establish the alignments of the extension of Stranburg Road and Huron Road between Homer Watson Boulevard and Westmount Road. In addition, the transportation study would also set the alignment of the C.N.R. spur line to extend across Homer Watson Boulevard into the Huron Business Park. To provide direction in undertaking the Transportation Planning and Engineering Study a Project Team was formed under the chairmanship of the Director of Engineering. The Project Team consisted of representatives from the City of Kitchener, the Regional Municipality of Waterloo, M.T.C., and the planning consultants MacNaughton, Hermse Planning Limited who represented the developers.

The final report of Marshall, Macklin, Monaghan Limited was transmitted to the City on August 5, 1982. The recommendations of this report and those of the project team were presented at the public meeting held on August 17, 1982. The Secondary Plan Policies being recommended in this report incorporate the transportation study's/project team's recommendations with some exceptions resulting from requests by property owners.
As per Policy 3.2.1, it is recommended that the report of Marshall, Macklin, Monaghan be adopted; specifically the recommended alignments of new Strasburg and Huron Roads with the exception of that portion of Huron Road between new Strasburg Road and Homer Watson Boulevard and that portion of Strasburg Road to approximately 500 metres north of its intersection with Stauffer/Reidel Drive. These two exceptions to the recommendations of Marshall, Macklin, Monaghan Limited were requested by Major Holdings through their consultants Proctor and Redfern Limited in regard to new Huron Road and by May Lake Investments Limited through their consultants MacNaughton, Hermsen Limited in regard to new Strasburg Road. These exceptions were circulated to the Project Team who raised no major concern and whose comments have been submitted and included in Appendix "C" to this report.

Marshall, Macklin, Monaghan's report recommended that Huron Road follow the existing Huron Road right-of-way from Westmount Road easterly to its intersection with Blehn Drive and then swing northeasterly to connect with Homer Watson Boulevard. The above noted exception to NWM's recommended new Huron Road alignment which was submitted by Proctor and Redfern Limited, on behalf of Major Holdings, is supported by the Departments of Planning and Development and Public Works. This support is based on a number of reasons including;

a) The change in alignment will enable Major Holding's draft plan of subdivision for Phase V of the Pioneer West Community to proceed as originally submitted without necessitating
major modifications to the plan. This is particularly important as the new Strasburg trunk sewer follows the easements established by this draft plan.

b) The change in alignment will provide a better separation between industrial and existing residential uses in so far as new Huron Road will be shifted some 80+ metres back from the existing Huron Road. This will then enable a new area of residential development, back-lotted onto new Huron Road, to be situated across from the existing homes fronting existing Huron Road. In other words, instead of industrial development occurring directly across from the existing and future residences on Huron Road, a new residential buffer will be created between them and the new industrial development north of new Huron Road. The new residential buffer will be designed in a back-lotted fashion with lots having substantial depths to allow extra separation from the industrial land use including berms and landscaped screening.

c) The proposed change in the alignment from what was recommended in the Marshall, Macklin, Monaghan report will provide for a better separation of industrial traffic from residential traffic. The recommended closing of Trillium Drive, south of new Huron Road, will also provide additional separation potential.
d) The changed alignment of Huron Road from that of the Marshall, Macklin, Monaghan report is favoured by the existing residents on Huron Road. (See Appendix “B” - Property Owner Comments)

Based on the above, staff recommends that the alignment of new Huron Road between new Strasburg Road and Homer Watson Boulevard be changed from that contained within the Marshall, Macklin, Monaghan report to the alignment as shown on Secondary Plan Map 1.

Regarding the change in alignment for Strasburg Road immediately north of its intersection with Reidel Drive/Stauffer Drive, it is noted that in addition to bringing it into conformity with the approved Noor South Secondary Plan this westerly shift affecting approximately a 500 metre length will align new Strasburg Road to the west side of the two existing ponds rather than on the east side as originally proposed in the Marshall, Macklin, Monaghan report. This change was requested by the property owner, May Lake Investments Ltd., who may decide to utilize the existing ponds as part of a storm water management scheme for a future subdivision to the east. Circulation comments raised no objections to this shift in alignment and the change is supported by the Departments of Planning and Development and Public Works.

The Transportation Planning and Engineering Study undertaken by Marshall, Macklin, Monaghan suggests that existing Strasburg Road south of New Huron Road should be closed. In this regard, the existing residents along Huron Road have
indicated in correspondence with the Department that they
would like to keep this section of the road open. It is
this Department’s position that this decision need not be
made at this time and should, in fact, be considered in con-
junction with revisions to the Pioneer Park West Community
Plan which are ongoing at this time as a result of the esta-
blishment of the new alignments for Huron and Strasburg
Roads.

At the Public Meeting held on August 11, 1982, Mr. Law of 7
Plains Road expressed concern in regard to existing Huron
Road becoming the major arterial road abutting his property
in close proximity to his residence. Concern was also ex-
pressed about the implications of future road widenings re-
quired to bring Huron Road up to 26-30 metres in width.

The suggestion was made at the public meeting to give consi-
deration to one of the alternative road alignments to Huron
Road which would place the proposed new Huron Road to the
rear of the properties fronting onto the north side of
existing Huron Road. This alternative was considered by the
Project Team and was evaluated against the recommended
alignment using all of the criteria outlined in the Trans-
portation Study. Essentially, the alternative of going to
the rear of the properties fronting onto the north side of
existing Huron Road would cost an additional $110,000.

On September 15, 1982 all of the property owners in the
Huron-Plains Road area were invited to a meeting at City
Hall to discuss the question of industrial land use and the
proposed Huron Road alignment. Out of the seven propert
owners invited, two attended being Mr. Law and Mrs. Robb.
In addition, Mr. Law also indicated that he represented the Van Gorder's. As noted in the correspondence attached as Appendix A "Property Owner Comments", the Law's and the Van Gorder's are the only property owners objecting to the proposed alignment of Huron Road. Their objections relate to the impact of traffic and to the effect that the proposed widening of Huron Road up to 26-30 metres will have on their properties.

In this regard it is noted that the impact of widening will be particularly severe on Mr. Law's property because of its triangular shape and on the Van Gorder's property because of its narrow nature. To assist in alleviating this impact Section 3.2.4 in the recommendations requires that every effort be made to proportion such widenings so as to minimize the impact on existing residentially developed properties.

The Secondary Plan recommends that the alignment of Huron Road as outlined in the Transportation Planning and Engineering Study and as endorsed by the Project Team be adopted. Consideration of the alternative alignment north of the rear of the properties fronting onto existing Huron Road is rejected on the basis of the following reasons:

1. The full evaluation of the Transportation Planning and Engineering Study of all alternatives considering impacts on the environment, existing residential, potential development, traffic, geometric design, and cost recommended against that alternative.

2. The alternative would cost an additional $110,000.
3. Of the seven property owners in the Huron/Plains Road area only two have expressed any concerns regarding the alignment as proposed. Further, prior to Planning Committee and Council’s consideration of the final Huron Official Plan Amendment No. 8 a letter was sent dated March 23, 1981 to all property owners. This letter specifically drew their attention to the change in the amendment stating that the alignment of the new east-west Secondary Arterial Road between Strasburg and Westmount Roads could be coincident with the existing alignment of Huron Road. Only one property owner, the Van Gordt’s, sent in a letter of objection which was included in the appendix of the amendment for consideration by Planning Committee and Council.

4. The present residential community of some seven homes in the Huron/Plains Road area is not seen as being permanent. Indeed, a number of the property owners have indicated they wish to have their lands developed for industrial or to be in a position to sell their land for industrial purposes.

The remaining comments related to the Transportation Study deal with access policies and the archaeological study, while provision is made in Sections 3.2.5 and 3.2.6 for direct access to Huron and Strasburg Road for the Business Service Centres such direct access is not provided for these centres to Westmount Road or Bleams Road with the exception of the Centre at the southeast corner of Westmount and Bleams Road. Restriction of access to Westmount and Bleams has been requested by the Region for traffic reasons.
Further, restriction of direct access to Bleams Road is made for aesthetic reasons. It is felt that commercial development should be fully backlotted onto Bleams Road with visual barriers being provided, such as berms and landscaping, to protect the residential area to the north. Adequate access will be provided by the provision of a parallel collector road to the south of Bleams Road.

In addition to setting the alignments for Strasburg and Huron Roads, as part of the Transportation Planning and Engineering Study the consulting engineers, Marshall, Hacklin, Monaghan Limited, had discussions with the Regional Archaeologist for the Archaeology Branch of the Ministry of Citizenship and Culture. Based on these discussions, and in view of the high archaeological site potential that existed within that part of the City, the study consultants recommended to the City that it would be advisable to undertake an Archaeological Resource Assessment of the preferred road alignments. Accordingly, the City retained the Museum of Indian Archaeology in London, Ontario associated with the University of Western Ontario, to undertake the required archaeological assessment of the new Huron Road and Strasburg Road alignments. Field work for this archaeological assessment was undertaken in July of this year and the final report submitted to the Department of Planning and Development in September.

4.3 Services

In the proposed Secondary Plan submitted to the City of Kitchener by MacNaughton Hermes Limited, on behalf of the major developers in the Huron Community, a request was made that notwithstanding the eventual installation of gravity sewers, early Industrial Development on private sewage facilities and public water service be permitted. Such development on interim private service, would be required to con-
City staff had major concerns with this request by the developers. These concerns relate to the request that public water service be provided in conjunction with industrial development on private sewage facilities. They include the high cost and problems in providing public water service to reach scattered industrial development along the major arterial roads on private sewage facilities throughout the Huron Community. In addition, the provision of public water ahead of sanitary sewers, as noted in the comments of the Utilities Manager, is not felt to be economical for two reasons:

Firstly, two service trenches would be required; secondly, double road restoration would have to be undertaken; and thirdly, since sanitary sewers are normally deeper, the possibility of watermain breaks is increased as the construction for the sewers will disturb the supporting soil under the already installed watermains.

To overcome these concerns, the development group is prepared to make a commitment for the pre-installation of local sanitary sewers thereby avoiding the technical concerns of double road restoration and double trenches. Assuming that a sanitary sewer is not required along Huron Road, this commitment would overcome the major concerns of staff. Accordingly, Policy 3.1.1 allows for the early industrial development on private sewage facilities with public water.

4.4 Lot Levies

Section 3.1.6 of the Secondary Plan requires that lot levies at the rate of $7,000 per acre be paid to the City at building permit stage for all land to be zoned "Business Park Service Centre". Council may recall that in the initial considerations given to the Huron Industrial Development, the following resolution was adopted on February 23, 1981.
"That provision on the development of the 1,500 acre Huron Industrial Community at the costs and scheduling set forth in the owners original proposal no industrial lot levy be imposed during the life of this Council expiring November 30, 1982. It being understood that a future Council may find it necessary to impose an industrial lot levy in order to assist in meeting costs of trunk servicing should such costs escalate."

At the time of considering this resolution, however, the notion of Industrial or Business Park Service Centres had not been fully outlined nor considered.

Insofar as the Business Park Service Centres are proposed to permit commercial uses now found in CI Neighbourhood Shopping Centres and in Service Commercial areas, it seems only equitable and just that since lot levies are required in rezoning for all Neighbourhood and Service Commercial areas throughout the rest of the City, then such levies should also be paid for those zones permitting virtually the same uses within the Business Park Service Centres.

[Signatures]

Tim McCabe, M.C.I.P.
Senior Planner

T. Brock Stanley, M.C.I.P.
Director of Planning

Sam Knapan, M.A.I.C.
Commissioner of Planning and Development
SCHEDULE I
TO
HORON BUSINESS PARK
SECONDARY PLAN

1. LIST OF USES TO BE PERMITTED WITHIN EACH OF
THE THREE LAND USE CATEGORIES
AND
"KEY" REGULATIONS FOR
INDUSTRIAL ADMINISTRATIVE OFFICES AND
RETAIL SALES

a) BUSINESS PARK AREA

Proposed New Zoning Category: "Business Park Zone, BI"

PERMITTED USES

No person shall erect or use any building or structure nor use any land within the BI zone for any purpose other than for one or more of the following uses, or uses accessory thereto:

I. Manufacturing, provided that any particular use is not or does not become obnoxious, offensive or dangerous by reason of the presence or emission or production in any manner of odour, dust, smoke, noise, gas fumes, vibration, radiation, refuse matter or other water-carried waste.

II. Technical/Scientific Business

- Computer, Electronic or Data Processing business
- Research and Development establishment
- Scientific, Technological or Communications establishment or facility
- Surveying, Engineering, Planning or Design business

III. Industrial Business

- Animal hospital
- Building material, decorating supply
- Contracting establishment
- Industrial office supply or service
- Printing establishment
- Repair service
- Tool or Industrial equipment sales, rental or Service establishment
- Truck transport or rail transport terminal
- Wholesale Business

IV. Industrial Administrative Office which shall be associated with one or more of the permitted uses listed only in Subsections (I) to (III) above and subject to the following:

An industrial administrative office within the BI zone shall be located on the same lot with a manufacturing, technical/scientific or industrial business use and which office function provides a supporting, and essential role in its direct association with the permitted use.
V. Warehousing

VI. Retail

- Accessory to a permitted use restricted to a maximum of 25 percent of the building floor area occupied by the permitted use. Retail Sales accessory to warehousing will not be permitted.

VII. Residential

- A maximum of one residence per lot for the exclusive use of a caretaker, supervisor and/or watchman whose residence or presence on the premises is necessary for the protection and maintenance of real property.

PROHIBITED USES

No person shall erect or use any building or structure nor use any land within the B1 zone for a Salvage yard.

b) RESTRICTED BUSINESS PARK AREA

Proposed New Zoning Category: "Restricted Business Park Zone, RZ"

PERMITTED USES

No person shall erect or use any building or structure nor use any land within the RZ zone for any purpose other than for one or more of the following uses or uses accessory thereto:

I. Manufacturing, provided that any particular use is not or does not become obnoxious, offensive or dangerous by reason of the presence or emission or production in any manner of odor, dust, smoke, noise, gas fumes, vibration, radiation, refuse matter or other water-carried waste.

II. Technical/Scientific Business

- Computer, Electronic or Data Processing Business
- Research and Development establishment
- Scientific, Technological or Communications establishment of facility
- Surveying, Engineering, Planning or Design business

III. Industrial Business

- Animal hospital
- Building material, decorating supply
- Contracting establishment
- Industrial office supply or service
- Printing establishment
- Repair service
- Tool or Industrial equipment sales, rental or service establishment
- Wholesale Business
IV. Industrial Administrative Office which shall be associated with one or more of the permitted uses listed only in Subsections (1) to (111) above and subject to the following:

An industrial administrative office within the B2 zone shall be located on the same lot with a manufacturing, technical/scientific or industrial business use and which office function provides a supporting, and essential role in its direct association with the permitted use.

V. Warehousing

VI. Retail

- Accessory to a permitted use, restricted to a maximum of 25 percent of the building floor area occupied by the permitted use. Retail Sales accessory to warehousing will not be permitted.

VII. Residential

- A maximum of one residence per lot for the exclusive use of a caretaker, supervisor and/or watchman whose residence or presence on the premises is necessary for the protection and maintenance of real property.

PROHIBITED USES

No person shall erect or use any building or structure nor use any land within the B2 zone for any of the following purposes:

- Beverage processing and manufacturing
- Chemical processing and manufacturing
- Feed, meat, poultry, and fish products processing, packing and canning
- Non-metallic mineral products manufacturing, processing, cutting and grinding
- Metal fabricating, hammering, punching, cutting, stamping, pressuring, drawing, machining and ornamental metal work
- Ore and metal processing, smelting, refining, metal rolling, casting, forging, moulding, and extruding
- Pelt and leather tanning and processing
- Petroleum and coal products processing and refining
- Rubber and plastic products processing and manufacturing
- Salvage yard

C) BUSINESS PARK SERVICE CENTRE

Proposed New Zoning Category: "Business Park Service Centre Zone, B3"

PERMITTED USES

No person shall erect or use any building or structure nor use any land within the B3 zone for any purpose other than for one or more of the following uses, or uses accessory thereto:
I. Manufacturing, provided that any particular use in not or does not become obnoxious, offensive or dangerous by reason of the presence of emission or production in any manner of odour, dust, smoke, noise, gas fumes, vibration, radiation, refuse matter or other water-carried waste.

II. Technical/Scientific Business
- Computer, Electronic or Data Processing business
- Research and Development establishment
- Scientific, Technological or Communications establishment of Facility
- Surveying, Engineering, Planning or Design business

III. Industrial Business
- Animal hospital
- Building material, decorating supply
- Contracting establishment
- Industrial office supply or service
- Printing establishment
- Repair service
- Tool or Industrial equipment sales, rental or service establishment
- Wholesale Business

IV. Industrial Administrative Office which shall be associated with one or more of the permitted uses listed only in Subsections (I) to (III) above and subject to the following.

An industrial administrative office within the A3 zone may be located on a lot separate from the associated manufacturing, technical/scientific, or industrial business use, but in which case, shall be restricted to a maximum floor space ratio of 0.4.

V. Warehousing

VI. Retail
- Accessory to a permitted use, and restricted to a maximum of 25 percent of the building floor area occupied by the permitted use. Retail Sales accessory to warehousing will not be permitted.

VII. Convenience and Other Commercial
- Automobile Service Station, Gas Bar
- Beverage Sales Outlet
- Car Wash
- Club, Lodge or Union Hall
- Commercial Recreation
- Day Care Facility
- Dry Cleaning and Laundry Service
- Educational Establishment
- Financial establishment
- Medical Clinic
- Personal Services
- Pharmacy (with a maximum floor area of 200 square metres)
- Private Sports Facility
- Restaurant, Drive-In Restaurant
- Travel Agency
- Variety Store
PROHIBITED USES

No person shall erect or use any building or structure nor use any land within the B3 zone for any of the following purposes:

- Beverage processing and manufacturing
- Chemical processing and manufacturing
- Feed, meat, poultry, and fish products processing, packing and canning
- Non-metallic mineral products manufacturing, processing, cutting and grinding
- Metal fabricating, hammering, punching, cutting, stamping, pressing, drawing, machining and ornamental metal work
- Ore and metal processing, smelting, refining, metal rolling, casting, forging, moulding, and extruding
- Pelt and leather tanning and processing
- Petroleum and coal products processing and refining
- Rubber and plastic products processing and manufacturing
- Salvage yard

2. "KEY" DEFINITIONS

a) "Day Care facility" shall mean a designated establishment which accommodates more than five children who are not of common parentage for the purpose of providing temporary care for a continuous period of time not exceeding twenty-four hours.

b) "Financial establishment" shall mean a building, or part thereof, which is used to provide for financial services including accessory clerical functions and shall include a bank, trust company, credit union or other similar banking service.

c) "Floor space ratio" shall mean the figure obtained when the total building floor area on a lot is divided by the lot area.

d) "Industrial Administrative Office" shall mean an office for the management or administration of permitted manufacturing, industrial business or technical/scientific business uses as specified and regulated in the B1, B2 or B3 zones.

e) "Manufacturing" shall mean the production, compounding, processing, packaging, crating, bottling, packing or assembling of raw or semi-processed or fully-processed materials.

f) "Medical Clinic" shall mean a building or part thereof which is used jointly by three (3) or more medical practitioners together with their assistants for the purpose of consultation, diagnosis and/or treatment of patients and may include ancillary administrative offices, waiting rooms, treatment rooms, laboratories, and dispensing but shall not include accommodation for in-patient care or facilities for major surgical or medical operations.

g) "Personal Services" shall mean the provision of services involving the health, beauty or grooming of a person or his apparel, but shall not include an adult entertainment parlour.

h) "Retail" shall mean the sale of goods to the ultimate consumer, but shall not include a restaurant or the selling of gasoline or motor vehicles.
"APPENDIX A"

Agency Circulation Comments

May 20, 1982 - from S. Klapman, Commissioner of Planning and Development, City of Kitchener to Agencies - Enclosed for your comment in the Huron Business Park Secondary Plan covering 65 hectares (1522 acres) bounded by Kitchener's industrial basin to the east, Bleau Road to the north, Westmount Road to the west, the limit of the Strasburg drainage shed to the south and Pioneer Park West to the south-east.

This Secondary Plan has been prepared by MacNaughton, Hermsen Planning Limited on behalf of a consortium of land owners and is to provide for the development of a major new industrial basin in the City of Kitchener.

In order to expedite the processing of this Plan, we would request your comments by July 3, 1982.

If you have any questions, please contact Mr. Brock Stanley, Director of Planning (885-7263).

May 21, 1982 - from J. Kranenburg, Manager of Utilities to S. Klapman, Commissioner of Planning and Development - "It may be premature but the Utilities Division, Gas Branch wishes to be on record to have informed the Developers of the location of its presently existing underground plant in this area.

The plant consists of a 203.2 mm (8") high pressure 1551 kPa (225 psi) main, connecting Union Gas Ltd. station on Plains Rd. to our station on Huron Rd. just east of Bleau Dr. This main, located on Plains Rd., Westmount Rd. and Huron Rd., supplies Kitchener in the winter with 13% of the total daily Natural Gas requirement. A 6 m (20 ft.) right-of-way is required on present Huron Rd. From the new location of Strasburg Rd. to our station, should Huron Rd. be realigned as shown on this secondary plan.

A 305 mm (12") gas main connects our station to the mains on Monitou Drive. This main has a 254 mm (10") lateral stub and valve on Bleau Dr. for future 254 mm expansion along Bleau Dr.

Also note that all Natural Gas requirements for Trillium Industrial Park is supplied through a 100 mm (4") gas main on Trillium Drive from Huron Rd.

If you have any questions, please contact the writer."

June 1, 1982 - from J. Kranenburg, Manager of Utilities to S. Klapman, Commissioner of Planning and Development - "The main water trunks are specified along the major routes. Several of these will be dual (Region = City) in nature and available for service connections to commercial lots in mid-block as suggested in the Report.

On Page 5, Clause 3.4.1, second paragraph, it is mentioned that public water service may be permitted prior to permanent sewer installations. It is not as economical to install public water services ahead of sanitary sewers for the following reasons:

1. Two service trenches required
2. Double road restoration

In addition, due to the fact that sanitary sewers are normally deeper, the possibilities of water main breaks are increased as the construction of the sewers will disturb the supporting soil under the already installed water mains."

We have no objection...
June 1, 1982 - from John McBride, Co-ordinator Traffic and Pa
Services to Sam Kaplan, Commissioner Planning and Development

"We have reviewed the above-noted report and have the following comments.

1. The consultant has suggested that the extensions of both Strasburg Road and Huron Road have a minimum right-of-way width of 26 metres with a potential greater alignment set aside, if required, for grading and/or intersection purposes. The Huron Industrial Development Transportation Planning and Engineering Study recognizes that, on the road sections with rear-lot development where no access will be permitted, a four-lane pavement on a 26 metre road allowance is adequate in most situations, subject to cut/fill requirements. However, considering the rolling topography in much of the study area, a basic right-of-way width of 32 metres would be appropriate.

The consultant's request for a right-of-way of 26 metres would be reasonable if the topography was flat. However, given the existing rolling topography and required turning lanes at intersections which will require the wider right-of-way, we do not know at this point which areas would require the 30 metre right-of-way and which areas could be accommodated by a 26 metre right-of-way. We would be more concerned with the piecemeal effect of switching from a 26 to 30 metre right-of-way every time a hill or intersection was encountered. Until such time as the areas that could be accommodated by a 26 metre right-of-way can be identified, it is our opinion that the 32 metre right-of-way should be maintained for continuity.

2. The consultant states that on the extension of Strasburg Road and that part of Huron Road from Homer Watson Boulevard to Strasburg Creek, backlotting of new development will be encouraged. In consideration shall be given to providing direct access to industrial service centres, to lots with physical constraint, to backlotting, and to larger industrial lots. Direct access shall be permitted from industrial lots to that part of Huron Road located west of Strasburg Creek.

We are reluctant to agree to direct access to Strasburg Road and Huron Road since they are being designed as the major internal arteries to carry traffic, not provide access. Our understanding of the exceptions to this are the industrial service centres at the intersections of those arterials, as well as lots which, because of topography, etc., can only gain access to these arterials. To allow access to large industrial lots will increase interference to traffic on the arterials and increase the potential for accidents. As you know, the intent of backlotting arterials is to control access and direct internally generated traffic to proper intersections where all desired turning movements can properly and safely be provided and uninterrupted flow on the arterials maximized. Because of the topography on Huron Road, as well as the reasons outlined above, it is our opinion that front lotting not be approved unless there are physical constraint prohibiting access to parcels of land with backlotting.

3. The internal collector roads which intersect with Bleams Road do not appear to align with the existing or proposed road location on the north side of Bleams Road as recommended by the Huron Industrial Development Transportation Planning and Engineering Study.

4. The alignment of Huron Road between Strasburg Road and Homer Watson Boulevard is not that which was recommended in the Huron Industrial Development Transportation Planning and Engineering Study.

The shift of Huron Road to the north will have an impact on the storage distance on Trillium Drive between Huron Road and the proposed railway tracks. Congestion may occur if vehicles turning left from Huron Road to Trillium Drive confront a train and extend into the intersection. With a more southerly alignment of Huron Road, some storage distance is provided between the tracks and Huron Road. The C.T.C. may require gates or some other form of protection at this crossing."
June 4, 1982 - from Donald E. Gregor, Municipal Planning Manager, Resource Planning Division, Grand River Conservation Authority, to Ms. Wendy Wright, Director of Development, Regional Municipality of Waterloo, 20 Erb Street West, St. Jacobs Centre, Waterloo, Ontario, N2L 4G7 (c/o City of Kitchener - Mr. T. Brock Stanley) - "The Authority's concerns relating to the above-noted proposal include:

1) The Buron-Strasburg-Westmount Road Crossings of Strasburg Creek,

2) The proposed channelization of the North-East tributary of Strasburg Creek,

3) Storm Water Management.

Huron-Strasburg-Westmount Watercourse Crossings of Strasburg Creek

At present the existing crossings of Strasburg Creek are overtopped by the Regional flows. We recommend that improvements to these structures provide relief for the Regional flows while sufficiently reducing erosion, siltation and flooding from any backwater. It is also recommended that the alignment of the road crossings be minimized and therefore question the necessity of Strasburg Road crossing Strasburg Creek twice within a distance of 300 meters. We have, however, received plans regarding passage of the Regional flows over a new road and a fill, Construction and Alteration to Waterways Permit.

Channelization of the North-East Tributary of Strasburg Creek

As noted in the comprehensive Urban Drainage Policies for the City of Kitchener, channelization of natural watercourses should be avoided whenever possible unless the design of the new channel can be shown to benefit the hydraulic and environmental characteristics of the watercourse. These aspects of the proposed channelization should be addressed upon application to the Authority pursuant to Ontario Regulation 356/74.

Storm Water Management

The Dillon Report indicates an existing flooding problem at the confluence of Strasburg Creek and Schneider's Creek beginning with return period storms as frequent as the five year storm. Considering the existing rural nature of the lands within the Secondary Plan, the proposed channelization, the existing undercapacity road crossings, the existing downstream flooding problems and the requirement of the City of Kitchener Urban Drainage Policies, we recommend that a Master Drainage Plan be prepared and incorporated in the Huron Business Park Secondary Plan prior to any approvals.

We hope this information is of assistance. Should you have any questions, please contact the undersigned.

June 8, 1982 - from W. E. Huntington, M.B., D.P.H., Associate Medical Officer of Health, The Regional Municipality of Waterloo, Department of Health and Social Services, Health Unit Division, 850 Yong Street West, Kitchener, Ontario, N2G 2E8, to Mr. S. Klippen, Commissioner of Planning and Development, City of Kitchener - "The Waterloo Regional Health Unit has reviewed and approved the above plan and offers the following comments.

We note that some industrial development may be permitted, although full municipal services will not be available. This development would require the installation of private sewage disposal systems.

We wish to advise you that, in this event, all buildings requiring private sewage disposal systems would have to be assessed on an individual lot basis.

We also note that when sewers become available in this development that each building lot would be required to connect to the city..."
June 10, 1982  -  From D. Suzuki, Director of Engineering to Sam Klapman, Commissioner of Planning and Development - The follo is submitted in reply to your request for comments on the above.

1. You will have received previously, comments from Gerry Thompson, John McBride, Lee Athor and Ron Wieland on changes to the Transportation Study requested by the property owners. These will provide input to the Secondary Plan as well.

1. It is noted that this proposed development is now referred to as the Huron Business Park and it would appear that a much larger portion of the development is intended for commercial development. I believe a change of this magnitude will require additional study with regard to traffic and transportation concerns beyond the terms of reference for the Transportation Study.

2. It is generally agreed that the Strasburg Road and Huron Road rights-of-way may be 28 metres wide. Urban cross-sections are utilized and cut and fill slopes are accommodated beyond the 28 metre right-of-way. In addition, 30 metre rights-of-way will be required at intersections for channelizations.

3. There should not be a blanket policy permitting direct access to Huron Road. Direct access to both Strasburg and Huron Roads should be the exception not the rule.

4. On page 4 under paragraph 3.3.2, I believe it is intended that the watercourse or greenway dedication should be a minimum of 30 metres, not drainage channels.

5. It is noted that the report suggests the use of private sewage facilities as an interim solution. The implication of this should be carefully considered in view of problems that will be encountered when a gravity sewer is extended to this area.

6. As suggested above, the areas indicated to be industrial service centres greatly exceed that set out in the terms of reference. This would then negate the findings of the Transportation Study and may require a new study to determine the effects of these greatly increased areas.

7. The new proposed railway spur line alignment bisects City of Kitchener owned land along existing Strasburg Road, producing narrow strips of land that is not large enough to utilize rail service and in fact, may be sterilized by the track. The original alignment for the railway east of existing Strasburg Road is preferred.

8. The alignment for Huron Road as proposed by Major Holdings, has a number of advantages over the alignment recommended in the Marshall, Kehlkin, Monaghan report. While the alignment is not as desirable with regard to the compound curves near Homel Watson, this new proposal offers an opportunity to buffer both the industrial area and new Huron Road from the residential area to the south. In addition, by terminating the Trillium Drive at the new Huron Road, an opportunity to separate industrial traffic from residential is obtained. It is acknowledged that the residential traffic will be faced with some out-of-way travel in order to access the arterial roads. It is suggested that this inconvenience is more than offset by the advantage of preventing industrial traffic travelling through the residential area. The southerly extension of Strasburg Road to the west of the ponds was requested by Maylake Investments. There does not appear to be any good reason to reject this request.
9. While the report submitted on behalf of the property owners indicates dedication of all lands below the Regional floodline, it is noted that not all of the areas below the Regional Floodline is indicated as Open Space. As an example, a low area in the middle north portion of the development has been excluded, as well as the City-owned property at the intersection of Huron Road and Strasburg Road."

July 2, 1982 - from E. Pembex, Planner, The Regional Municipality of Waterloo, Hargrave Centre, Waterloo, Ontario, to Mr. D. Stanley, Director of Planning, City of Kitchener - "In order to expedite matters, we are forwarding partial comments on this Secondary Plan. Further comments will be sent when we have received comments from the Regional Engineering Department with respect to the Regional roads and water supply within the area.

Official Plan Amendment No. 8, under section entitled Secondary Plan (8.1 - Basis of the Amendment) states that, "A Secondary Plan outlining servicing and staging, drainage policies, aggregate extraction, transportation patterns, protection of residential, historic, archaeological significant, wood and floodplain areas, identifying an open space system and providing more detailed land use policies will be adopted by resolution of Kitchener City Council." The proposed Secondary Plan does cover some of these matters but other have not yet been included. Specifically, there are no policies on the staging of development, on the protection of historic, archaeological significant and wooded areas, nor is a more detailed land use provided. Policies should be included within the Secondary Plan which will deal with these issues.

The Grand River Conservation Authority, as you are aware, has concerns related to three areas: the Huron-Strasburg-Westmount Road crossings of Strasburg Creek, the proposed channelization of the north-east tributary of Strasburg Creek and storm water management. The Ministry of Natural Resources also comments on these matters and recommends that existing crossings of Strasburg Creek and any new structures be constructed to accommodate Regional Storm flows and that specific storm water management policies be adopted for the area in order to prevent an increase in flooding frequencies in the lower portions of the watershed after development.

Additionally, this Ministry has also suggested that the City of Kitchener may wish to enter into a woodlot management agreement for the wooded areas which are part of the Open Space areas.

The concerns of the Ministry of the Environment center around three issues: the separation of pollution prone industries from residential land uses, the containment of accidental spills of liquid and dry chemicals on industrial premises and the need for an environmental assessment.

Dealing with the first issue, the Ministry of the Environment comments that Policy 3.6.1 and the Secondary Plan map schedule fail to specify a separation distance to be applied consistently at all locations where the business park bounds upon present or future residential lands. Therefore, the following modification has been suggested: that the third sentence of the first paragraph of Policy 3.6.1 he amended to read:

"Industrial development within 300 m. of existing and future residential areas will be limited to ..."

The Ministry has also suggested that the Industrial Transition Area be enlarged to a consistent width of 360 m.

To deal with the provision for the containment of accidental spills of liquid and dry chemicals, the following modification has been put forward by the Ministry of the Environment:
That in order to protect ground and surface waters, all industries intending to utilize, process or store liquid or dry chemicals in bulk quantities shall be required to provide facilities for the containment of accidental spillages which are adequate to prevent contamination of water resources. Further, all such industries shall be directed to consult the Ministry of the Environment in this matter, before a building permit is issued.

Where a Secondary Arterial road extensions and realignments and trunk sewer and watermain extensions which occur within the limits of the area are required to be constructed by the municipality through terms of subdivision agreements, the provision of these facilities is exempt from the requirements of the Environmental Assessment Act. However, the plan and its schedule indicate that the southerly leg of the Strasburg Road extension and portions of the water and sewer trunk mains will occur outside the Business Park limits. If all portions of these roads and services which are external to the park are not also included under subdivision agreements prior to their construction, the Ministry of the Environment has indicated that all those facilities will be subject to the legislative requirements of the Environmental Assessment Act.

Under Policies 3.2.3 and 3.2.4 a right-of-way of 30 m. is provided for Westmount and Blooms. However, the Region may require a right-of-way wider than 30 m. and a better indication of our requirements will be available after the completion of the Transportation Plan Update. To protect our requirements the phrase "subject to further study by the Region" should be inserted. Only secondary arterial and collector roads, not local streets, should access the Regional Roads.

I trust that these comments will assist you. Once again, we have not received comments from the Regional Engineering Department and because of the Regional Roads involved and the proposed policies, their comments will be pertinent. We will forward them on to you upon receipt.

July 9, 1982 - from Peter Wetherup, Property Officer/Parks Planner to Sam Klippen, Commissioner Planning & Development - "We have reviewed the above proposal and have the following comments:

1. Since there are several woodlots associated with this area, two of which are rated high in the 1975 Master Plan, tree saving plans should be a development requirement.

2. Trail crossings, when associated with the waterways, should be considered as underpass at roadways."

July 19, 1982 - from H. K. Penegnat, Director of Utilities to Patricia Turdon, Project Control Clerk - "Please refer to memo from J. Kraemer, dated June 1, 1982, referring to water unbilling. I have no further comments at this time."

July 28, 1982 - from E. G. Kraemer, Assistant to Superintendent of Business, Waterloo County Separate School Board, 91 Moore Avenue, Kitchener, Ontario to Mr. S. Klippen, Commissioner, Department Planning and Development - "In reply to your letter of May 20 and July 12th, we wish to advise that we have no comments to make regard to the above-named plan."
September 21, 1982 - from R. Dembek, Planner, The Regional Municipality of Waterloo, Marsland Centre, Waterloo, Ontario, N2L 4C9 to Mr. R. Stanley, Director of Planning, Department of Planning and Development, City of Kitchener - "On July 2nd we forwarded comments to you and indicated that further comments would be sent once the Regional Engineering Department had completed their review.

With respect to the roads, there are no Regional concerns. However, a large diameter (48" approximately) watermain is planned to come up Huron Road from Komer Watson and ultimately be constructed on the Strasburg Road alignment. The unit cost of construction of this watermain is high and therefore, the path is dictated by cost. The proposed realignment of Strasburg Road shown in the secondary plan will cause an additional length of pipe to be constructed in excess of 2,100 feet. In order to minimize costs, it is desirable to maintain an easement on the old route of Strasburg Road.

Additionally, Ontario Hydro has also sent comments to us. Section 3.3.1 notes that Hydro rights-of-way are to be used to establish limited green spaces, urban trails, bikeways, etc. However, in this area Ontario Hydro facilities are situated on easements and any additional uses will also require the concurrence of the individual owners.

With regard to Section 3.4.4, if load growth rates exceed 3.8% per annum to the year 2000, the total right-of-way may be required to meet Ontario Hydro needs. Given this, it may be advisable for Kitchener-Wilmot Hydro to obtain easements external to Ontario Hydro's right-of-way.

Ontario Hydro has requested that where they are referred to as "H.E.P.C. easement" on some of the maps and schedules, that this reference be changed to "Ontario Hydro".

Should you have any questions, do not hesitate to contact us."
APPENDIX B

Property Owner Comments

May 20, 1982 - from S. Klappman, Commissioner of Planning and Development, City of Kitchener to Property Owners - "Enclosed for your comments is the Huron Business Park Secondary Plan covering 616 hectares (1522 acres) bounded by Kitchener's industrial basin to the east, Bleas Road to the north, Westmount Road to the west, the limit of the Strasburg drainage shed to the south and Pioneer Park West to the southeast.

This Secondary Plan has been prepared by MacNaughton, Hermans Planning Limited on behalf of a consortium of land owners and is to provide for the development of a major new industrial basin in the City of Kitchener.

In order to expedite the processing of this Plan, we would request your comments by July 5, 1982.

If you have any questions please contact Mr. Bruce Stanley, Director of Planning (837-7261).

June 1, 1982 - from Otto Boekelkamp to Mr. S. Klappman, Commissioner of Planning and Development, City of Kitchener Planning Department - "The following are our comments in response to your letter dated May 20, 1982.

We, the residents who reside in the area shown on the enclosed plan, understand that the lands south of the proposed Huron Industrial Park are to become part of the Pioneer Park West Community and, therefore, will be developed residentially. If this be the case, we have no objections to the Huron Business Park proposal. We do, however, have some questions in regard to what will happen with existing Huron Road. We assume that only local traffic will be carried on existing Huron Road because the new, more northerly, Huron Road will carry the industrial traffic. Will connections be provided at existing Strasburg Road and Trillium Drive? Will Huron Road be terminated at the westerly and prior to meeting with the new Huron Road? Will the name of the existing Huron Road be changed? Will we be given an opportunity to comment on these items after the Huron Business Park proposal is approved?

Does Policy 3.6.1 in regard to industrial buffering from existing residential areas apply to our area?

Page 110 of the Appendix of the report indicates in Section #4 that "new floodplain mapping was also produced for the subject area". Is our property included in the floodplain mapping, and, if so, are we negatively affected? Does the Stormwater Management Policy 3.6 provide for mitigative measures to protect us from flooding, if flooding is anticipated?

Written answers to our questions would be appreciated and can be addressed to Otto Boekelkamp, 238 Huron Road, Kitchener, Ontario or individually."

August 25, 1982 - from T. Bruce Stanley, Director of Planning, City of Kitchener to Mr. Otto Boekelkamp, 238 Huron Road, Kitchener, Ontario - "I would like to apologize for our failure to respond to your letter of June 1, 1982. For some reason, I did not receive it and we cannot locate it in our files. I have received your memorandum of August 17, 1982 with the attached letter of June 1, 1982 and in that regard would respond as follows.
In regard to your first question concerning whether or not the lands south of the proposed Huron Industrial Park are to become part of the Pioneer Park West Community Plan, we would note that it will be our recommendation to City Council that all of the lands located to the south of the new proposed alignment of Huron Road will be residential and will be incorporated into the Revised Pioneer Park West Community Plan. That is, all the lands south of the new realigned Huron Road and east of realigned Strasburg Road will be residential and part of the Pioneer Park West Community Plan.

At the present time, those lands north of existing Huron Road and east of existing Strasburg Road are designated Industrial in the City of Kitchener Official Plan approved by the Minister of Housing on June 18, 1979. The Planning Department is now preparing an Official Plan Amendment changing the designation of those lands from Industrial to Residential. That Official Plan Amendment and the proposed revisions to the Pioneer Park West Community Plan will be circulated to the residents along Huron Road during September or early October. With this Official Plan Amendment and processing of the Pioneer Park West Community Plan, official clarification will be provided regarding the question of residential development adjacent to your properties.

Details concerning the question of existing Huron Road are also contained within the proposed revisions to the Pioneer Park West Community Plan. Essentially, it is suggested that Huron Road will be made into a cul-de-sac just east of the present properties which front onto it between Biehn Drive and its intersection with Homer Watson Boulevard. In addition, it is proposed that the present link up of Trillium Drive with existing Huron Road will be terminated. Trillium Drive will link up with the proposed new alignment of Huron but will not be extended to the south. In this way, there will be a complete separation of industrial and residential traffic. Access for the properties fronting onto existing Huron to the new realigned Huron will be provided either by the present alignment of Strasburg Road or because of possible grade problems at that intersection, access will be provided by a new road which will link existing Huron to the new realigned Huron at a location to the west of existing Strasburg.

At this time, we have not had any discussions in regard to the whole question of road names either for the existing Huron or the new proposed realigned Huron Road. It would be our view, that any proposed change in names will be resolved as part of the Huron Business Park Secondary Plan and the proposed revisions to the Pioneer Park West Community Plan.

You have asked whether you would be able to have an opportunity to comment on the above items after the Huron Business Park proposal was approved. In this regard, I am forwarding to you draft copies of the proposed revisions to the Pioneer Park West Community Plan which set out those proposals in more detail and would encourage you to comment on these prior to approval of the Huron Business Park Secondary Plan and as part of the approval of the Pioneer Park West Community Plan. It is anticipated that we will be trying to finalize approval of the Huron Business Park Secondary Plan before the end of September, however, the Pioneer Park West Community Plan will not be finalized until later on in the fall.

It would be our view and recommendation that Policy 3.6.1 regarding industrial buffering will apply to the existing residential development fronting onto Huron Road. That is, along new aligned Huron Road there will have to be a setback of approximately 300 metres within which various noxious uses will have to be excluded. This of course, is subject to Council approval as part of the Secondary Plan.
In regard to the question of the new floodline mapping, from my examination of this mapping it would appear that the majority of the buildings presently fronting onto existing Huron Road are above the Regional Floodline. However, some of the rearyards and sideyards of these properties may be affected by the Regional storm line. In this regard, I am enclosing a copy of the Revised Floodline for your consideration. I would note, however, that these floodplains have not yet been approved by Kitchener City Council nor the Grand River Conservation Authority. I would suggest that if you wish any further detailed information that you should contact Dan Suzuki, Director of Engineering for the Department of Public Works.

Again, I would apologize for our delay in response to you. Further, I would be happy to meet with yourself and the other residents along Huron Road in an evening meeting at your convenience to answer any questions and deal with any further concerns which you might have.

September 4, 1982 - from Otto Bockenkamp, 236 Huron Road, Kitchener, Ontario to Mr. Brock Stanley, Director of Planning, City of Kitchener Planning Department - "I have received your letter of August 25, 1982 in which you responded to my letter of June 1st.

I have reviewed the letter with my neighbours and have determined that we are in agreement with your comments, with the exception of access to new Huron Road.

We presently have five (5) routes available to us which include:

1. Travelling West on Huron Road to Westmount.
2. North on Strasburg Road to Otawah Street.
3. North on Trillium Drive to Homer Watson Blvd.
4. East on Huron Road to Homer Watson Blvd.
5. South on Winona Drive to Pioneer Park.

We are in favour of the two ends of existing Huron Road being closed (refer to enclosed sketch) because this would prevent thru traffic and would make existing Huron Road undesirable for industrial traffic since it would not link up with any major roads. If existing Huron does not link up with the major roads, then more than one access could be provided to the new Huron Road. You are suggesting a link somewhere west of existing Strasburg Road and this would mean that we would have to travel up a steep hill in the winter time and would have to travel a substantial distance west before being able to head east towards Homer Watson Blvd. It is, therefore, suggested that two access points onto new Huron Road be available. If existing Strasburg Road access is not feasible due to engineering problems, perhaps the Trillium Drive connection could remain open.

We thank you for your offer to meet with us; however, I do not think it necessary since our only concern is related to access onto new Huron Road. We understand that our comments do not have to be in right now on the Pioneer Park West Community Plan and will be forwarding our remarks sometime in September, 1982."

June 15, 1982 - from R. L. Andrew, Manager, Real Estate, Juncoor Sunoco Group, 56 Wellesley Street West, Toronto, Ontario, M5G 2B4, to Mr. Brock Stanley, City of Kitchener - "Further to our recent conversation, we wish to confirm our company's concern re: the "Industrial" land use designation of our land on the "Huron Business Park" Secondary Plan."
Sunoco Inc. purchased the subject 3.626 acres having a frontage of 289.13 feet on Westmount Road, by 296.15 feet on Bleaks Road in March, 1973, as a future commercial site including service station use. (Please refer to attached survey of land).

**Transportation Sections 3.23 & 3.24**

We note that Westmount Road and Bleaks Road are recognized regional primary roads meeting at the existing intersections.

**Section 3.62**

That Industrial Service Centres be located at main intersections as indicated on the Secondary Plan map. Industrial Service Centres will permit complimentary uses to the Business Park. A range of convenience and other commercial uses primarily serving the needs of the industrial community shall be permitted. Industrial administration offices shall be permitted.

**Industrial Land Use Section 3.61**

An Industrial Service Centre designation will assist in buffering the major industrial uses in Huron Business Park from the existing and future residential developments north of Bleaks Road.

We feel that our land meets the above criteria contained in the Secondary Plan and therefore respectfully request that our designation be amended to “Industrial Service Centre” including service station use.

Please contact the writer if additional information is required and we look forward to further discussion in this matter.

**July 23, 1982** - From T. Brock Stanley, Director of Planning,
City of Kitchener to R. L. Andrew, Manager, Real Estate, Sunoco,
Sunoco Group, 66 Wellesley Street West, Toronto, Ontario, M5S 254

“This is to acknowledge receipt of your letter of June 15, 1982 regarding the question of the designation of Industrial Service Centre within the proposed Huron Business Park Secondary Plan. In that regard, we note your concern and desire that consideration be given to Designating your property for Industrial Service Centre use.

As noted in our recent correspondence to you, it is proposed that this matter will be considered at a Public Meeting to be held on August 11, 1982 at Laurentian Secondary School at 7:30 in the evening. Following this meeting, the purpose of which is to receive concerns from the property owners in the area, we will be meeting with the planning consultants engaged in the preparation of the Secondary Plan to endeavour to resolve any of the concerns that have been raised.

Prior to any finalization of the Huron Park Secondary Plan and its consideration by Planning Committee and City Council, we will be contacting you to discuss the matter. All correspondence and letters received from property owners raising concerns as a result of the circulation of the Secondary Plan are automatically included as part of the Planning Department report which is then provided to Planning Committee Members and City Council. In addition, we will advise you of the specific dates of both the Planning Committee and Council meetings so that if you wish to appear as a delegation regarding your concerns than an opportunity will be provided to do so.”
June 25, 1982 — From T. Brock Stanley, Director of Planning, City of Kitchener to Mr. Bernie Herman, MacNaughton, Benson Planning Ltd., 225 Frederick Street, Kitchener, Ontario, N2G 2H7

At our meeting of June 2, 1982 regarding the above, a number of preliminary items were brought to your attention which the Planning Department felt could be examined in more detail while the circulation of the Huron Industrial Secondary Plan was underway. These items included: the size of the industrial service centres and the uses proposed therein; the extent of industrial administrative offices and commercial/industrial development throughout the rest of the Huron Industrial Park; the size and type of buffering to be provided and the elimination of noxious uses, particularly in those areas adjacent to existing residential development; and policies related to archaeological preservation, gravel extraction and surface and ground water protection from contamination by accidental spills.

The purpose of the June 2, 1982 meeting was to enable you to begin to consider some of the above items prior to completion of the Secondary Plan circulation. Upon completion of the Secondary Plan circulation, we will contact you and provide you with copies of the comments received from various municipal and regional agencies.

1. Industrial Service Centres

In regard to the industrial service areas, our primary concern relates to the direct relationship between the amount of development proposed in the Secondary Plan and that outlined in the Transportation Planning and Engineering Study for the Huron Industrial Development prepared by Marshall Macklin Monaghan under direction of the Project Team. As we discussed at our meeting of June 2, 1982, the Secondary Plan proposes 4.6 hectares of land for the Industrial service centres compared to the 16.1 hectares utilized in the Huron Transportation Planning and Engineering Study.

We are particularly concerned with the proposed increase in the area specified for the industrial service centres and its implications regarding traffic generation as we have recently received, as a result of the circulation of the Plan, requests by other property owners to also have their lands designated for industrial service centres. We feel that the increase in area of these service centres should be reconciled with the Transportation Plan or alternatively, a redefinition of land use allocation within the planning area followed by a rearrangement of the Transportation Study to ensure that the proposed traffic network and intersections can handle the resulting traffic.

As you are aware, the extent of the additional office and commercial development over and above that normally found in an industrial area was specifically specified and studied at some length by the Steering Committee for the Transportation Planning and Engineering Study. On the basis of the employment related to such development, the total traffic generated by the overall community was derived.

In discussion and correspondence with Marshall Macklin Monaghan, they have advised that total traffic generated by the overall development is relatively sensitive to the type of land use. Accordingly, the extent of the industrial service centres and the uses are permitted within them will have an impact on the traffic capacity of the road system.

Because of the experience from other communities particularly Calgary and Mississauga, it is our feeling that if the size of the industrial service centre is to be increased by the amount proposed in the Secondary Plan which varies significantly from the Transportation Planning and Engineering Study, then additional transportation and traffic analysis should be provided with the Secondary Plan to ensure that such expansion will not adversely affect the overall traffic situation. Because this
would be over and above that undertaken as part of the Transportation Study, justification of the increased area and the added study costs to do this should, in our view, be borne by the development group.

In regard to the proposed uses suggested for the industrial service centre, we would confirm that the following list would be acceptable subject to regulations concerning the height and lot coverage or floor space ratio regarding office development. The list of uses agreeable to us would be as follows: day care centres, personal service, health club and gymnasium, hotel/motel, restaurant, financial establishment, service station/car wash, commercial recreation, private club, travel agency, repair service, dry cleaning and laundry, local convenience variety store, medical clinic and office with appropriate heights and floor space ratio or lot coverage restrictions.

2. Industrial Administrative Office and Commercial Industrial Development

In addition, while the Huron Transportation Study outlines some specific parameters related to the extent of industrial administrative office and commercial/industrial development throughout the remainder of the Huron Industrial Community, policies within the proposed Secondary Plan do not provide any guidelines as to the extent of such industrial administrative office and commercial/industrial development in the community.

It is felt that the Secondary Plan should define the extent of industrial administrative office and commercial/industrial development proposed in the Huron Community and outline the limits of that development to the extent necessary to ensure consistency between the amount of office and commercial employment seen as being generated as an upper limit in the Transportation Plan and the policies provided in the Secondary Plan. Should this not be the case, again it is felt that additional traffic studies should be undertaken to ensure that the conclusions reached in the Transportation Plan are still valid related to the capacity of the proposed road network. Again, the cost of such additional examination should be borne by the developers.

In addition to defining the areal extent of the commercial/industrial development proposed, preparation of and agreement on a specific list of uses is essential. While such a list would presumably be similar to the list of service commercial uses, I would suggest that we would be concerned about the extent of retail or sales floor area considered in this category. Again, this primarily relates to our concern with traffic generation and the impacts that have resulted for retail uses in industrial areas in other cities.

In considering sections 1 and 2 above, I would note that at the C.I.P. Conference in Ottawa I gained a better appreciation for the need to provide the opportunity for industrial administrative offices and commercial/industrial development within the Huron Community if it is going to compete in today's business environment. It is however, of prime importance that the Secondary Plan clearly spell out for Planning Committee and Council the overall potentials for such development within the Huron Community in order that the impact upon the rest of the City and particularly on the downtown area can be appreciated and fully assessed.

For example, it was suggested that the parameters outlined in the Transportation Plan Study represented an upper limit of consideration in regard to the extent of future office development seen within the Huron Community. That is, a quarter of a million square feet (250,000 sq. ft.) of floor area would be used as the upper limit.
Given the fact that the Woods Gordon Downtown Study identified approximately half a million square feet (500,000 sq. ft.) of Grade A office space presently in downtown Kitchener, the proposed 250,000 square feet in the Huron Community is seen as being a significant portion of office space when compared to that presently existing in the downtown area. If we add an additional 32 acres as suggested by the proposed expansion of the Industrial Service Centres from 16 to 24 hectares under the same criteria, this would mean a possible additional 174,240 square feet of office space assuming that the additional area would be in office since the other uses suggested for the industrial service areas would have a limited market potential. This would bring the total floor area in industrial administrative office up to some 424,000 square feet almost equal to what the downtown Grade A office space is at the present time. This only includes consideration for the industrial service centres and does not include additional industrial administrative offices that may be permitted in the remainder of the Huron Industrial Area.

3. Buffering

In order to fulfill the policies in the Official Plan Amendment for the Huron Industrial Community, the size, extent and nature of the proposed buffering is to be specified as part of the Secondary Plan. In addition, the type of buffering whether by setback, berming or land use is also to be defined. In anticipation of the types of concerns that might be raised at a public meeting, the extent of buffering around existing residential development is a prime consideration. As discussed on June 2, 1982, it is felt that in regard to the existing development on Westmount and Huron Road that the extent of the buffering setbacks should be defined and the area to be restricted in terms of noxious uses should also be identified. In this regard, the Ministry of the Environment has suggested a distance of 1/4 mile.

4. Other Policies

It was felt that additional policies should be provided in the Secondary Plan related to the concerns raised in the Official Plan Amendment on archaeological preservation and gravel extraction. Further, in light of our experience in Hidden Valley, it is clear that the Ministry of the Environment will undoubtedly wish to have a policy in the Secondary Plan related to the problem of surface and ground water contamination by accidental spills. In this regard, a policy that is proposed to be placed within the Hidden Valley Secondary Plan and which has received the approval of the Ministry of the Environment is suggested:

That in order to protect surface and ground water from contamination by accidental spills, industries intending to use, store or process hazardous materials including liquid or dry chemicals shall be directed to consult the Ministry of the Environment regarding effective spill containment measures.

The Official Plan Amendment left the defining of the extent of industrial service centres, buffers and industrial administrative office and commercial/industrial development to the Secondary Plan. The proposed Secondary Plan suggests that this should be left to the zone change stage. In our view, the Official Plan stipulates that it must be defined at the Secondary Plan stage. While we recognize that this will add additional time to processing the Secondary Plan we also feel that the time taken to define it now will not only save time and questions at the zone change stage but will consider a lot of concerns raised by property owners that still remain unanswered.

Your consideration of the above would be appreciated. We would be happy to meet with you at any time to assist you.
July 9, 1982 - From T. Brock Stanley, Director of Planning, City of Kitchener to Bernie Hermann, MacNaughton Hermann Planning Ltd., 225 Frederick Street, Kitchener, Ontario, N2H 2Z7

Enclosed please find comments received from various agencies and private individuals arising from the circulation of the Huron Industrial Park Secondary Plan. While the circulation deadline of July 5, 1982 has passed, there are still a number of agencies which have not commented. The most significant of these would be Regional Engineering. As soon as we receive their comments we will forward them to you as quickly as possible.

In reviewing the comments, I would draw your attention to those of the Department of Planning and Development at the Regional Municipality insofar as they raised many of the same concerns which were communicated to you in our letter of June 25, 1982. In the Regional letter, they note that the Ministry of the Environment has suggested a distance separation between industrial and residential of 300 metres. This is in fact the metric conversion of the quarter mile distance which I referred to in my previous letter.

When you have had an opportunity to review the comments which we have received, I would be happy to meet with you to go over the concerns raised and to assist in finalisation of the Secondary Plan.

In regard to completion of the Secondary Plan, we are most anxious to finalize the list of uses which we feel constitutes the Commercial/Industrial designation, as well as the regulations associated with Industrial Administrative Office. Both of these categories are not only present in the Huron Industrial Plan but are also being utilized in the Wasaga Holdings Official Plan Amendment and associated zone change, as well as the Hidden Valley Official Plan Amendment and zone change in regard to the Industrial Administrative Offices.

We would appreciate hearing from you at your earliest opportunity.

July 29, 1982 - From T. Brock Stanley, Director of Planning, City of Kitchener to Mr. Bill Park, Chairman, Downtown Improvement Board of Management, c/o Canada Trust, 305 King Street West, Kitchener, Ontario, N2G 1E9

Enclosed please find a copy of the proposed Huron Business Park Secondary Plan as submitted to the City by MacNaughton Hermann Planning Consultants. The purpose of the Secondary Plan is to provide more detailed policies in regard to the distribution and extent of industrial, office and commercial uses, as well as to establish road alignments.

A Public Meeting to enable public comment on this Secondary Plan is scheduled for Wednesday, August 11, 1982 at 7:30 p.m. at Laurentian Senior Public School on Westmount Road. Further public input will also be encouraged at subsequent Planning Committee and Council meetings.

July 2, 1982 - From Jean Steckle, Ph.D., 811 Blemens Road, Kitchener, Ontario to Mr. S. Klippman, Commissioner of Planning and Development, City of Kitchener

Here are my comments, in answer to yours of May 20th requesting owners comments prior to July 5 concerning “Preliminary Circulation of Huron Business Park Secondary Plan.”
The Stockle homestead at 811 Blemere Rd was built in 1831 and has been our home continuously. Please understand that as the present owner my interest is to protect this historic site to commemorate this period in the history of Waterloo County and also Ontario and Canada.

Are the plans proposed by the City of Kitchener such as to encompass the preservation of the Stockle homestead as an historic site? Located, as it appears, in the Industrial Transition Area what are the plans to conserve its Integrity?

Would there be means to develop these historic buildings including the outbuildings and the barn to become a useful historic facility?

Studying the preliminary plans of the City of Kitchener how will access to the homestead be provided and will access be possible from Blemere Rd? How will the spring water source, a special feature of our homestead, be maintained?

Having a deep personal appreciation for the self-sufficient lifestyle of my forbearers who built and maintained these buildings my great concern is to have them conserved with an integrity fitting to their role in Canada's history.

Please let me know how you plan to address my concerns. I would welcome an opportunity to meet with you.

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September 17, 1982 — from Jean Stockle, 300 The Drive, Condominium I-C, Ottawa, Canada, K1S 3M6 to Mr. Brock Stanley, Director of Planning, City of Kitchener — Further to the meeting at Laurentian School on August 11 and the subsequent telephone conversation, I wish to confirm the Stockle farm at 811-813 remain zoned agricultural in the Huron Business Park.

In addition, will you keep me informed of developments on Blemere Road, particularly those that could affect the agricultural well of this homestead.

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August 18, 1982 — from Robert W. Gramlow, Project Coordinator, Paul Perr Construction Limited, Community Builders and Developers, 41 River Road East, Kitchener, Ontario, N2B 3G3 to Mr. T. Brock Stanley, Director Planning Division, Planning & Development Department, Corporation of the City of Kitchener — We would appreciate receiving additional information pertaining to the recommended 300-meter wide buffer strip adjacent to residential areas.

It is important that this issue be resolved and clearly defined as to the type of uses which will be allowed in this area.

The 300-meter wide area is excessive and we would appreciate receiving the City's recommendations so that we might have the opportunity to reply to these recommendations.

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August 25, 1982 — from T. Brock Stanley, Director of Planning, City of Kitchener, to Mr. Robert W. Gramlow, Project Coordinator, Paul Perr Construction Ltd., 41 River Road East, Kitchener, Ontario, N2B 3G3 — This is to acknowledge receipt of your letter of August 10, 1982, wherein you raised concern regarding the suggested 300-meter wide buffer strip. In this regard, we would comment as follows.

As you are aware, as part of the Official Plan Amendment for the Huron industrial area specific policies were included regarding the desirability of buffering proposed industrial from existing
and designated residential areas. The Official Plan policies indicate that this buffering will be by means of building setback, berms, land use, open space, and landscape screening. More specifically, policies in the Official Plan require that industrial development adjacent to residential areas will be limited to non-noxious industries such as those which do not involve metal smelting, refining, standing or forging, chemical process, animal products, beverage processing, the processing or manufacturing of leather, poles, rubber or plastic products, petroleum or non-metal mineral products and truck transportation terminals.

As you are also aware, Council added, at your request, the transition area adjacent to Blenheim Road which again would provide additional buffering and that the size of the transition area and the type of buffering and uses contained therein will be defined in the Huron Industrial Secondary Plan.

Based on the above policies, the Provincial Ministry of the Environment indicated that they were satisfied with the Official Plan Amendment subject to their input at the Secondary Plan stage. Discussions with the Ministry of the Environment, as well as communications between that Ministry and the Regional Municipality of Waterloo, and the Region’s subsequent correspondence to us indicate that the Ministry of the Environment has requested that the buffer zones and industrial transition areas meet their standard of a 300 metre separation between residential and industrial in terms of the elimination of those industrial uses that are deemed to be noxious and which are outlined in the amendment.

In short, as part of the preparation of the Secondary Plan, we are complying with the recommended standard of the Provincial Ministry of the Environment regarding the width of the buffer zone. In terms of the uses to be excluded within that 300 wide metre buffer zone, we are following the approved Official Plan Amendment which is almost identical to the list of excluded uses that formed part of the Community Expansion Lands Trillium Industrial Park Subdivision under By-law No. 90-126. That list of uses with the additional use of salvage yard is attached for your information.

In terms of the industrial transition area abutting Blenheim Road, it is proposed at this time, in discussions with Bernie Hermen of MacNaughton, Hermen Planning Consultants, that the Secondary Plan, with the exception of the listed noxious uses attached, will make provision in the transition zone for the full list of MJ uses, the additional uses outlined in the Official Plan Amendment regarding research and development facilities, scientific and technological facilities, computer electronic and data processing enterprises, firms involved in surveying, engineering and design, industrial administrative offices, commercial/industrial uses, and a range of convenience and other commercial uses primarily serving the needs of the Industrial community.

In regard to the depth of width of this area, we are following the Ministry’s standards of 300 metres. Presumably, the proposed width of Blenheim Road having the suggested right-of-way of some 26 to 30 metres would form part of that 300 metre buffer area.

I hope that the above will provide some background for you so that you might be in a better position to discuss your concerns with us. We would be happy to meet with you to discuss the matter further.

Attachment

NOXIOUS USES TO BE EXCLUDED

1.) Feed, meat, poultry, and fish products processing, packing and canning
2.) Beverage processing and manufacturing
3.) Pelt and leather tanning and processing
4. rubber and plastic products processing and manufacturing
5. petroleum and coal products processing and refining
6. chemical manufacturing and processing
7. non-metallic mineral products manufacturing, processing, cutting and grinding
8. ore and metal processing, smelting, refining, metal rolling, casting, forging, moulding, and extruding
9. metal fabricating, hammering, punching, cutting, stamping, pressing, drawing, machining and ornamental metal work
10. truck transport terminal
11. salvage yard

September 3, 1982 - from T. Brock Stanley, Director of Planning, City of Kitchener to Mr. Glenn Law, 7 Plains Road, Kitchener, Ontario - "You will recall, that at the close of the August 11, 1982 public meeting dealing with the above that we met briefly to discuss the possibility of a further meeting with yourself and your neighbours in the immediate area concerning the question of industrial zoning and the removal of noxious uses, as well as the question of the impact of the proposed road alignment on the existing Huron Road. In that regard, we still wish to meet with you and adjacent residents and would suggest a meeting date in the evening of either Thursday, September 9, Tuesday, September 14, or Wednesday, September 15, at Kitchener City Hall in one of the Committee Rooms on the fourth floor.

In considering the matter we have had discussions with those property owners who wish to develop their lands for industrial uses, as well as with their planning consultants who have indicated that they are prepared to work with the City and the affected residential property owners to develop a zoning category which will provide a buffer zone of at least 300 metres from existing residential properties wherein noxious uses would be deleted. In this regard, I am attaching a list of those noxious uses which have generally been agreed to by both ourselves and the Ministry of Natural Resources as constituting uses not compatible with residential development. Further, I would note that this list of uses has generally been accepted by the developers and their planning consultants.

The question related to the impact of a proposed upgrading of Huron Road is, however, more complicated than the above-noted issue. In this regard, I feel we certainly require more discussions with yourselves and your neighbours to better understand your present and future intentions and the implications that these might have in regard to development of a road system in that part of the proposed industrial park.

As noted above, we would be pleased to meet with you at your earliest convenience on any of the above-noted dates or, at another time, should those not be satisfactory."

September 20, 1982 - from Glenn Law, Law & Carol Perry, 7 Plains Road, Kitchener, Ontario, N2G 3W5 to Mr. T. Brock Stanley, Department of Planning & Development, City of Kitchener - "As per your request at the close of our meeting, September 15, 1982, the following letter explains and states our concerns for the proposed changes of Huron Business Park."
Is the question of the proposed road realignment as the topographic map shows, a portion of our property, known as 7 Plains Road, would be taken.

The first problem arises by the fact that the position of this land does not allow for any foreseeable resale of our land. It would also depreciate our property so much, that we would receive almost none of its value and its value to us as a home, back, if it could be sold.

We would also like to be assured that if the proposed roadway went in, that sufficient runoff allowance be adequate so that our house and property would not be flooded during a rain or heavy down pour or spring runoff.

The second question brought up at our meeting was one of obnoxious uses brought about by noxious industries.

We are in complete agreement with the list of eleven noxious uses contained in your letter of September 1, 1982, and would agree with the buffer zone of at least 300 meters as per that letter.

This concludes our list of major concerns as property owners in the proposed Huron Business Park Secondary Plan.

September 18, 1982 - Mrs. Minerva Van Oordt, 760 Huron Road, Kitchener, Ontario, to Mr. Brock Stanley, Planning Dept. - "I am against and wouldn't want no Industrial Park around here near me and my home. My comments on this have always been the same.

I would also like to state, that if you widen the Huron Road past my place, into a 4-lane road you'd take my front lawn and very likely some of my home. I am close enough to the road now as it is. The worst traffic passing here are the large and heavy trucks, causing noise and dust at all hours. This should be changed. The trucks could be rerouted to the Blemel Road which has very little traffic. There are only a few houses on this road and the rest is vacant land. This would be ideal for widening, in time, if necessary. I hope you will consider this closely."

September 15, 1982 - From Richard A. Hardie, Richard A. Hardie & Associates, 260 Huron Road, Kitchener, Ontario, to Mr. Brock Stanley, Director of Planning, City of Kitchener - "A meeting was held on this date with Jim McCabe and a Concept Plan for the subject property was discussed.

It was noted that the Draft Pioneer Park West Community Plan prepared by Proctor & Redfern on behalf of Major Holdings & Developments Limited suggests that the portion of the Peck lands between new and old Huron Road be designated low density residential and a collector road be extended through the Peck lands to intersect with new Huron Road.

The Draft Huron Industrial Secondary Plan, prepared by MacNaughton, Hermen Planning Limited, also identifies the collector road connection in the Huron Industrial Secondary Plan.

We understand that the residential portion of the Peck lands will be considered part of the Pioneer Park West Community once the Official Plan boundaries have been adjusted. If this is the case, we ask that the Huron Industrial Secondary Plan not identify any collector road or land use south of realigned Huron Road.

We are presently considering a medium density residential use between new and existing Huron Road and are investigating possible access locations onto existing Huron Road. We will be reviewing the collector road extension further with our clients and forward our comments as part of a Preliminary Draft Plan submission to the Development Division."
Appendix "C"

Transportation Planning and Engineering Study - Huron Industrial Development
Comments on Final Report

April 5, 1982 - Ronald C. Sills, Q.C., Lochead, Sills, P.O. Box 1234, 23 King Street East, Kitchener, Ontario N2G 4G9 to Mr. Dan Suzuki - "As part of the preparation of a Secondary Plan for the Huron Industrial Community, the property owners and their consultants have had an opportunity to review the above-noted study. As a result of this review we request that the study team consider the following:

1. The report suggests a minimum right-of-way width of 30 metres for re-aligned Strasburg Road and Huron Road. It is requested that this requirement be reduced to a minimum right-of-way of 26 metres. It is noted that 26 metres was the requirement in the Trillium West Industrial Subdivision. Also, the last paragraph on page 17 of the Transportation Study indicates that, "A 26 metres road allowance is adequate in most situations, subject to cut and fill requirements, however, considering the rolling topography in much of the study area, a basic right-of-way width of 30 metres would be appropriate." Also, in Section 4.2 on page 27 of the study, design criteria are suggested (in accordance with R.T.A.C. standard C14-70), including a minimum right-of-way of 26 metres.

Therefore it is requested that a minimum right-of-way of 26 metres be permitted, with potential greater alignment set aside if required for grading and/or intersection purposes.

2. I understand that representatives of Major Holdings & Developments & Proctor & Redfern have met with City staff to discuss an alternative Huron Road alignments of H1 and H2. I understand the Proctor & Redfern have recommended a more northerly alignment of Huron Road in this location. The Huron property owners support this new recommended alignment and request that you bring this matter to the attention of Study Team members.

3. The summary and recommendations of the report indicate that

"6. "Although direct access may be desirable for specific development parcels, including the proposed service centre developments, both Huron and Strasburg Roads should be designed with rear lot development to avoid numerous access driveways."

The Huron property owners wish to expand on the situations where front lotting would be permitted. More specifically, on page 17 of the report, it is indicated that:

"On Westmount Road, on Huron Road east of Strasburg Creek, and on Bleams Road east of Strasburg Road where volumes are expected to exceed 700 vehicles per land per hour, no direct access should be permitted to adjacent properties. On other sections of Bleams Road, Strasburg Road and Huron Road, limited access may be acceptable for a service centre development parcel, as well as for certain other specific parcels with access constraints. However, in general, both Huron and Strasburg Road should desirably be rear lotted throughout."
In summary, it is requested that direct access be permitted to Strasburg and Huron Roads in the following situations:

(a) Access to industrial service centres;
(b) Access to parcels with physical constraints to backlotting;
(c) Access to larger industrial lots;
(d) Frontlotting on Huron Road west of Strasburg Creek due to lower traffic volumes and existing smaller land parcels.

4. The Transportation report indicates two alignments (R1 and R2) for the extension of rail into the community. The attached map indicates a proposed re-alignment of the rail in order to minimize road crossings as well as to provide for a greater share of rail service among developers. The proposed alignment would follow an open space designation along the existing stream and would eliminate a crossing of existing Strasburg Road.

5. The Transportation report assumes 40 acres of Industrial Service Centre. The property owners wish to retain more flexibility as to the amount of Service Centre and wish to determine what traffic thresholds might exist relative to the industrial park. For example, a range of 70 to 100 acres of Service Centre might be considered relative to traffic impact.

We would be pleased to discuss these matters at your earliest convenience.

April 22, 1982 - O. Suzuki, P.Eng., Director of Engineering to Mr. Brock Stanley - "Enclosed herewith, please find copies of the following correspondence and drawings outlining comments and suggested revisions submitted by property owners and/or their representatives.

2. Huron Road at Biehn Drive
3. Strasburg Road at Stauffer Drive
4. Proposed railway alignment

The suggested Huron Road alignment at Biehn Drive was submitted by Proctor and Redfern, on behalf of Major Holdings. Representatives for Maylake Investments requested that Strasburg Road pass west of the pond near the vicinity of Stauffer Drive. Rick Hardy representing Paul Tuerr Construction Limited has asked that the proposed railway line be located along the property boundary between Paul Tuerr and Community Expansion in order to provide both owners with an opportunity to access rail facilities. This has been accommodated with the inclusion of R2 in the study. Mr. Sills suggests a further alternative in the plans marked R3.

Please forward your comments on these proposed changes in order that it might provide input to the Secondary Plan process. In addition, your early comments on the Huron Road alignment change would be appreciated since this is required in order to advance the Strasburg trunk sanitary sewer design and location through the Major Holdings property. Subject to your further comments, it is intended that these revisions be made in the Secondary Plan rather than revising the Transportation Planning Report at this time.

It is intended that the City of Kitchener will retain an Archaeological Consultant to carry out a survey along the proposed road alignments in accordance with the requirements of the Ontario Heritage Act. To this end, Brock Stanley and I will be selecting a Consultant to carry out this work."
May 6, 1982 - Gerald A. Thompson, P.Eng., Director of Roads & Traffic, The Regional Municipality of Waterloo, Harsland Centre, Waterloo, Ontario N2J 4G7 to Mr. Dan Suzuki, P.Eng., Director of Engineering, Department of Public Works - "This letter is in response to your letter of April 22, 1982 requesting our comments with respect to the alignment recommended by Marshall, Macklin, Monaghan Limited for Huron Industrial Road versus the alignment recommended by Proctor & Redfern Limited for Huron Industrial Road.

We have now had an opportunity to review these two alignments with our consultant. Our evaluation has focused primarily on the intersection of the proposed Huron Industrial Road and Homer Watson Boulevard. In essence we have no great preference for one alternative over the other. Both suffer the disadvantage of intersecting Homer Watson Boulevard on the curve, and both involve somewhat steep grades to the west of the intersection with Homer Watson Boulevard. While these are not the most desirable features, they do, in our opinion, represent design constraints that can be accommodated in the final design of the intersection.

Based on the statistics shown in the Marshall, Macklin, Monaghan report, we have carried out a preliminary traffic capacity analysis, and it is our very preliminary conclusion that an at-grade intersection involving a double left turn lane on Homer Watson and full channelization may be sufficient to accommodate design volumes. I must stress that this analysis is indeed very preliminary, and is based on the traffic volumes shown in the Marshall, Macklin, Monaghan report. This should not be taken as our final position as we would want to check updated traffic forecasts for Homer Watson Boulevard currently being generated by our Planning and Development Department, before finalizing our assessment of requirements at this intersection. I must emphasize that it could well be that based on our final assessment of traffic forecasts, we will find ourselves in the position of recommending an interchange at this location. As of today, however, it is not a foregone conclusion.

It was indicated at our last Homer Watson Boulevard Project Team Meeting that in order to proceed with the preliminary design between Manitou Drive and Bleams Road, we need a final decision on the location for Huron Industrial Road and in particular, its intersection point with Homer Watson Boulevard. We will continue to focus our activities on the Homer Watson Boulevard Preliminary Design Study on the section between Highway 401 and Manitou Drive pending a decision with respect to Huron Industrial Road. I understand, based on a recent conversation with yourself and Brock Stanley, that the alignment for Huron Industrial Road will be determined through the secondary plan process. We will participate in this process to the extent you require. Please keep us informed of progress with respect to the Huron Industrial Road alignment question in order that we may, at the appropriate time, reactivate preliminary design work on the section of Homer Watson Boulevard between Manitou Drive and Bleams Road.

I trust that these comments are satisfactory to your purpose."

May 10, 1982 - L.G. Authier, P.Eng., District Municipal Engineer for L.J. Zavitski, P.Eng., District Engineer, Ministry of Transportation and Communications, 581 Huron Street, Stratford, Ontario N5A 5A9 to Mr. D. Suzuki, P.Eng., Director of Engineering - "I have reviewed the revisions as outlined in your letter of April 22, 1982 and comment as follows:
Letter from R.G. Bills dated April 5, 1982

1. A 26 metre right-of-way plus widenings for grading and
   intersections should be adequate for road purposes assuming
   these roads will be built with an urban cross-section. The
   additional width may be desirable if major utilities are to be
   accommodated.
   2. See comments below.
   3. I feel retaining the requirement for back lotting is desirable.
      Specific exceptions might be considered if their effect on
      traffic operation can be analyzed.
   4. See comments below.
   5. No comment.

Huron Road at Biehn Drive

The proposed alignment is not consistent with the design criteria
requiring a minimum horizontal curvature of 190 metre radius. This
alignment is considerably poorer than the recommended alignment [82] I
understand that the final design will still be co-ordinated with
the recommendations of the Huron Watson Study.

3) Strasburg Road at Stauffer Drive

I feel this revision is acceptable and would have had no effect on
our evaluation of the alternative alignments.

4) Proposed Railway Alignment

This proposal appears to be acceptable provided there are no
significant changes in environmental impact associated with the
revision.

Trusting these comments will be of some value to you.

May 11, 1982 - John McBride, Co-ordinator, Traffic and Parking Services
to Dan Suzuki, Director of Engineering - The following is offered in
response to comments made by the property owners or their representatives
on the Transportation Planning and Engineering Study of the Huron
Industrial Development.

1. The request to reduce the right-of-way to 26 metres would be
   reasonable if the topography was flat. However, given the existing
   rolling topography and required turning lanes at intersections which
   would require the wider right-of-way, we do not know at this point
   which areas would require the 30 metre right-of-way and which areas
   could be accommodated by a 26 metre right-of-way. We would be more
   concerned with the piecemeal effect of switching from a 26 to 30
   metre right-of-way every time a hill or intersection was
   encountered. Until such time as the areas that could be
   accommodated by a 26 metre right-of-way can be identified, it is our
   opinion that the 30 metre right-of-way should be maintained for
   continuity.

2. The shift of Huron Road to the north will have an impact on the
   storage distance on Trillium Drive between Huron Road and the
   proposed railway tracks. Congestion may occur if vehicles turning
   left from Huron Road to Trillium Drive confront a train and extend
   into the intersection. With a more southerly alignment of Huron
   Road, some storage distance is provided between the tracks and Huron
   Road. The CTC may require gates or some other form of protection at
   this crossing.
3. The treatment of existing Huron Road is different on the Proctor and Redfern plan to what was proposed in the study. Access to Homer Watson Boulevard is maintained, access to Trillium Drive is closed and the intersection of Huron Road and Bielh Drive forms either a "T" or a curve. We assume that the existing Huron Road will connect with the existing Strasburg Road and connect with the new Huron Road. By not allowing the connection between Trillium Drive and existing Huron Road, trips destined to and from the industrial area will be less likely to filter through the residential areas off of Bielh Drive. If the intersection of Bielh Drive and existing Huron Road is designed similar to what is shown in dotted lines on the Proctor and Redfern sketch, a connection will have to be provided between Bielh Drive and Homer Watson Boulevard to serve those properties fronting onto existing Huron Road. Lastly, the sketch shows the intersection of existing Huron Road and Homer Watson Boulevard. It is our opinion that existing Huron Road should be closed before Homer Watson Boulevard because of the proximity to the new Huron Road intersection and the eventual widening of Homer Watson Boulevard to six lanes, which will be a controlled access major arterial.

4. We are reluctant to change the policy on direct access to Strasburg Road and Huron Road since they are being designed as the major internal arteries to carry traffic, not provide access. Our understanding of the exceptions to this are the industrial service centres at the intersections of these arterials as well as lots which, because of topography, etc., can only gain access to these arterials. To allow access to large industrial lots or smaller land parcels will increase interference to traffic on the arterials and increase the potential for accidents. As you know, the intent of backlotting arterials is to control access and direct inter arterials generated traffic to proper intersections where all desired turning movement can properly and safely be provided and uninterrupted. Because of the topography on Huron Road as well as the reasons outlined above, it is our opinion that front lotting not be approved unless there are physical constraints prohibiting access to parcels of land with backlotting.

5. As long as the relocation of the rail line as shown on R3 does not create other problems for yourself or the developer and adequate site distances are maintained, we have no objection to its relocation.

6. The study assumed the development of approximately 40 acres as service commercial areas to be located at the intersections of Huron/Strasburg, Bleas/Strasburg, Bleas/Westmount, and Huron/Westmount. To increase the amount of service commercial areas from 70 to 100 acres, as suggested by the developers, could more than double the number of service centres fronting onto the arterial road system. Depending upon the extent and type of service centre developed, increased interference from turning traffic into these centres may result on the arterials. Depending upon the amount of interference, possibly a fifth turning lane may be required (similar to Victoria Street) in order to accommodate these turns. Before further consideration is given to increasing the amount of service commercial areas fronting on the arterial roads, the impact of the type of development should be assessed to determine any additional traffic requirements and, hence, costs.
7. The realignment of Strasburg Road at Stauffer Drive does not create any problems that we are aware of. However, it appears as if the required right-of-way would be shifted slightly west which may have an effect on properties south of Stauffer Drive, which we believe were not included within the study area.

8. We have no concerns with respect to the alignment of the railway as suggested by Rick Hardie.

If you have any questions about these comments or wish to discuss them further, please do not hesitate to contact this office.

May 31, 1982 - R.E. Hanless, P.Eng., Project Manager, Transportation Planning Department, Horshall Hascklin Masonham Limited, 275 Duncan Hill Road, Don Mills, Ontario M3B 2L1 to Mr. D. Suzuki, P.Eng., Director of Engineering - With reference to your letter and the attached copies of correspondence and drawings outlining comments and suggested revisions submitted by the property owners or their representatives. All comments on these suggested revisions are noted as follows:

1) Strasburg Road Alignment through the Maylake Property at Stauffer Drive

The original intent of our alignment was to avoid the house located west of the pond and to provide a 90 degree angle of intersection at Stauffer Drive. However, we do not foresee any problems with the suggested new westerly alignment alternative, except that in order to align this road with Reidel Drive south of Stauffer Road, a 70 degree angle of intersection will be required, as well as improvements to Reidel south of Stauffer Drive. The proposed alignment in our report did not require improvements to Reidel Drive, south of Stauffer Drive.

2) Rail Alignment

The proposed R-3 alignment appears to be acceptable. The R-2 alignment had been proposed to provide access to the rail line for as many landowners as possible. However, if the landowners are in agreement with the R-3 alignment, we can see no objection except to note that the lot depths on the east side of existing Strasburg Road may be somewhat limited.

3) Right-of-way Width

The recommended 30 metre right-of-way was discussed and confirmed by the Study Committee. We foresee no problem in reducing the right-of-way widths from the suggested 30 metres to 26 metres, provided that grading on private property to obtain the appropriate road cross section is acceptable. However, as noted, the 30 metre right-of-way should be retained at intersections to provide for the necessary pavement widenings.

4) Huron Road Alignment at Bihn Drive

The recommended R-2 alignment in our report was based on maintaining the integrity of the City of Kitchener landholdings between Huron Road and the Trillium Development as well as to provide access to Huron Road from both the industrial area to the north and the proposed residential development to the south. The suggested revision by Proctor and Redfern is an acceptable alternative, however, we are concerned that the minimum tangent distance between the two reverse curves may create problems in obtaining appropriate roadway super-elevation. In addition, the short distance between
the rail spur lane and the Trillium Drive intersection is a disadvantage. However, since this would only be a lightly used spur line, we do not anticipate that this would be a major problem. In addition, the short distance between the rail spur line and the Trillium Drive intersection is a disadvantage. However, since this would be only a lightly used spur line, we do not anticipate that this would be a major problem. In addition, we note that substantial regrading on Trillium Drive is likely to be required to provide this intersection. The major disadvantage as we see it with this alignment is that access to the residential development south of Huron Road will be inconvenient, since residents will be forced to use residential streets such as Black Walnut Drive and Pioneers Drive to gain access to Doon Village Road to the east.

If the indirect access to the residential area and the use of the City of Kitchener property for the road alignment is acceptable to the City, we can see no objection to the alignment, except with respect to the distance between the curves, as noted above. It should be noted, however, that the intersection design should provide for a double right turn movement from Huron Road northbound to Homer Watson Blvd, southbound.

51 Direct Access to Major Roads

The recommendations concerning access restrictions on the major roads, including Huron Road and Strasburg Road, were the result of decisions at the Steering Committee meeting. With respect to the points raised in Mr. Sills’ letter, our comments are as follows:

a) Access to service centres - acceptable
b) Access to properties with physical constraints - acceptable
c) Access to larger lots - this could be acceptable in certain areas, particularly on Huron Road west of Strasburg Creek and on Strasburg Road, south of Huron Road. However, this should be subject to City control during review of plans of subdivision and site plans.
d) Front lotting on Huron Road west of Strasburg Creek — although volumes will be lower here than east of Strasburg Creek, they will still be considerably higher than on some other road sections in the area, such as Strasburg Road south of Huron Road. This road will perform a much more important function in the long term as growth continues in the area west of Westmount Road, therefore it is recommended that access control be maintained to avoid unlimited access to this section of road.

61 Service Centre Development

At the outset of this study, we expressed our concern that the land use categories, areas and locations be specified prior to undertaking the detailed traffic analysis. The proposed service centre development was specifically addressed, and was the subject of a meeting held on August 20, 1981 (minutes attached), was discussed at the August 27, 1981 meeting of the study committee (item 5), and was confirmed by the study committee at its meeting of September 23, 1981 (minutes attached).

The total traffic generated by the development is relatively sensitive to the type of land use. As indicated below, the service centre development can be expected to generate approximately 4 times as much traffic per acre as the normal industrial development, assuming the service centre development characteristics outlined on page 10 and 11 of the draft report.
P.M. Peak Hour Generation Rates (per acre)

<table>
<thead>
<tr>
<th></th>
<th>Vehicles Arriving</th>
<th>Vehicles Leaving</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial Service Centre</td>
<td>1.25</td>
<td>4.73</td>
</tr>
<tr>
<td></td>
<td>2.15</td>
<td>19.1</td>
</tr>
</tbody>
</table>

An increase from the previously proposed 39.6 acres (16 hectares) of service centre to 70 acres would produce an increase of over 42 vehicles leaving and 25 vehicles entering the study area during the P.M. peak hour.

It is not possible at this time to repeat the traffic analysis, even a general review of the impact of the additional development would require a further definition of the land use allocation. At this point, it is assumed that the additional 30 acres of service centre (70 acres total) was distributed proportionately in the four identified locations, a preliminary analysis indicates that traffic volumes can be accommodated.

I trust this is the information you require. Please advise if we can provide further assistance.

July 22, 1982 - D. Suzuki, P.Eng., Director of Engineering to Mr. A.K. Wanless, P.Eng., Project Manager, Marshall, MacLinn, Monaghan Limited, 275 Duncan Mill Road, Don Mills, Ontario M3B 2V1 - "A review of the comments received on the draft report for this project indicates general agreement with the contents. Any outstanding comments and revisions are a result of requests made by the property owners by way of the proposed Secondary Plan. Therefore, it would be in order for you to proceed with the printing of the final report in preparation for the public meeting dealing with this development. It was agreed with Mr. T. Brock Stanley that the revisions requested by the developers would be dealt with in the Secondary Plan process. By a copy of this letter, I am informing the members of the Project Team of this procedure.

I am requested by Mr. Stanley to advise you of the public meeting to discuss the proposed Burlo Industrial Park Secondary Plan on Wednesday, August 11, 1982 from 7:30 p.m. to 10:30 p.m. at the Laurentian Senior Public School, Westmount Road (south of Ottawa Street) Kitchener, (copy of notice enclosed) and to request your attendance at this meeting as provided for in the Terms of Reference. The final printing of the report (50 copies as provided in the Terms of Reference) should be available prior to the date of the meeting."

July 30, 1982 - Bernard P. Beresoff, B.K.S., M.C.I.P., MacNaughton, Beresoff Planning Limited, 222 Frederick Street, Kitchener, Ontario N2H 2V7 to Mr. Rob Wanless, Marshall, MacLinn, Monaghan Limited, 275 Duncan Mill Road, Don Mills, Ontario M3B 2V1 - "Please find enclosed, a number of tables indicating the traffic generation difference between the assumptions in the Transportation Plan, and the most recent Secondary Plan submitted to the City of Kitchener. The changes are a result of acreages differences which occurred as the Secondary Plan was refined by the Consultants and their Clients prior to submission to the City.

Please advise:

1) Whether the approach used in calculating traffic generation in the attached table is appropriate.
2) Whether the additional traffic resulting from these calculations would have any significant impact on the conclusions contained in your Transportation Report."
Thank you for reviewing this matter. There is a public meeting scheduled for this project on August 11, 1982. We would appreciate having your comments on the above prior to that date.

August 11, 1982 - R.K. Hanless, P.Eng., Project Manager, Transportation Planning Department, Marshall Macklin Monaghan Limited, 275 Duncan Mill Road, Don Mills, Ontario M3B 2J3 to Mr. B.P. Herman, B.E.S., M.C.I.P., MacNaughton Hercules Planning Limited, 225 Frederick Street, Kitchener, Ontario N2H 2M9 - "We are in receipt of your letter dated July 30, 1982, with respect to the calculation of traffic generation and the proposal for the development of additional land areas for the industrial service centre uses. After reviewing your calculations indicated in Tables 1, 2 and 3 I wish to advise that I am in general concurrence with your methods and they are consistent with the approach we used in the above noted transportation study.

With respect to Table 3 which indicates the total additional vehicle trips added to the various roads serving the development it would appear that these numbers will not create any adverse impacts on the above noted road sections. However, this comment applies to the road segment between intersections. As noted in my previous reply to Mr. Suzuki of the City of Kitchener the difficulty here is determining the precise impacts of these additional vehicle trips at intersections. For example, although only 68 additional vehicles would be present on Homer Watson Blvd. north of Bleams Road if this entire volume was added to the left turn demand from Bleams Road eastbound to Homer Watson Blvd. northbound it could create additional capacity problems at the intersection. I'm sure you can appreciate that the addition of 68 to 75 additional left turn vehicles at an intersection will have an adverse impact in comparison to the addition of the same number of vehicles to a 'D' section.

Without undertaking a complete re-evaluation of the transportation analysis it is difficult at this time to assess the impact on the intersections.

I trust this will answer your concerns. If you have further questions please feel free to contact the undersigned."
APPENDIX D

Public Meeting - August 11, 1982

Kitchener Planning Committee
Invites
Kitchener Residents and Property Owners to attend a

PUBLIC MEETING

to discuss the proposed
Huron Industrial Secondary Plan
and the
Huron and Strasburg Road
Transportation Study

The proposed Secondary Plan deals with the area generally bounded by the extension of Strasburg Road to the east, Bleech Road to the north, Westmount Road to the west and the limit of the Strasburg Drainage Basin to the south. The Plan provides detailed policies for future industrial, office and commercial development; for the buffering of industrial uses from existing and future residential areas; and for the establishment of the future alignment of the extension of Strasburg Road and the upgrading and changes in alignments of Huron Road.

The Public Meeting will take place:

Wednesday, August 11, 1982
7:30-10:30 p.m.

Laurentian Senior Public School
Westmount Road
(South of Ottawa Street)

For further information please contact the Kitchener Planning Department at 837-7263.

Ad placed in the K-W Record:

Wednesday, August 4, 1982
and
Saturday, August 7, 1982.
MINUTES OF THE AUGUST 11, 1982
PUBLIC MEETING

Staff Members in attendance:

Brock Stanley, Director of Planning
David Corks, Planning Technician
Tim McCabe, Senior Planner
Dan Suzuki, Director of Engineering
John McBride, Co-Ordinator of Traffic & Parking Service
Frank Watty, Director of Planning, Regional Municipality of Waterloo
Wendy Wright, Director of Development, Regional Municipality of Waterloo

Planning Committee Members in attendance:

Mayor Morley Rosenberg
Alderman Don Cardillo
Mike Hiscott

Approximately 45 people attended the meeting.

Alderman Don Cardillo welcomed those present and explained the purpose of the meeting, he then introduced the staff members present.

Mr. Brock Stanley, Director of Planning for the City of Kitchener, stated that the purpose of the meeting was to discuss the proposed Huron Secondary Plan. Mr. Stanley reminded the residents present of an earlier meeting held in January, 1981 at which time the Huron Industrial Park Official Plan Amendment was discussed, he added that this Plan had received Regional approval in June, 1982. The Official Plan Amendment designated both Industrial and Open Space within the Huron Park area and included some limitations on industrial uses permitted in certain areas adjacent to existing residential areas. The Secondary Plan, once approved, will permit actual zoning amendments to take place and will immediately precede development. Mr. Stanley then explained the details of the Secondary Plan referring specifically to the proposed road network, the servicing and proposed zoning designations. After the presentation, Mr. Stanley introduced Bob Wanless from Marshall, Macklin and Monaghan Limited who had undertaken a transportation study of the area. Mr. Wanless gave details of the road and rail study as well as the procedures used examining the alternative alignments for the proposed roads. The
meeting was then opened for questions. Mr. Stanley answered one question regarding the timing of the plan by saying the trunk sewer which will be expected to serve this area for the next 10 to 25 years should be constructed starting this fall. He added that the rest of the servicing and development would be undertaken in phases as market conditions dictate.

Mr. Glen Law, 7 Plains Road, noted that the group of single family residences surrounding his own were not excluded from the industrial plan as were other residential pockets and wondered if his residence would be buffered from noxious industrial uses. Mr. Stanley answered by saying that only the larger permanent residential enclaves were designated residential and consideration given to buffering from noxious industrial uses. He emphasized that if the group of residents in that immediate area wanted to remain permanently in the area, then consideration could be given to providing similar industrial buffer zoning would insure the same buffering considerations as applied elsewhere.

Jean Steckle, 811 Bleam Road, said that her house had been in the family since 1833 and would like measures taken to be able to ensure its protection. Fran MacIntosh, Member of L.A.C.A.C., said that the house in question was under consideration by the Local Architectural Conservation Advisory Committee who had the power to designate this property as having of historical or architectural significance. Mr. Stanley replied that the zoning on the property could remain Township Agricultural if it were the owners intent to maintain the house as a residence, he also added that even if the house were to be sold, a zoning compatible with the historic nature of the property could be considered such as an office use within the building. Eldon Weber also expressed concern about preservation of the well associated with the Steckle farm.
Ron Wanless answered Mr. Weber's question regarding the grade of the proposed roads by saying they would probably be a 5 to 6 percent grade. Mr. Weber added that since this would involve a lot of cut and fill, it would probably harm the artesian well on the Steckle property, he added that this is why the house located in that particular area in the first place. Mr. Weber was informed that with this current proposal, City water could be provided to the area and would also service the existing houses.

In reply to many of the residents' concerns regarding the preservation of existing homes not presently designated as Residential, Mr. Ian MacNaughton, speaking on behalf of the developers, said that the same consideration given to the homes of Westmount Road could certainly be applied to those on Huron Road.

Mike Hiscott, Member of Planning Committee, asked if the Huron alignment could be moved to bypass the group of homes in question on Huron Road at Plains Road. Ron Wanless, Marshall, Macklin, Monaghan, replied that this could be considered although since there are houses on both sides of Huron Road, a major diversion would have to be undertaken. Mr. Stanley added that since the lots involved are relatively deep, any change would have to be major in nature.

Bob Pearce, 1550 Strasburg Road, stressed that he had objected to the Official Plan Amendment when it was previously presented yet his objections were apparently of no avail as the plan was approved. Mike Hiscott replied that all objections have to be in writing and officially sent to the Clerk. He commented that the residents in the neighbourhood were probably not aware of the official process and so it would appear that the letters were ignored.

Mr. Brian Allison, representative of the Downtown Improvement Association, read a brief outlining the Association's support for the Secondary Plan but asking that consideration be given to the effect of this proposed industrial park on the downtown commercial core.
One resident from Westmount Road asked if taxes would be increased as a result of this proposal. Mr. Stanley replied that the City of Kitchener works on a market value assessment and, therefore, the only increase in taxes would occur when and if the property value increases as a result of this plan. In regards to the proposed zoning for these residences, Mr. Stanley added that the existing agricultural zone could be maintained if that was the residents' desire.

Mike Hiscott asked if these proposed zone changes would be done individually or by one mass zone change instituted by the City. Mr. Stanley replied that one change could be instituted and said that all owners willing to have their own zoning changed could be incorporated into an overall change initiated by the City of Kitchener. Mike Hiscott then commented that perhaps consideration should be given to a slow, individual zone change process on each developer's property so that the area would not be impacted so greatly. He added that most residents were frustrated with the system as they don't understand it fully and objections are not easily registered.

Ian MacNaughton commented that it would perhaps be more expedient to first solve the individual problems of the existing property owners and then complete the zone change in one unit.

In closing, the residents were advised that the Secondary Plan and Transportation Study would be considered by Planning Committee and Council in October, 1982.
AMENDMENT NO. 21 TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER

DOON SOUTH
IN THE MATTER OF Sections 21 and 17 of The Planning Act, 1963

AND IN THE MATTER OF a referral to this Board by the Regional Municipality of Waterloo, on a request by Paul Tuer Construction Limited and Ello Rovema for consideration of proposed Official Plan Amendment No. 21 to the Official Plan for the City of Kitchener Planning Area with respect to certain portions and modifications attached hereto as Schedule "A"

Regional File No. 19/2/3/23

BEFORE:

C.G. CHALLON
Member

- and -

G.T.J. DOBBS
Member

Tuesday, the 24th day
of September, 1985

THE BOARD ORDERS that the Board order made herein on the 24th day of September, 1985, and entered in order book No. 085-1 at folio No. 12 on October 10, 1985 is hereby amended so that the date of enactment of By-law 83-192-P is the 28th day of November, 1983, instead of the 18th day of November, 1983, as mentioned in such order.

DATED at Toronto this 22nd day of November, 1985.

ACTING SECRETARY

085-1/4
Ontario Municipal Board

IN THE MATTER OF Sections 21
and 27 of The Planning Act, 1963

AND IN THE MATTER OF a referral
to this Board by the Regional
Municipality of Waterloo, on a
request by Paul Tennen Construction
Limited and Elio Novina for con-
sideration of proposed Official
Plan Amendment No. 21 to the Official
Plan for the City of Kitchener
Planning Area with respect to
certain portions and modifications
attached hereto as Schedule "A"

Regional File No. 18/2/3/25

BEFORE

C.G. CHABROW
Member

- and -

G.T.J. DOGGS
Member

Tuesday, the 24th day
of September, 1985

THE BOARD ORDERS the Official Plan Amendment No. 21 for the
Official Plan for the City of Kitchener Planning Area as
adopted by By-law 83-192-P as enacted by Council on the
18th day of November, 1983, is modified by

1. Substituting for Section 4, Subsection 3 the words
used in the Council resolution passed on the 23rd day of
September 1985 which is Exhibit 3 to this hearing and which
reads as follows:

"Notwithstanding the designation of lands south of
New Dundas Road as estate residential, recreational
uses and facilities which are private or open to
members only may be permitted provided that they
are compatible with estate residential development
both north and south of New Dundas Road as deter-
mined by an approved Secondary Plan for all lands
south of New Dundas Road."
Additional permitted uses and facilities will be commercial riding stables or academies and equestrian boarding services.

Recreational uses, including snowmobiling, trail biking, go-carts, croquet, miniature golf, water slides, wave machines, amusement parks and other such uses will be prohibited.

Development of these lands will be permitted only after an Environmental Impact Statement (in accordance with the Regional Official Policies Plan) and an Environmental Analysis (in accordance with Kitchener Official Plan Policy IV.6.1) have demonstrated that the intended development of these lands will not have a serious impact on the area's natural ecosystem. All development will be subject to a site plan or subdivision approval. Circulation and consultation with property owners with 500 metres shall occur on any recreational development proposal prior to approval by City Council.

2. AND THE BOARD ORDERS that the wording of Section 1.11 in Official Plan Amendment No. 21 as adopted by By-law 85-192-P and adopted by Council on the 11th day of November, 1983 is hereby approved.

1. AND THE BOARD ORDERS that Schedule "A" to the Official Plan Amendment No. 21 as adopted by By-law 85-192-P as referred to the Ontario Municipal Board, is hereby approved.

[Signature]

ACTING WARDEN
This Amendment Number 2.1 to the Official Plan of the City of Kitchener Planning Area, which has been adopted by the Council of the City of Kitchener in accordance with Section 11 of the Planning Act, R.S.O. 1990 is hereby approved.

1) Save and except the following portions which are to be referred to the Ontario Municipal Board pursuant to Sections 11 and 17(1)(b) of the Planning Act R.S.O. 1990:

(a) Section 2.1 in the Basis of the Amendment
(b) Policy 2.1.1.1
(c) Those lands shown on Schedule A as "Referral Area"
(d) The following proposed modifications which were adopted by the Council of the City of Kitchener on February 25, 2003:
(e) Those lands shown on Schedule B as "Referral Area"
(f) The deletion of Special Policy Area No. 43
(g) The deletion of Section 3.21 in the Basis of the Amendment

2) And with the following modifications in accordance with Sections 11 and 17(1)(b) of the Planning Act, R.S.O. 1990:

1. That the first sentence of Section 2.1 in the Basis of the Amendment be modified to state:

"Through this Amendment, approximately 41 hectares of land are being added to the Plan of Land One."

2. That Section 3.1.1 in the Basis of the Amendment be modified by adding the following sentence after Section 3.1.1(1):

"While other portions of Kitchener can be serviced only with large capital expenditures, these lands can be serviced by utilizing existing assets and available capacity at the Grand River Pollution Control Plant."

The City of Kitchener presently has lands designated for "Low Density Residential" use in the Official Plan for three geographic areas: south of Victoria Street, east of St. Mary's Street, and north of Bridge Road, Wilmot Boulevard. The lands designated in the western and eastern portions of the City can be serviced and made ready for development only through the commitment of large capital expenditures.

Concerning the western portion of the City, the current City of Kitchener Zoning and Development Report stated the following:

"Wardena - Saunders Creek Treatment"

The City of Kitchener 1979 Waste Sanitary Service study prepared by the Proctor and Meinig Group and adopted by City Council stated that existing sanitary treatment works will be deficient and will require improvements to accommodate future development. With the development of subdivisions along the River in the first half of the 1980s, the study recommended that a resumption of the sewer and of the Grand River Pollution Control Plant take place in the 1980-85 time period in order to accommodate residential subdivision development. Construction of the first phase of Scheme 'B' from the sewage treatment plant to the pumping station on Beaver Drive is complete.
Construction of the second phase, from the pumping station in Green Village is under way. It is anticipated that Council will consider the necessary commitments. In the unlikely absence of Council's favorable commitment for improvement to the Schneider trunk system and any subsequent determination that sufficient capacity is not available, it may be necessary for the City to recommend against draft plan approval. In that event, such draft plans of development will be considered on an individual basis as Council receives them.

It should also be noted that lands indicated for draft approval in the 1985-1990 time period would also be contingent on the revamping of the Schneider trunk between Flower Village and the Montgomery Sewer Trunk as noted in the 1973 Trunk Sanitary Sewer Study.

Concerning the eastern portion of the City, City Council (in its resolution of April 29, 1976) has stated that the development of the Grand River North and South communities is contingent upon the private sector being responsible for the costs of any necessary pumping stations, and forewings associated with the extension of the Montgomery Trunk, and the costs involved with the construction of the Grand River Trunk. As a result, the availability of serviced lands in the eastern portion of the City is encumbered by the requirement of large private capital expenditures.

The southern portion of the City, generally represented by the lands within the Strasburg Trunk Sewer System, contains the only unencumbered area in which development can be accommodated. The lands in question can be serviced by the extension of a gravity sewer from the outlet presently located at the intersection of Black Walnut Drive and Rich Drive, a distance of approximately 760 meters. The servicing of these lands would provide for greater use of an existing trunk sewer system.

1) The alignment of Strasburg Road represents the western limit of urban development in the south portion of the City. It is not intended that the inclusion of these lands within Policy Area "A" increase development expectations of land owners to the west of Riedel Drive and the proposed alignment of Strasburg Road. Referring to the Doon South Secondary Plan, the alignment of Strasburg Road was located to provide for a residential community between it and Rich Drive, and to represent a boundary to development.

"A number of alternative routes were examined in light of their relationship to existing and future land use, soil and terrain, environmental implications and land ownership. The proposed alignment is shown on Map 1, the Doon South Secondary Plan. Major considerations determining the location of Strasburg Road adjacent to the Doon South Community were, that sufficient area be left between Strasburg Road and Cryslerdale to provide a neighborhood large enough to support a public school.
and, because Strasburg Road will be the westerly limit of Kitchener's development for the foreseeable future, the alignment corresponds generally with the westerly limit of land which can be served by gravity sewers.

Secondly, the City of Kitchener Planning and Development Department presently contains within its approved work program, the development of Rural Settlement and Service Offshoot Official Plan Policies, as required by Chapter 7, Policy 2 of the Regional Official Policies Plan, and Amendment No. 3, thereto. It is intended that these policies pertain to those rural lands west of the proposed alignment of Strasburg Road, south of the designated Huron Industrial area, and west of Westmount Drive.

f) The development of the residential community, west of Nyhavn Drive is linked to the installation of Strasburg Road, in order to protect the Caryndale Community.

g) The development of this community and Pioneer Park West will be served by the joint establishment of a Separate Board Elementary School, a Public Board Elementary School, and a neighbourhood park on the south side of the existing Hydro transmission easement. This combined educational-recreational centre intends to make use of the Hydro line easement and will therefore be (in whole or in part) outside the current Regional Settlement Boundary. The requested Regional Plan Amendment will provide for the continued planning of this co-operative venture, which is a necessary component of the above-noted residential communities.

3) That Section 3.12 in the Basis of the Amendment be modified by deleting the words "and Service Commercial", so that paragraph 1 now reads:

'The land east of Pinnacle Drive and north of New Dundas Road which is contained in this Amendment is now designated "Low Density Residential" in the Kitchener Official Plan. Through this Amendment, the designation is being changed from "Low Density Residential" to "Estate Residential".

4) That Policy IV.11.1 of Section 4 - The Actual Amendment be deleted, and that Schedule 'A' be modified to show the lands on the north-east corner of Pinnacle Drive and New Dundas Road as 'Estate Residential'.
5) That the following policy be added to Section 4 -
The Actual Amendment, and Schedule "A" be modified
to show Special Policy Area No. 42.

Policy IV, I.I.XIII is added and shall read:

"Notwithstanding the requirements of
Official Plan Amendment #10, lots may be
created by consent in accordance with
Section 43, and 52 of the Planning Act
provided that:

a) all lots have frontage on an existing
public highway and that entrance
permits be granted subject to Regional
Design requirements,

b) the consent will not jeopardize the
proper and orderly development of the
lands and adjacent lands for Estate
Residential use; and

c) all lots are within the area
designated Estate Residential by this
Amendment.

6. That Schedule "A" be modified to show the total area
covered by Special Policy Area #3.

7. That Appendix 7 be deleted in its entirety.
Amendment No. 21

to the

Official Plan

of the

City of Kitchener Planning Area

This Amendment Number 21 to the Official Plan of the City of Kitchener Planning Area, which has been adopted by the Council of the City of Kitchener in accordance with Section 21 of the Planning Act, R.S.O. 1983 is hereby approved:

A) Save and except the following portions which are to be referred to the Ontario Municipal Board, pursuant to Sections 21 and 17(11) of the Planning Act R.S.O. 1983:

i) Section 3.11 in the Basis of the Amendment

ii) Policy IV.11.xliii

iii) Those lands shown on Schedule 'A' as "Referral Area".

iv) the following proposed modifications which were adopted by the Council of the City of Kitchener on February 11, 1985:

a) those lands shown on Schedule 'B' as "Referral Area"

b) the deletion of Special Policy Area No. 43

c) the deletion of Section 3.11 in the Basis of the Amendment

B) And with the following modifications in accordance with Sections 21 and 17(9) of the Planning Act, R.S.O. 1983:

1. That the first sentence of Section 3, Basis of the Amendment, be modified to state:

"Through this Amendment, approximately 410 hectares of land are being added to the Plan of Land Use."
2. That Section 3.1, in the Basis of the Amendment, be modified by adding the following sections after Section 3.1(c):

d) While other portions of Kitchener can be serviced only with large capital expenditures, these lands can be serviced by existing trunks, and available capacity at the Grand River Pollution Control Plant.

The City of Kitchener presently has lands designated for "Low Density Residential" use in the Official Plan for three general geographic areas: west of Westmount Road; east of Heritage/Old Chicopee Drive; and south of Huron/Homer Watson Boulevard. The lands situated in the western and eastern portions of the City can be serviced and made ready for development only through the commitment of large capital expenditures.

Concerning the western portion of the City, the current City of Kitchener Staging of Development Report states the following:

"Servicing - Schneider Creek Trunk"

The City of Kitchener 1975 Trunk Sanitary Sewer Study prepared by the Proctor and Redfarn Group and adopted by City Council stated that existing sanitary trunk sewers will be deficient and will require improvements to accommodate future development. With the development of subdivisions coming on stream in the first half of the 1980's, the study recommended that a revamping of the lower end of the Schneider Creek Sanitary Trunk take place in the 1980-1985 time period in order to accommodate residential subdivision development. Construction of the first phase of Scheme "B" from the sewage treatment plant to the pumping station on Pioneer Drive is complete.

Construction of the second phase, from the pumping station to Pioneer Village is under way. It is anticipated that Council will continue to provide the necessary commitment. In the unlikely absence of Council's continued commitment for improvements to the Schneider Trunk system and any subsequent determination that sufficient capacity is not available, it may be necessary for the City to recommend against draft plan approval. In that event, each draft plan of subdivision will be considered on an individual basis as Council receives it.
It should also be noted that lands indicated for draft approval in the 1985-1990 time period would also be contingent on the revamping of the Schneider Trunk between Pioneer Village and the Montgomery sewer Trunk as noted in the 1975 Trunk Sanitary Sewer Study.

Concerning the eastern portion of the City, City Council (in its resolution of April 20, 1976) has stated that the development of the Grand River North and South communities is contingent upon the private sector being responsible for the costs of any necessary pumping stations, and forcemains associated with the extension of the Montgomery Trunk, and the costs involved with the construction of the Grand River Trunk. As a result the availability of serviced lands in the eastern portion of the City is encumbered by the requirement of large private capital expenditures.

The southern portion of the City, generally represented by the lands within the Strasburg Trunk Sewer System, contains the only unencumbered area in which development can be accommodated. The lands in question can be serviced by the extension of a gravity sewer from the outlet presently located at the intersection of Black Walnut Drive and Bielm Drive, a distance of approximately 750 metres. The servicing of these lands would provide for greater use of an existing trunk sewer system.

The alignment of Strasburg Road represents the western limit of urban development in the south portion of the City. It is not intended that the inclusion of these lands within Policy Area "A" increase development expectations of land owners to the west of Reidel Drive and the proposed alignment of Strasburg Road. Referring to the Doon South Secondary Plan, the alignment of Strasburg Road was located to provide for a residential community between it and Bielm Drive, and to represent a boundary to development.

"A number of alternative routes were examined in light of their relationship to existing and future land uses, soil and terrain, environmental implications and land ownership. The proposed alignment is shown on Map 1, the Doon South Secondary Plan. Major considerations determining the location of Strasburg Road adjacent to the Doon South Community were, that sufficient area be left between Strasburg Road and Caryndale to provide a neighbourhood large enough to support a public school
and, because Strasburg Road will be the westerly limit of Kitchener's development for the foreseeable future, the alignment corresponds generally with the westerly limit of land which can be served by gravity sewers.

Secondly, the City of Kitchener Planning and Development Department presently contains within its approved work programme, the development of Rural Settlement and Severance Official Plan Policies, as required by Chapter 7, Policy 2 of the Regional Official Policies Plan, and Amendment No.3, thereto. It is intended that these policies pertain to those rural lands west of the proposed alignment of Strasburg Road, south of the designated Huron Industrial area, and west of Westmount Drive.

f) The development of the residential community, west of Biehn Drive is linked to the installation of Strasburg Road, in order to protect the Caryndale Community.

9) The development of this community and Pioneer Park West will be served by the joint establishment of a Separate Board Elementary School, a Public Board Elementary School, and a neighbourhood park on the south side of the existing Hydro transmission easement. This combined educational-recreational centre intends to make use of the Hydro line easement and will therefore be (in whole or in part) outside the current Regional Settlement Boundary. The requested Regional Plan Amendment will provide for the continued planning of this co-operative venture, which is a necessary component of the above-noted residential communities.

3) That Section 3.12 in the Basis of the Amendment be modified by deleting the words "and Service Commercial", so that paragraph 1 now reads:

"The land east of Pinnacle Drive and north of New Dundee Road which is contained in this Amendment is now designated "Low Density Residential" in the Kitchener Official Plan. Through this Amendment, the designation is being changed from "Low Density Residential" to "Estate Residential".
4) That Policy IV.11.1 of Section 4 - The Actual Amendment be deleted, and that Schedule 'A' be modified to show the lands on the north-east corner of Pinnacle Drive and New Dundee Road as 'Estate Residential'.

5) That the following policy be added to Section 4 - The Actual Amendment, and Schedule 'A' be modified to show Special Policy Area No. 42.

Policy IV.11.11 is added and shall read:

"Notwithstanding the requirements of Official Plan Amendment #10, lots may be created by consent in accordance with Section 49, and 52 of the Planning Act provided that:

a) all lots have frontage on an existing public highway and that entrance permits be granted subject to Regional design requirements.

b) the consent will not jeopardize the proper and orderly development of the lands and adjacent lands for Estate Residential use; and

c) all lots are within the areas designated Estate Residential by this Amendment.

6. That Schedule "A" be modified to show the total area covered by Special Policy Area 45.

7. That Appendix 7 be deleted in its entirety.

Council Approval Date

Regional Chairman

Regional Clerk
The attached maps and explanatory text, constituting Amendment No. 21, the Official Plan of the City of Kitchener, was prepared by the Corporation of the City of Kitchener under the provisions of Section 21 of The Planning Act, 1981, on the ______ day of ______, 1983.

[Signature]
MAYOR
[Signature]
CLERK

This Amendment was adopted by the Corporation of the City of Kitchener by By-law No. ______ in accordance with Section 21 of The Planning Act on the ______ day of ______, 1983.

[Signature]
MAYOR
[Signature]
CLERK

This Amendment to the Official Plan of the City of Kitchener, which has been recommended by the City of Kitchener Planning Committee and adopted by the Council of the City of Kitchener, is hereby approved in accordance with The Planning Act as Amendment No. 21 to the Official Plan of the City of Kitchener.

DATE
REGIONAL CHAIRMAN

DATE
REGIONAL CLERK
BY-LAW NO.
OF THE CITY OF KITCHENER

CHANGING THE CITY OF KITCHENER

BEING A BY-LAW TO ADOPT AMENDMENT
No. 21 TO THE OFFICIAL PLAN

The Council of the Corporation of the City of Kitchener do hereby declare, in
accordance with the provisions of Section 21 of The Planning Act, 1983,
hereby enact as follows:

1. That Amendment No. 21 to the Official Plan for the City of
Kitchener consisting of the attached maps and explanatory
sheet, is hereby adopted.

2. The Clerk is hereby authorized and directed to make
application to The Regional Municipality of Waterloo for
approval of Amendment No. 21 to the Official Plan of the City
of Kitchener.

3. This by-law shall come into force and take effect on the day
of final passing thereof.

PAID AT THE COUNCIL MEETING IN THE CITY OF KITCHENER:

This 21st day of February, A.D. 1993.

[Signature]
Mayor

[Signature]
Clerk
AMENDMENT NO. 21 TO THE OFFICIAL
PLAN OF THE CITY OF KITCHENER

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SECTION 1 - PURPOSE OF THE PLAN

This Amendment shall be inserted in the Amendment No. 11 to the Official Plan of the City of Kitimat.

SECTION 10 of this document and attached schedules "A" and "B" constitute this Amendment.

SECTION 2 - PURPOSE OF THE PLAN

The purpose of this Amendment is to modify the Flood Hazard Zone Schedule "F" within the boundaries of the Plan Act, to provide for the protection of the existing and future development of the area within the Flood Hazard Zone and to encourage the development of the area in a manner consistent with the objectives of the Plan Act and the Kitimat Official Plan.

The flood plan and environmental area of the Kitimat official plan will also be modified as shown on the attached schedule "B". This Amendment will expand the floodplain and environmental areas to include the existing and future development of the area within the Flood Hazard Zone and to encourage the development of the area in a manner consistent with the objectives of the Plan Act and the Kitimat Official Plan.

section 3 - NATURE OF THE PLAN

Through the Amendment, modification, and adoption of the Kitimat Official Plan, the City will aim to provide for the protection of the existing and future development of the area within the Flood Hazard Zone and to encourage the development of the area in a manner consistent with the objectives of the Plan Act and the Kitimat Official Plan.

The flood plan and environmental area of the Kitimat official plan will also be modified as shown on the attached schedule "B". This Amendment will expand the floodplain and environmental areas to include the existing and future development of the area within the Flood Hazard Zone and to encourage the development of the area in a manner consistent with the objectives of the Plan Act and the Kitimat Official Plan.

1. THE NATURE OF THE PLAN

The purpose of the Plan, as defined in the Kitimat Official Plan, is to provide for the protection of the existing and future development of the area within the Flood Hazard Zone and to encourage the development of the area in a manner consistent with the objectives of the Plan Act and the Kitimat Official Plan.

The flood plan and environmental area of the Kitimat official plan will also be modified as shown on the attached schedule "B". This Amendment will expand the floodplain and environmental areas to include the existing and future development of the area within the Flood Hazard Zone and to encourage the development of the area in a manner consistent with the objectives of the Plan Act and the Kitimat Official Plan.
7.14(i) Policy Area 8 contains the remaining parts of the Region including existing smaller settlements which may be expanded in the future. The expansion of existing settlements and the creation of new settlements will be considered within the Policy Area. Prior to any expansion of existing settlements or creation of new settlements, consideration must be given to the constraints imposed by the location of Class 1, 2 and 3 Agricultural Lands, Sand and Gravel Resources, Floodplains and Environmentally Sensitive Areas in accordance with policies in this Plan.

With regard to Agricultural Lands, Map 2 of the Regional Official Policies Plan designates a narrow ribbon of land along New Dundee Road and the southern half of the Chelton Estates land as Agricultural Policy Area A and the remaining areas, with the exception of Rosedale Swamp, as Agricultural Policy Area B. While Agricultural Policy Area A contains primarily Classes 1 and 2 agricultural lands, the small amount of such land combined with fragmented property ownerships and existing residential properties along New Dundee Road make any serious farm operation uneconomical. The productivity of lands in Agricultural Policy Area B is substantially hampered by severe topographic constraints. Soils and topographic conditions will be examined in further detail in this document.

With regard to Sand and Gravel Resources, Map 3 of the Regional Official Policies Plan designates a small portion of the Amendment Area as Sand and Gravel Resource Policy Area A. This designation is west of Pinnacle Drive and south of New Dundee Road, and generally covers the properties owned by Bahan, Kelly, Croaken and A.H. & R. Founders Fund, as well as the Semple and Cormorant properties. The designation reflects part of a larger resource area noted on Preliminary Map 2 - Selected Sand and Gravel Resource Areas of the Ministry of Natural Resources Aggregate Resources Inventory. This mapping shows the area as a Resource Area of "Tertiary Importance". The Ministry of Natural Resources indicates that this source is not a priority for the achievement of the Ministry's mineral resource program objectives.

Map 4, "Tertiary Importance Resource Areas", of Preliminary Official Plan Amendment concerning Aggregate Extraction indicates existing extraction activity. Approval by the Region of Waterloo indicates no Aggregate Resource Areas or Aggregate Extraction Areas within the limits of this official Plan Amendment.

With regard to Floodplains and Environmentally Sensitive Areas, Map 4 of the Regional Official Policies Plan designates two Environmentally Sensitive Policy Areas: FSPA 430 - Strathburg Floral Bridge and FSPA 439 - Rosedale Swamp. These designations will be reflected on both Schedule A and Schedule B of this Amendment and will be designated as "Major Open Space". The boundaries of the Rosedale Swamp Regulated Area are outlined on Map 2. Development within this area requires a Fill Permit from the Grand River Conservation Authority.

These lands designated "Existing Residential" should be incorporated within Settlement Pattern Policy Area "A" for the following reasons:

A) The development of these lands would not adversely affect the Regional Policies Plan's objectives regarding Agricultural Lands, Sand and Gravel Resources, Floodplains, and Environmentally Sensitive Areas.
b) The Regional Official Policies Plan provides for a variety of living styles. Accordingly, the "Estate Residential" development pattern provides for a rural type setting within the City of Kitchener.

c) Development of this area on private systems represents an efficient use of land because of the difficulties involved in providing Municipal services to this area.

Approximately 80 hectares (200 acres) designated "Low Density Residential", and located north of Stauffer Drive and west of Caryndale should be incorporated with Settlement Pattern Policy Area "A" for the following reasons:

a) The development of these lands would not adversely affect the Regional Policies Plan's objectives regarding Agricultural Lands, Sand and Gravel Resources, Floodplains, or Environmentally Sensitive Areas.

b) The currently planned alignment of Strasburg Road (from Huron Road to Reid Driveway) represents a logical boundary for residential development in the Doon area, and rounds out both the Doon South and Pioneer Park West Communities.

c) The lands situated west of Diehn Drive, north of Stauffer Drive, east of the proposed Strasburg Road alignment and south of Strasburg Creek represents the majority of developable lands contained in Planning Unit 4 (see Map II). This planning unit is presently bisected diagonally by the Regional Settlement Pattern Policy Area "A" Boundary. An adjustment of this boundary to the west (Strasburg Road) would provide for more comprehensive suburban community planning.

3.2 The Doon South Secondary Plan

The Doon South Secondary Plan was adopted by Kitchener City Council on November 20, 1978 and was approved by Regional Council on July 19, 1979. The Secondary Plan divides the 730 hectares Doon South Area into four "Planning Units". Planning Unit 1 and the eastern portion of Planning Unit 4 are located within the existing boundaries of the Regional Settlement Policy Area A. The Secondary Plan contains detailed policies to guide the development of these areas.

Planning Units 2 and 3 and the western portion of Planning Unit 4 area, however, beyond the boundary of the Plan for Land Use and are outside of Settlement Policy Area A. While the approved Doon South Secondary Plan does not contain detailed development policies for these Planning Units, it does define their boundaries and it contains the following policies to accommodate their inclusion into the development boundaries of the City and Regional Official Plans:

3.10.1 THAT, until the Regional Official Policies Plan is amended to extend the Regional Development Boundary west to the proposed alignment of Strasburg Road and south to New Dundas Road, policies in the Doon South Plan apply only to those areas within the present limits of the Regional Development Boundary, as shown.
on Map 1 and 2 of this report. Development shall be permitted beyond the present limit of the Regional Development Boundary, only after the approval of a Regional Official Plan Amendment and a corresponding Amendment to the Kitchener Official Plan.

3.10.1 THAT following the approval of this Secondary Plan, the Kitchener Department of Planning and Development undertake the preparation of an Official Plan Amendment affecting those areas north of Deon South which are beyond the existing Regional Settlement Pattern Policy Area "A". That the City of Kitchener retain a Regional Official Plan Amendment affecting these lands.

4.10) THAT large lot residential development on private sewer and water services be considered in Planning Units 2 and 3 following the approval of an Amendment to the Kitchener Official Plan adding specific policies for this form of development.

1.1 Lands South of New Dundee Road

The 13 hectares of land bounded by New Dundee Road, Highway 401 and the Kitchener City limits have not yet been included within the boundaries of the Main South Secondary Plan. These plans were not read by the Council or the region to include these lands within the plan for land use or within Settlement Policy Area B.

It has become clear, however, that any application of an "Estate Residential" designation to land on the north side of New Dundee Road requires an examination of future land uses on the south side of New Dundee Road, for the following reasons:

- On September 28, 1981, Kitchener City Council adopted Official Plan Amendment 31, which added an "Industrial" designation to a 5.8 hectare parcel of land between New Dundee Road and Highway 401. It is important to include all lands south of New Dundee Road into this Amendment in order to ensure that the Industrial designation is adequately buffered and that there is a planned transition of land use from "Industrial" to "Estate Residential".

- Development on the north side of New Dundee Road will be on a south-facing slope overlooking this area.

- Incorporation of these lands allows the designation of Konkole Swamp as an Environmentally Sensitive Policy Area and establishes the northern boundary of this environmentally sensitive area.

The expansion of the north of New Dundee Road and this Amendment to incorporate the lands north of New Dundee Road to the City limits will create a new regional planning unit.
5.4 Estate Residential Policies

The "Estate Residential" designation was added to the Kitchener Official Plan by Official Plan Amendment No. 15 adopted by City Council on August 17, 1981, and approved by Regional Council on April 30, 1982.

This designation permits new residential development on private sewer and/or water services by plan of subdivision, subject to the following criteria:

- the designation is applied to areas of scenic beauty which cannot easily or economically be served by gravity sewers;

- development will take place within the context of an approved secondary plan and will be implemented by a rewatered plan of subdivision;

- residential densities will not exceed an average density of 2.4 units per hectare (excluding hazard and flood lands);

- all estate proposals will be accompanied by ecological studies, grading and storm sewers plans and servicing and water supply studies which will outline the most appropriate form of servicing; and

- all estate development will be located in areas of good soils and drainage to ensure safe water supply and will be subject to adequate storm water management procedures.

These policies state that "Estate Residential Development is a form of development which will take place with a minimum level of urban services, and maximum attention to the preservation of existing site topography and vegetation. It is not perceived as an interim form of development to precede future development on full municipal services at higher densities. Rather, it is seen as the optimum form of development for the sites on which it is permitted."

Permitted uses within this designation include "single detached residential dwellings, schools, home occupations, churches, associated parks and recreational facilities and municipal services and utilities."

The topography, soil conditions, vegetation and site characteristics of the land beyond the Upper Deen Drainage Shed all indicate that "Estate Residential" would be a suitable designation for this area.

5.5 Existing Area

The lands within this amendment fall within three distinct drainage areas, shown on Map 1. They are, therefore, subject to three distinct amending policies.

- The Strasburg Drainage Area

The area west of Wainman Drive and north of Sturke Drive is located primarily within the Strasburg Drainage Area. Sanitary services for this area will drain by gravity to a trunk sewer at the interchange of Wainman Drive and South Walnut Drive.

Approximately 24 hectares of the Maylake lands immediately north of Sturke Drive falls within the Rowan Creek Drainage Shed. However, due to the future design of the Maylake Subdivision and the construction of a 4 to 5 metre deep sanitary sewer, this area can be made to drain to the Strasburg shed.
Because the entire area north of Steuerer Dr. is serviceable by gravity sewage sewer, it is designated "Low Density Residential" by this Amendment.

No transfer between drainage areas is planned for storm water.

- The Upper Doon Drainage Area -

The majority of the lands within Planning Unit 1 of the Doon South Secondary Plan are contained in the Upper Doon Drainage Area. These lands drain by gravity sewer to a proposed Upper Doon Sewage Pumping Station, which will be located near the intersection of Schneider Creek and Lower Watson Boulevard.

The height of land which is the boundary between the Upper Doon Drainage Area and the Howman Creek Drainage Area establishes the southern boundary of Doon South Planning Unit 1. It also establishes the existing "Low Density Residential" land use designation and the proposed "Estate Residential" land use designation.

A small portion of this Amendment falls within the Upper Doon Drainage Shed, and is now designated as "Low Density Residential" in the Kitchener Official Plan. This 28.44 hectare parcel, south of Steuerer Drive and east of Strasburg Floral Woods, is owned by Chelsea Estates. At the time of the approval of Official Plan Amendment No. 10, the Estate Residential Policies, it was recognized that the Low Density Residential designation of this parcel meant that it must be developed on full services, even though it was wedged between privately serviced Caryndale to the north and a future Estate Residential designation to the south, and was in the same ownership as privately serviceable lands to the north and south. Subsection (iv) was therefore added to the Estate Residential policies and reads:

"iv) the portion of Caryndale south of Steuerer Drive but within the Strasburg Drainage Shed will be permitted to develop on private services subject to an official plan amendment to "estate residential" and an approved secondary plan."

This area is designated "Low Density Residential" in this Amendment, but policies for specific areas are attached to the designation to recognize that while the lands can be serviced by gravity sewers, they may, instead, develop in conformance with the provisions of the Estate Residential designation, subject to the approval of a Secondary Plan.

- The Howman Creek Drainage Area -

The lands designated "Estate Residential" by this Amendment are located primarily within the Howman Creek Drainage Area; an area which drains in a southwesterly direction toward North Dumfries Township and the City of Cambridge. These lands do not drain by gravity into the Schneider Creek drainage system or into the Strasburg Creek system, a sub-shed of Schneider Creek.

The Estate Residential policies permit development on sites of scenic beauty, which cannot easily or economically be serviced by gravity sewer within the Schneider Creek Drainage Shed or the future "River Trunk". These lands comply with this policy.
map A indicates that a small area in the vicinity of Pinnacle Drive could be serviced by paralleling trunk sewers along New Dundee Road, around Pinnacle Hill, to the Lower Dundee Pumping Station. Such an installation of services would be accomplished at considerably greater expense, and would encourage a form of development which would not easily blend with the proposed Estate Residential which would not easily blend with the proposed Estate Residential designation. It is therefore suggested that all developable land along New Dundee Road north of the Upper Dundee Drainage should be considered to be within the Estate designation.

3.6 Servicing Form - Estate Residential Designation

Subsection 13) of the Estate Residential policies states:

"The most appropriate form of servicing for each site will be determined at the time of the Official Plan Amendment. This will consist of sanitary disposal systems with individual or communal wells or municipal water. All sewage disposal systems must be approved by the Regional Medical Officer of Health and be approved by the Regional Medical Officer of Health and be approved by the Regional Medical Officer of Health and all residential wells must comply with the Regional Municipality of Waterloo Design Standards for Small Groundwater Supply Systems as well as with City standards."

Within the bowman creek drainage area, estate development will be serviced by private sub-surface, sanitary disposal systems with water to be provided by individual or communal wells. Keeping with the provisions of the Estate policies, preliminary investigations indicate adequate water supply in this area, although wells may have a high iron content. Monitoring should take place to ensure that existing water supplies are not hampered. Because of the large area of this Official Plan Amendment, further information on services and water supplies will be required at the time of the Secondary Plan.

The Natural Gas utility will not be supplied to this area.

3.7 Topography

The lands to be developed include "low in part residential" and "roaring residential" by this document are characterized by undulating topography, described at greater detail as follows:

- The lands owned by Maylake Developments Limited and Major Developments Limited, north of 55th Street, have elevations ranging from 77 metres to 33 metres. The general patterns of the amendment area are characterized by slopes, frequently in excess of 20% slopes, with areas sloping greater than 20%, with bowman creek valley between. The principal roads provide connecting views of the surrounding areas. Elevations range in these lowest in the minor hillsides north of the minor creek alignment and south of Strathcona Creek.

- The lands owned by Chalon Estates, which will be developed in compliance with the Estate Residential policies, are gently rolling. The topography ranges from 197 to 297 metres above sea level along the channel of lower creek, to hills in an elevation of 343 metres in the southwest corner of the property and smaller hills up to 126 metres in the southeastern.
portion of the property. The south-central and southeastern portion of the property is gently undulating and is largely cultivated in corn.

The eastern residential lands between
Pinnacle Drive and each drive slope from
north to south, from an elevation of 176
metres at the height of land marking
the existing boundary of the plan for land
use, to an elevation of approximately 150
metres along New Dundee Road. This
south-facing slope is also gently rolling. The
elevation then drops to approximately 210
metres along the course of Bowman Creek
in Roseville Swamp.

This description, and the slope analysis included as Map 4 of this
report, indicates that the area conforms to the intent of the Estate
Residential policy.

1.3 Vegetation

The entire area of this Amendment, within the proposed Estate
Residential, Low Density Residential and Major Open Space designa-
tions, contains unique landscape features which require sensitive
treatment through the development process. These natural features
are identified on Map 5 and are briefly described below:

- ESRA 35 - Roseville Swamp

The northern tip of Roseville Swamp extends into the City of
Kitchener, and into this Amendment area. ESRA 35 is described
in the Regional Environmental Data Sheets as "... one of the last
wetland forest complexes and breeding bird areas in the locality
(which) still contains many interesting plant and animal species
and in one of the largest swamp forest complexes in the Region.
This is an excellent deer crossing area as well as migration and
breeding area for many bird species including warblers. Numerous
springs and headwaters for Cedar Creek."

A small lake, Rainbow Lake, is located on the eastern property.
Some of the most rare plants in the swamp, including the purple-
fringed orchis, unique around this lake. "A rich variety of ferns,
club mosses and flowering herbs carpet parts of the swamp.
Animal life includes snowshoe hare, bush velv, Canada lynx and
an exceptionally high quantity deer herd. It is described as an
excellent area for rank and an area containing fine trout creeks.

Both the Regional data sheets and the Kitchener Parks Master Plan
describe Roseville Swamp as a large natural water source and
reservoir area containing numerous springs and headwaters for Cedar
Creek. It is identified as a City "Ecologically Significant Area"
and is a regulated area under Ontario Regulations subject to the
fill regulations of the Grand River Conservation Authority.

The boundaries of the Major Open Space and ESRA designations for
Roseville Swamp correspond with the Regional Air photo boundaries.
It is recommended that development not infringe into the boundaries
of this sensitive area. An Environmental Analysis will be required
at the time of subdivision or zone change application adjacent to
Roseville Swamp to ensure that future development will not affect
swamp. Written approval of Swamp in the ESRA will be subject to
the requirements of an Environmental Impact Statement under the
provisions of Chapter 11 of the Regional Official Plan.
Strasbourg Floral Woods are contained within this Amendment Area. The Regional Environmental data sheets describe these woods as "a rolling mixed forest and meadows, with several springs." The springs are of major hydrologic importance. The woods have been designated as an ESRA primarily because they are "extremely rich in game, regional and provincial florals." They are designated as a City Ecologically Significant Area, as well as a "water reservoir" in the Master Parks Plan.

Comments regarding the preservation of the boundaries of Roseville Swamp also apply to Strasbourg Floral Woods.

Bowman Creek:

The channel and floodlines of Bowman Creek, and associated wetlands and wooded areas, have been designated Major Open Space.

The total drainage area of Bowman Creek is 2025 hectares in size, therefore, no development will be permitted within the Regional Floodline in accordance with the City's adopted Urban Drainage Policy. Floodline mapping has not been completed for this water course, therefore, plotting of the Regional Floodline will be a requirement of each plan of subdivision.

The Creek course is characterized by scattered hardwoods and conifers. It is marked by poor drainage and numerous wet spots, with some deposits of organic soils. It is the intent of this Amendment that the vegetation along Bowman Creek not be disturbed by the proposed Estate Residential development.

Woodlots:

Several small woodlots, which are shown on Map 5, are described briefly as follows:

A - A wooded extension of Roseville Swamp, this area contains young beech, maple, aspen and white birch. Topography is fairly flat.

B - A small flat woodlot with some areas of poor drainage; this is primarily a maple/beech stand.

C - A 1 hectare discontinuous woodlot - primarily maple/beech/deciduous of high visual quality.

These woodlots, as well as other woodlots, etc., are designated Properties in this Amendment. Subject to the approval of a Secondary Plan, containing policies governing woodlots use, as well as approved ecological studies and urban planning plans, residential development will be allowed to penetrate these woodlots.

Strasbourg Creek:

Strasbourg Creek, and its associated tributaries, woodlots and wetlands, is described in theπ Hermes Master Parks Plan as an "extensive area of vegetation" with "numerous small ponds"
and wet areas. The topography varies greatly. There are numerous pockets of high quality cedar around the creek, with willow and yellow birch. Upland vegetation consists of hard and red maple, beach, white birch and white oak. The Master Parks Plan recommends that the variety of plants and wild life should be managed to provide an "excellent recreational setting."

The upper reaches of Sassafras Creek boast of a "wooded floodplain and upland area containing three man-made lakes". A preliminary report prepared for Major Holdings describes this area as follows:

"The valley system contains ecologically sensitive features of strong aesthetic value while the upland has some excellent viewpoints. Perhaps the most outstanding and notable site characteristic is the presence of a self-sustaining brook trout population located in tributary A which is above Pond A, as well as below Pond A (Map). Site Features: If preserved and managed this aquatic feature together with its associated lowland vegetation units, would provide a high quality natural feature for an urban milieu."

The woodland identified on the woodland map and located between the two major tributaries of Sassafras Creek is an upland sugar maple/beech woodland of high quality and high sensitivity. A smaller and less prominent plantation is located to its south. The proposed alignment of Sassafras Road skirts the western edge of this woodland, protecting it from intrusion by the roadway and from industrial development. In its recommended designation of "Special Policy Area 5", every effort shall be made to provide for a development form and strategy which will maximize the saving on site and be compatible with the necessary ecological requirements to ensure the woodland's future viability.

Any development will be permitted below the Regional Floodplain of Sassafras Creek, and all reasonable efforts should be made to preserve the associated wetlands and vegetation.

3.0 Soils

Soils in the Amherst area are a combination of sandy loams, with deposits of glacial till in Roseville Swamp and along the course of Broom Creek. The claypan soils within the estate are highly calcareous and are subject to heavy leaching. The Caldon soil series are characterized by the waterlogging of the soils, and the surficial distribution of North American soil types. They are poorly drained, with poor moisture retention, and have a low organic content. The waterlogging capacity, generally low fertility, and are associated with excessively steep or complex slopes.
The Grant and Hayedbury soils are imperfectly drained. Grant soils are in moderately sloping and often hilly areas of fine sandy and silt loam with a high organic content. Soil textures may cause perched water tables on slopes. Hayedbury series soils are also fine sandy loams, found in lowlying areas of the watercourses and hills. While frequently underlain by till or gravel, they may have a seasonally high water table and relatively high surface water susceptibility.

3.10 Settlement

The lands within this Amendment have a long settlement history, as attested to by the richness of archaeological sites in the general area. The high ground, accompanied by the abundantgames of Hoopeville swamp, and proximity to the Grand River made this an attractive area for Indian Village settlements.

Prior to the 1830's, the Neutral Indians inhabited the area between New Dundee and Preston. The area later became part of the Six Nations Land Transfer purchased by Richard Bowley in 1788.

Due to the potential richness of archaeological deposits in this area, detailed Archaeological policies will be included within the North South Secondary Plan. These policies will identify general areas which are suspected of having such deposits, and will set forth alternatives for protecting them.

The area was not permanently settled until the 1860's and 1870's when a group of dwellings and farms comprised the English Settlement formed around Dodge Drive and along New Dundee Road. These dwellings and farms, forming the English Settlement area, Union School, etc., No. 22, was constructed on Dodge Drive in 1870. Thus, school and many of the original dwellings still exist. While the school is vacant, the homes are occupied and, through additions and improvements, have remained in a very good state of repair.

The seven homes still remaining which were constructed between 1860 and 1870 are of Gothic design and either frame or brick.

The following information is taken from the Kitchener Master Plan:

1. A 1 1/2 storey frame Gothic house C. 1860 - Low Historical Rating.
2. A 1 1/2 storey frame Gothic house C. 1860 - Low Historical Rating.
3. A 1 1/2 storey brick Gothic house C. 1860 - Low Historical Rating.
4. A 1 1/2 storey brick Gothic house C. 1860 - Medium Historical Rating.
5. A 1 1/2 storey Gothic house C. 1860 - Low Historical Rating.
6. A 1 1/2 storey Gothic house C. 1860 - Low Historical Rating.
7. A 1 1/2 storey stone Gothic house in excellent condition C. 1860 - Medium Historical Rating.
8. A 1 1/2 storey frame barn with horizontal lines C. 1860 - Low Historical Rating.

At the present time there are 11 houses within the Amendment area. Six of the 11 homes are owner-occupied. There is an average occupancy of approximately 2.6 persons per household. The current population of approximately 16 persons for a mean age of 45 years and a median age of 45 years. The distribution of the population is over 50 years of age, with 1% of the population in over 60 years of age.
3.11 Specific Policy Area 43

Correspondence has been received from Paul Turner Construction Limited suggesting the possible future development of a recreational complex south of New Dundie Road. Such a complex could include tennis courts, swimming, a lodge and other passive outdoor recreational uses such as hiking and cross country skiing.

The Doon Fins Racquet Club, a similar recreational facility, now exists adjacent to this amendment area, within North Dumfries Township. Existing Township Agricultural zoning would permit a public park, playground, recreation or conservation area or a private club or recreation facility, open to members only.

The Estate Residential designation now permits 'associated parks and recreational facilities'. This includes local parks and facilities of a scale intended to serve the area residents.

It is the view of the Department of Planning and Development that in the area between New Dundie Road and Roseville Swamp, additional private recreational facilities, essentially passive in nature, could be permitted without interfering with the rural character of the area. Such uses could include a club or lodge, racquet sports, swimming, picnicking, hiking and gliding. Any inclusion of structures within the Roseville Swamp Environmentally Sensitive Policy Area would be subject to the appropriate environmental studies and approvals. Expressly prohibited would be such recreational activities as go-carts, snowmobiling, arched, trail bikes, water slides, miniature golf, amusement parks and other such uses which would interfere with the Estate Residential uses.

The approval of such a facility would be subject to approved Secondary Plan policies. All development (residential or recreational) on lands contiguous to E.R.P.D.A. 3A would require an Environmental Analysis and an Environmental Impact Statement.

3.12 The Kitchener-Waterloo Area

The proposal to amend Section 21 of the Planning Act, 1977, as contained in this Amendment, is now designated "Low Density Residential" in the Kitchener Official Plan. Through this Amendment, the designation is being changed from "Low Density Residential" to "Estate Residential" and "Service Commercial".

In October of 1977, Council approved PD 48/77 a staff report recommending that the then proposed Official Plan be amended by including these lands within the Plan for Land Use and Designation then Low Density Residential. The designation was incorporated in the approved Official Plan document which was approved by the Minister of Housing on June 16, 1978.

PD 48/77 went on to recognize the difficulty of servicing this area, and stated:

"Public works will be required for individual building lots according to the Estate Residential Housing Policy (currently being developed within the Low Density Residential area on the east side of Pinnacle Drive.)"

In the Doon South Secondary Plan, the northern half of this property was included within "Planning Unit 17", indicating that it is technically serviceable at some future date, through sewers extended through future development in Doon South to the future service station at Schneider Creek and Homer Watson Boulevard.

On February 11, 1985, the Council of the City of Kitchener adopted by resolution a modification to Official Plan Amendment No. 21 to delete Section 3.11. This modification is being referred to the Ontario Municipal Board.
Due to the small size of this residential area east of Pinnacle Drive (approximately 4 hectares), it is felt that a more comprehensive estate residential development could be undertaken by designating the entire residential portion of the Pirke-Knight as Estate Residential. The Planning Unit boundaries of the Don South Secondary Plan will have to be altered accordingly.

3.11 The Structural Grid Alignment

The western boundary of this Official Plan addition is defined by the alignment of the extension of Strathmore Road, a proposed Secondary Arterial Road.

The northern portion of the alignment extends along Huron Road, from a point approximately 1.4 kilometres south of the intersection with Huron Road to a point approximately 1.4 kilometres south of the proposed road. It is established as a result of Official Plan Amendment No. 8, as adopted by City Council on June 22, 1981, and approved by the Region on June 7, 1982.

The southern portion of the alignment is shown on the attached schedules A and B as a general alignment. It is recognized that the location of this portion of the proposed road is similar in nature, and that the specific alignment will be established as a result of detailed Engineering Studies.

The alignment of Strathmore Road through the northern part of this amendment will serve as separation from industrial development to the west. The alignment shifts the western periphery of the wooded areas. The alignment skirts the western perimeter of the wooded areas associated with the northern reaches of Strathburn Creek.

3.14 In Estate Secondary Plan

Estate Residential development will take place in accordance with the policies of the "Estate Residential" designation and with the "Policies for Specific Areas" provided by this Amendment.

An amendment to the Don South Secondary Plan is required prior to the approval of any development application. The amendment will incorporate three farms and their respective "Estate Residential", "Low Density Residential", and "Open Space" designations into the Don South Planning Area, and describe anticipated number of housing units, population levels, and park and open space requirements.

[Section 4 - THE ACTUAL AMENDMENT]

The Official Plan of the City of Kitchener Planning Area is amended as follows:

1) Plan 1, the "Plan for Land Use", is hereby amended as shown on attached Schedule "A", dated October 1983.

2) Plan 7, "Flood Plain and Environmental Areas", is hereby amended as shown on attached Schedule "B", dated October 1988.

3) Policy IV.11.11 is added, and shall read:

"Notwithstanding the designation of Estate Residential of lands south of New Dundie Road, private recreational facilities including swimming, boating, sports, picnicking, commercial riding stables, and riding stables, and other private recreational facilities may be permitted subject to the limitation of such uses in an approved Secondary Plan. Recreational uses such as go-carts, snowmobiling, trail biking, arcades, miniature golf, water slides, wave machines, amusement parks, and other such uses which would interfere with Estate Residential uses will be prohibited.

On February 11, 1985 the Council of the City of Kitchener adopted by resolution a modification to Official Plan Amendment No. 21 to delete Section 4 paragraph 3). This modification is being referred to the Ontario Municipal Board.
Development of these lands will be permitted only after an Environmental Impact Statement (in accordance with the Provincial Official Policies Plan) and an Environmental Assessment (in accordance with Kitchener Official Plan Policy IV.8.4) have demonstrated that the intended development of these lands will not have a serious impact on the area's natural ecosystem. All development will be subject to an approved site plan, or subdivision approval. Circulation and consultation with property owners within 500 metres shall occur on any recreational development proposal prior to approval by City Council.

4) Policy IV.11.xlv is added and shall read:

"Notwithstanding the designation of Low Density Residential of lands south of Steeple Drive and west of Grosvenor Drive, these lands may develop in compliance with Section V.7(a) of this Plan. Estate Residential policies, subject to the approval of an appropriate Secondary Plan. The limits of this Special Policy Area is considered to be coincidental with the boundary of the Lower North Slauchan Catchment Area which is subject to further detailed engineering studies."

5) Policy IV.11.xlv is added and shall read:

"This amendment recognizes the presence of potentially significant archaeological sites within its boundaries, and makes provision for any required study and possible designation of such sites under the provisions of the Ontario Heritage Act prior to development taking place."

6) Policy IV.11.1 is added and shall read:

"This woodlot has been identified in the City of Kitchener Master Plan for Parks, Open Space and Recreation as a woodlot of 'High Quality' and 'High Sensitivity'. While this area is designated 'Low Density Residential', every effort shall be made to provide for a development form and strategy which will maximize tree saving on site and be compatible with necessary ecological requirements to ensure the woodlot's future viability. Accordingly, the development of this area is subject to an approved Secondary Plan containing policies requiring specific ecological studies, and tree saving plans."

7) Policy IV.11.1 (fifty) is amended to include the following and shall read:

"The Service Commercial designation will be extended westward to Pinnacle Drive north of New Dundee Road subject to screening and landscaped screening being provided along the east side of Pinnacle Drive and adequate building setbacks from Pinnacle Drive."

SECTION 5 - IMPLEMENTATION AND INTERPRETATION

The provision of the Official Plan of the City of Kitchener Planning Area regarding the implementation and interpretation of that Plan shall apply to this Amendment.

The approval of this Amendment by the Council of the Regional Municipality of Waterloo will take place following an accompanying Amendment to the Regional Official Policies Plan.
In the event that an undertaking subject to The Environmental Assessment Act is to be carried out in connection with this Amendment, the necessary approval shall be obtained under The Environmental Assessment Act prior to proceeding with the undertaking.
APPENDIX I

Circulation Remarks

May 19, 1982 - from J. Kranenburg, P.Eng., Utilities Manager to Judy McLeod, M.C.M., Senior Planner - "The Utilities Division does not have any comments on this draft amendment."

June 1, 1982 - from John McBride, Co-ordinator, Traffic and Parking Services to Judy McLeod, Planner II, Dept. of Planning and Development - "We have reviewed the above amendment and do not have any comments. As development plans for this area are processed, we will comment further at that time."

June 7, 1982 - from D. Suzuki, P.Eng., Director of Engineering to Y. Brock Stanley, Director of Planning - "This is to advise that the Engineering and Operations Divisions of the Public Works Department have no comments on the above."

June 8, 1982 - from M.E. Huntington, M.D., M.P.H., Associate Medical Officer of Health, the Regional Municipality of Waterloo, Department of Health and Social Services, Health Unit Division, 850 King Street West, Kitchener, Ontario. X2C 2B8, to Ms. Judy McLeod, Senior Planner, City of Kitchener, Department of Planning & Development - "The Waterloo Regional Health Unit has reviewed and approved the above plan and offers the following comments:

The purpose of the Amendment is to incorporate approximately 469.75 hectares of land into the Kitchener Official Plan. The land is to be designated "Low Density Residential", "Residential" and "Major Open Space".

It is mentioned that some residential lots are to be serviced by private sewage disposal systems and the Health Unit would consider such applications on its own merit.

The Waterloo Regional Health Unit has no further comments at this time and does not object to this Amendment."

June 8, 1982 - from Donald E. Greer, Municipal Planning Manager, Resource Planning Division, Grand River Conservation Authority, 490 Clyde Road, Acton, Ontario, N1B 4A1, to Regional Municipality of Waterloo, 93 27th St. W., Kitchener, Ontario. X2C 1S2, to City of Kitchener - "We have now had the opportunity of reviewing the above noted addition and offer the following comments:

1) On page 2 the Regional policy for additions to Settlement Areas is stated and all of the issues noted in Section 7.1.5 are addressed with the exception of floodplains.

Based on the above, we recommend that the Roseville Swamp Regulated Area and associated restrictions be addressed.

2) Items 6 of the addition indicates that approximately 20 hectares of the area lying above the Rowan Creek drainage area would be transferred to the Strother Creek drainage basin.

We wish to point out that inter-basin transfers of drainage areas are discouraged prior to a comprehensive study outlining the effects to both watersheds for maximum flow conditions and base flow conditions and the costs and benefits of the proposed transfer. Once this report has been completed the Authority may consider an application pursuant to Ontario Regulation 358/78 (P3), Construction and Alteration to Waterways Regulations.

3) The proposed addition does not mention School Creek which is a tributary of Schneider's Creek and is proposed to be retained as open space which can serve as a pedestrian link to R.C.M.A. No. 55 within the Dour Village Estates subdivision.
Providing the above noted points are added to the proposed Doon South Official Plan Amendment, we have no objections to the official Plan Amendment. Should you have any questions, please contact the undersigned.

June 11, 1982 - from Harry Griffin, Clerk Treasurer, The Corporation of the Township of North Dumfries, R.R. No. 4, Cambridge, ON, N1R 5S5 to City of Kitchener, Planning Dept. - Please be advised that this Township has no objections to the draft amendment proceeding at this time, however, the Township be advised of any revisions made to the draft amendment.

June 22, 1982 - from W. G. Maugher, Assistant to the Superintendent of Building and Planning to Miss Judy McLeod, Senior Planner, City of Kitchener, Planning Dept. "In reply to your letter of May 14th, 1982 we wish to advise that we have no comments regarding the preliminary report on this matter"

July 5, 1982 - from Chris Smith, Planner, The Corporation of the City of Cambridge, Planning and Development Department, P.O. Box 660, Cambridge, ON, N1R 5S5 to City of Kitchener, Department of Planning and Development, Attention: Mr. K. Lock Stanley - Further to our telephone conversation, please be advised that planning staff have no comments or objections to the Doon South Official Plan Amendment, aside from the major concerns already expressed verbally.

When the City of Cambridge was asked by the Regional Planning and Development Department for comments on Kitchener Official Plan Amendment No. 11, staff had noted in our report to the Cambridge Planning and Development Committee that we felt the industrial designation was premature. This designation, combined with the Service Commercial designations at the intersection of New Dundee Road and Homer Watson Boulevard and on New Dundee Road facing the 401, and the existing Conestoga College Campus, could increase commercial development pressure on the Cambridge side of the Round Rock and Highway 401 Interchange. This side of Highway 401 is inside the urban settlement control of our existing and draft official plans and outside Policy Area A of the Regional Official Policies Plan.

The Cambridge Planning and Development Committee elected not to comment on that concern.

Thank you for the opportunity to review the proposed amendment.

July 12, 1982 - from Jan and Evelyn Goeman, 448 New Dundee Road, Kitchener, Ontario to Judy McLeod, Department of Planning and Development, City of Kitchener - We are replying to your request for comments on the above draft Amendment.

We have little objection regarding the designation of land involved for "Low Density Residential", "Estate Residential", and "Major Open Space".

The inclusion of specified recreational uses on the land south of New Dundee Road could affect us. We are on a south slope overlooking a large portion of this land and our concern is based on the traffic and noise which would be generated by such commercial development, even though it qualified as 'passive recreational'. The traffic in and out of the Doon Pines Yacht Club at present is not always passive.
APPENDIX I - continued

We have previously objected to and continue to oppose the "industrial" designation on the 2.9 hectare parcel of land between New Dundee Road and 40th. As adopted to Official Plan Amendment 1, your present draft states: "It is important to include all lands south of New Dundee Road into this Amendment in order to ensure that the Industrial designation is adequately buffered and thence a planned transition of land uses from "industrial" to "Estate Residential". How is that possible in our case when our homes overlooks both the land designated industrial and an area which could be developed for recreational uses? It is almost impossible to have a buffer because the land on the north side of New Dundee Road is elevated and overlooks the entire south sector.

Naturally what we are concerned about is that we can continue to enjoy our homes and not have it decrease in value because of the surrounding development. Perhaps you feel there are adequate controls on the type of recreational use to alleviate our concerns. We most emphatically do not agree that the previously approved industrial designation is compatible with the land use suggested in this amendment.

It is our opinion that any public use of the land south of New Dundee Road presents the potential of pollution to the Environmentally Sensitive Policy Area which is adjacent. It is our hope that you would consider "Estate Residential" for this area without the permission of recreational uses.

July 14, 1982, from Mill Green, M.E.C., Planner, and the Proctor & Redfern Group, Proctor & Redfern Limited, Consulting Engineers, and Planners, 855 King Street East, Suite 201, Kitchener, Ontario, to Mr. G. Brodie Stanley, R.E., Director of Planning, The Corporation of the City of Kitchener, Department of Planning & Development: "We have reviewed the draft O.P.A., circulated by your department with our client A.H. & A. Proctor & Redfern Limited and are pleased with the proposed amendment as it affects their holding.

We do make the following observations about the basis for the amendment, specifically:

- Section 3.3 refers to Official Plan Amendment Number 1 adopted by Council September 6th, 1981 which added an "industrial" designation to a small parcel immediately east of lands designated "Estate Residential" south of New Dundee Road. At that time we objected to that designation on behalf of our clients who feared it would significantly detract from the primary entrance to the "Estate Residential" area.

- Section 3.11 Specific Policy Area 41 permits a range of private passive recreational uses on lands south of New Dundee Road and excludes active recreational uses "which would interfere with the Estate Residential uses."

While we support this policy, we can not help but point out the conflict between Specific Policy Area 41 and O.P.A. 41.

- Section 7.14 An Estate Secondary Plan requires the adoption of a secondary plan for this area prior to approval of any development applications. Much study of this area was undertaken as part of the Doon South Secondary Plan and additional study does not appear to be required or appropriate given the land use designation proposed in the O.P.A. We recommend that a schedule be prepared to amend the Doon South Plan incorporating these lands and bringing forward the appropriate policy statements for Specific Policy Area 41. This would allow development applications to proceed without further undue delay.

Please advise us to what matters will be before Planning Committee."
APPENDIX 1 - continued

July 30, 1982 - from Hubert W. Grantow, Project Coordinator,
Paul Tvers Construction Limited, Community Builders and Developers,
41 Black Road East, Kitchener, Ontario, N2C 2T3 to Mr. Sam Kleiman,
Chairman of the Advisory Planning and Development Board, City of Kitchener -
This letter is to confirm that we agree with the principal intent of the
k песчовый Official Plan addition to allow Estate Residential
Development on South Official Plan addition to allow Estate Residential
Development.

Our specific concern is for Paul Tvers's lands - that they be permitted
to be developed as Estate Residential as well as the uses requested
in our letter to you on January 10, 1979 and that this be reflected
in the wording of the Official Plan Amendment.

August 6, 1982 - from Victor Coce, Senior Planner, H. Frank
Malty, M.A., P.C.C.P., Director of Planning, The Regional Municipality
of Waterloo, Mayfield Centre, Waterloo, Ontario, to Mr. C.
Brock Stanley, Director of Planning, City of Kitchener - We have
now received comments from most of the agencies which were circulated
the above preliminary Official Plan Amendment. The amendment was
circulated to the Ministry of Natural Resources only recently and
we will forward their comments to you once we receive them.

Most of the areas which is the subject of this amendment is presently
designated as Settlement Policy "F" in the Regional Official Policies
Plan. An amendment is required to the Regional Official Policies
Plan to include this area within Settlement Policy Area "A".
Settlement Policy Area "A" defines the boundary of growth in urban
settlements to the year 2001. Based on background work done for
the Transportation Plan Review, the present land use boundary in
the Kitchener Official Plan provides sufficient land to accommodate
an ultimate population of about 280,000 people. This compares to
a regional forecast of population for the City of Kitchener of 700,000
people by the year 2001. It appears that there is already sufficient
existing land in the City of Kitchener Official Plan to accommodate
central growth well beyond the life of that Plan.

The Regional Official Policies Plan provides for a variety of
living styles. In this respect the introduction of an estate
residential land use designation in the area of the New Dundee
Road provides for a rural type setting within an urban boundary.
Because of the servicing difficulties associated with this area,
development on private systems is an efficient use of land. We
have no objection to proposing an amendment to the Regional Official
Policies Plan to include the area shown as estate residential
development in the proposed City Official Plan Amendment. Some
justification for the area and scale of proposed development would
be helpful in undertaking an amendment to the Regional Official
Policies Plan, as requested.

The low density Residential designation on the area west of Casadale,
which is proposed to be added to the Kitchener Official Plan provides
for the same type of growth as most developable areas within the
existing Kitchener Official Plan boundary. Since the existing land
use boundary provides for growth well beyond the life of the Kitchener
Official Plan we question the necessity for an amendment to the
Regional Official Policies Plan to include this area.

Policy 7.5 of the Regional Official Policies Plan requires that
prior to the extension of settlement boundaries that consideration
be given to constraints imposed by agricultural land, land and
vegetation, resources, floodplains and Environmentally Sensitive Policy
Areas.

Most of the area proposed to be included in the Regional Official
Policies Plan is designated as Agricultural Resource Policy Area "A".
Because most of the higher quality agricultural lands in this area
are divided into small land holdings, it appears that the proposed
amendment to the City of Kitchener Official Plan is not constrained
by the agricultural policies in the Regional Official Policies Plan.
The Ministry of Agriculture and Food have no objections to this
proposed amendment.
APPENDIX I - continued

The entire area which is proposed to be included in Kitchener's Official Plan is within Sand and Gravel Resource Policy Areas "A" and "B" of the Regional Official Policies Plan. Resource Policy Area "A" defines areas where large concentrations of gravel exist, and Resource Policy Area "B" defines areas where large concentrations of sand exist. Policy 11.7 of the Regional Official Policies Plan gives priority for sand and gravel extraction in these areas for lands not designated within a Settlement Area prior to 1982.

Following receipt of comments for the Ministry of Natural Resources, we will forward our comments to you on the sand and gravel potential of this area and the application of Regional Policy.

Environmentally Sensitive Policy Area 13, Strasburg Floral Woods, and Environmentally Sensitive Policy Area 19, Roseville Swamp, are both affected by this amendment. Both areas are shown as open space in the proposed amendment, which conforms to the Regional Official Policies Plan.

The proposed Official Plan Amendment does not address the question of floodplains. The Grand River Conservation Authority has recommended that the Roseville Swamp Regulated Area be closed and associated restrictions be addressed. In addition, they are discouraging the transfer of 20 acres of Hay Lake Investments Limited's land from the Rowan Creek drainage area to the Strasburg Creek drainage area without a comprehensive study. The Ministry of the Environment has indicated that during the construction of the sewer main proposed for this area, it is possible, because of the depth of the backfill, that a significant amount of groundwater may be encountered. If trench dewatering is necessary in quantities greater than 50,000 litres per day, authorization is required through a "Permit to Take Water" issued under The Water Resources Act.

Map 5 of the Preliminary Official Plan Amendment identifies four woodlots within the area covered by the Official Plan Amendment. Both woodlot "C" and "D" are high quality woodlots and meet the definition of a woodlot under the Regional Water Cutting By-law. The preliminary Official Plan Amendment indicates that only woodlot "D" will be retained. We encourage that consideration also be given to retaining woodlot "C".

The Ministry of the Environment has indicated that the proposed extension of Strasburg Road to New Dundee Road and pined services to the Low Density Area may be subject to the Environmental Assessment Act depending on cost, timing, and whether these works are constructed by the municipality through terms of subdivision agreement.

It is predicted that provision of water for the entire residential development is expected to be by private or communal wells. Because of the area content of water in this area, individual extraction units cannot guarantee "pristine water quality". Some—how this should be pointed out to prospective buyers. Because of the location of Regional Well R-14 in this area, the presence of future private wells will heighten the risk of municipal private water interference complaints. The priority of the Regional Municipality of Waterloo to extract water from the aquifer in this area should be stressed.

The preliminary Official Plan Amendment makes mention that Kitchener's Official Plan Amendment No. 10 is pending approval. This Amendment was approved on April 30th, 1982 and amendments have been made.

On page 12 of the preliminary amendment dealing with Special Policy Areas, a reference is made to Township Agricultural Zoning permitting a public park, playground, recreation or conservation area or a private club or recreation facility. The above uses were deleted on permitted uses through Zoning By-law No. 407-79. This by-law has not yet received Ontario Municipal Board approval.
Ontario Hydro has asked that reference to Hydro Electric Power Commission (H.E.P.C.) be replaced by "Ontario Hydro".

The above comments are based on our circulation of the preliminary Official Plan Amendment. We will forward additional comments on the sand and gravel potential of this area once we have received comments from the Ministry of Natural Resources. Should you have any questions regarding our comments please feel free to contact our office.

August 12, 1982 - From Victor Core, Senior Planner, The Regional Municipality of Waterloo, Harald Centre, Waterloo, Ontario, N2L 4G7 to Mr. Brock Stanley, Director of Planning, Department of Planning and Development, City of Kitchener - "Further to our letter on the above amendment, I am enclosing a copy of Ministry of Natural Resources comments. I believe these comments are self explanatory.

August 6, 1982 - From Don Rootly, Land/Minerals Supervisor, Cambridge District Office, Box 2198, Cambridge, Ontario, N1S 1P1 to P. Watt, Director of Planning, Regional Municipality of Waterloo, Harald Centre, Waterloo, Ontario, N2L 4G7 - The subject Amendment has been reviewed and we offer the following comments.

Hazard Lands

On page 9, in the discussion of Bowman Creek, it is stated that "the channel and floodplains of Bowman Creek, and associated wetlands and wooded areas have been designated as Major Open Space."

On page 10, is the statement that "no development will be permitted below the Regional floodplain of Strasburg Creek." Both floodplains are shown on Schedule B but only Bowman Creek is designated major open space on Schedule A while Strasburg Creek is designated as low density residential. This approach is inconsistent and we recommend that Strasburg Creek be designated as an open space in the same manner as Bowman Creek.

It is awkward for us to review the amendment as it is a adequacy is dependent on the adequacy of the floodplain policies of the Kitchener Official Plan. These policies are being revised and will not be consistent with Provincial floodplain policy until they are revised. Therefore, it is essential at this stage, for the open space designation to apply to Strasburg Creek.

Mineral Resources

Part of the subject area has been identified as a secondary resource area on a preliminary copy of Selected Sand and Gravel Resource Areas - Map 2 which was provided to the Region some time ago. Since that time, more detailed study and revision to the Aggregate Resource Inventories have dropped the identification of this resource to tertiary importance. Therefore, it is not a priority for the achievement of the Ministry's Mineral Resource Program Objectives.

We question the rationale used in the evaluation of Sand and Gravel Resource Policy Area as identified in the Regional Official Plan. As we read Policy 11, it does not say that priority will be given to the extraction of sand and gravel "for a five year period", but instead, "will give priority to extraction in such a way as to limit development in the area designated for settlement within five years commencing from the date of approval of the plan".

We recognize the scenic qualities of the area and the desirability of locating future residential developments to appreciate them but this does not necessarily negate the potential for mineral resource extraction. As well, extraction could be designed to enhance or accommodate the scenic qualities noted.
APPENDIX I - continued

General

In section 1 of the amendment is the statement that “Section 1 in 5 of this document and attached schedules “A”, “B” and “C” constitute the amendment.” The heading for section 6 of the amendment reads “The Actual Amendment.” This contradiction should be corrected.

If there are any question concerning our comments please contact the undersigned.

February 28, 1983 – from S. Yorgo, Forest Management Supervisor, Box 1186, Cambridge, Ontario, N1R 2M1 to Dr. D. Brock Stanley, Director of Planning, City of Kitchener – “As promised I have inspected this woodlot which is outlined in red on the attached map. Here are my observations and comments:

- Flat to slightly rolling topography. Predominantly Sugar Maple with beech, black cherry, some ash and white pine. Searc in low places and willow along the creek.
- The stand is heavily stocked.
- Quality is good to very good.
- Trees were marked (probably by the Ministry of Natural Resources) for cutting, however, I could not find any documents.

I can say that this woodlot is an excellent one for forest management. It is suitable for “forestry purposes” and requires management treatment.

I hope that this letter answers your questions. If you require clarification please call.”

June 8, 1983 – from Donald E. Greco, Municipal Planning Manager, Resource Planning Division, Grand River Conservation Authority, 180 Crum Road, Box 239, Cambridge, Ontario, N1R 5N6 to Terry H. Boullier, M.C.I.P., Senior Planner, City of Kitchener – We have had the opportunity of reviewing the proposed amendment which was circulated with your letter of May 24, 1983. The Authority’s concerns have been satisfied through the respective sections of the Amendment and therefore we have no objections.

Thank you for the opportunity of commenting.”

June 14, 1983 – from W. D. Hayden, Fire Chief, Fire Department Headquarters to Terry H. Boullier, M.C.I.P., Senior Planner, Department of Planning and Development – “The concerns we recently raised regarding Pioneer Tower East and West are applicable here. The concerns of water supply for fire fighting and distance or travel time from fire protection services are evident. In designations for low density residential, and estate residential the balance of water supply and sewage disposal often limit development to reduce the risk of exposure fires. Our principal concern that requires careful consideration is that some uses under the designation “Service Commercial” should not be allowed until a municipal water system is provided.”

June 21, 1983 – from L. R. Beaman, Land Development Manager, Paul Tures Construction Limited, 41 Baker Road East, Kitchener, Ontario, N2G 2M1 to Terry H. Boullier, M.C.I.P., Senior Planner, Department of Planning and Development, Corporation of the City of Kitchener – “We have reviewed your department’s draft Official Amendment outlining proposed land uses for the proposed lands, including those owned by our company. Our lands are located adjacent to the east side of Reichert Drive and southside of New Dundee Road.”
APPENDIX I - continued

It is our understanding that our land falls within the Estate Residential Policies and part within the ESRA No. 19 Roseville Swamp. The report indicates permitted uses to include "single detached residential dwellings, schools, home occupations, churches, associated parks and recreational facilities and municipal services and utilities". As mentioned in our letter of January 12, 1979 our plans include the possible development of some or all of our lands as Estate Residential or sports/leisure complex and as such, we trust the Official Plan as written would allow the interpretation of a lodge under the provision of recreational facilities.

We would also refer to your Official Plan Amendment No. 2 adopted by Council September 28, 1981 which added an industrial designation to a small parcel of property south of Peterborough Road. We again wish to voice our objection to this designation as we feel it detracts from the entrance to this Estate Residential community.

We are basically in agreement with the proposed Amendment as it affects our land.

Section 3.14 in Estate Secondary Plan indicates that prior to any development applications being processed, it will be necessary to amend the Doon South Secondary Plan. It is our view that this area has already received extensive study and further reports and public meetings are unwarranted. We recommend that a schedule be prepared to amend the Doon South Secondary Plan with appropriate policy statements attached to this report. Therefore this would negate the necessity of a separate Secondary Plan processing and allow development applications to proceed upon the completion of the O.P.A.

Please advise our office as to when this matter will be heard by Planning Committee."

July 4, 1982 - from Paul Dietrich, R.C.P.P., S. Wright & Associates Limited, Planning & Land Development Consultants, Weber Parkside Business Centre, 330 Parkside Drive, Waterford, Ontario, N2L 2M6 to J. Scott Stanley, R.C.P.P., Director of Planning, The Corporation of the City of Kitchener: "As a follow up to remarks made at the public hearing on behalf of MXK Property Limited regarding the City’s proposal to designate a large woodlot as open space, I submit the following comments for the record:

We were pleased to hear the City’s acknowledgment in the presentation that the subject woodlot is developable and if designated as open space will involve the public acquisition of the lands through negotiation with MXK Property Limited. As you may recall, our previous meetings on this matter have always been viewed in this context with MXK Property Limited taking, as you go through the process towards the official plan designation subject to satisfactory negotiations for the acquisition being worked prior to final official plan approval. Further, if negotiations for acquisition are unsatisfactory, then we will be objecting to the designation through the proper procedures.

As mentioned at the public hearing, MXK Property Limited views the subject woodlot in much of the same light as the City in terms of its attractiveness and sensitivity for development. In this regard, our proposal in the secondary plan studies included extremely low-density development in or around the woodlot area with a view to preserving much of the area in its present state. It is felt that this proposal should be kept in mind during the negotiation period to not only assist in determining the value of the woodlot to MXK Property Limited but also in realizing that much of the woodlot will remain intact even after development regardless of the official plan designation.

We advised that we are prepared to commence negotiation for your acquisition of the lands at any time. Our position with respect to value will relate to the fair market value of the kind of develop-
APPENDIX I - continued

ment we could achieve in the area in accordance with the secondary plan proposals. In addition, any negotiations will have to identify the future of leftover vacant lands to the extreme west of the woodlot area alongside of the proposed Strathroy Road extension. Unless these lands will be developable, it is suggested that they be acquired as part of the woodlot package.

If you have any questions or concerns, please do not hesitate to call. We look forward to meeting with you on this matter in the near future.

August 15, 1983 - from Charles H. W. Dunstan, 177 McIntyre Road, Kitchener, Ontario, FAQ 395 to Terry Boullier, City Planning Department - "Thank you for your phone call today regarding the area south of New Dundee Road. I believe that the area should be designated "Residential" as it would be consistent with the area north of New Dundee Road. Certain areas would necessarily be designated "Major Open Space" due to the environmentally sensitive nature of the land.

I am strongly opposed to private recreational development on the Quinton property or any adjoining properties. Recreational development would do little to enhance the natural beauty of this environmentally sensitive area nor would it benefit a potentially attractive rural estate development."

August 15, 1983 - from Lee Manuel, Land Development Manager, Paul Turner Construction Limited, 41 River Road East, Kitchener, Ontario, FAQ 306 to Mr. Terry Boullier, M.C.C.P., Senior Planner, Department of Planning & Development, City of Kitchener - "We are writing you to clarify the map attached to your preliminary report on the Quinton matter.

Our company owns a parcel of land east of Reichek Drive and south of New Dundee Road. The area is bounded on the south by ESHA 339 Kitchener Swamp.

Our concern lies with the designation of the ESHA 339 area. On your Map 1 2 the limits of the Kitchener Swamp on the north are shown by a straight line, not taking into account developable land in the dip south of this line (see map attached). However, on Map 15 and Schedule 'A' and 'A' this area, has outlined in red on plans attached; it is shown to be developable as "Low Density Residential."

In our view, the line should not follow limits of the Kitchener Swamp, should have a slight dip to indicate land to the north that this line can be developed.

We would request your clarification of this matter."

August 16, 1983 - from Lee C. Potter, 177 Westerby Road, Kitchener, Ontario, FAQ 396 to City Planning Department - "Unfortunately I missed the meeting of June 23rd, 1983 when the Amendment to the Official Plan regarding the New Dundee Road area was presented.

I noticed on your letter of May 28th, that you indicated that Map 15 has designated "Residential", and that private recreational facilities of a passive nature would also be permitted.

Any such facility which would draw people to those lands other than residents who lived on them would be objectional to me, particularly a club or any facility attracting non-residents. My home is immediately adjacent to Mr. Tuer's land."

November 14, 1983 - from Victor C. Stouff, Senior Planner, City Planning and Development, City of Kitchener - "In response to Appendix 7 of the above Official Plan Amendment, which was received by us on November 7, 1983, the Manitoba MacDonald Advisory Panel addresses many of the concerns raised at our meeting on December 20, 1983. We are required to recommend an Amendment to the Regional Official Plans and Policies Plan in light of this justification. It may be necessary, however, to incorporate some of the points raised in Appendix 7 into the formal amendment. We would be prepared to do this through the mediation when the report is brought before Regional Council."
Please be advised that the City of Kitchener Planning Committee, at its May 16, 1981 meeting, directed the following:

1) That a public meeting be held on Wednesday, June 29, 1981 to receive comments from property owners and interested parties on the Doon South Addition Official Plan Amendment.

2) That an addendum be attached to the agenda and presented at the public meeting regarding Mr. Waeb's proposal that the northeast corner of Pinnacles Drive and New Dundas Road (Regional Road 12) be designated "Service Commercial."

The public is advised that the proposed "Doon South Addition Official Plan Amendment" entailed parceled zonings from Light "Estate Residential."
COMMITTEE OF COUNCIL DEALING WITH PLANNING MATTERS

NOTICE IS HEREBY GIVEN to the following:

PROPERTY OWNERS AND INTERESTED PARTIES IN
THE CITY OF KITCHENER, THE CITY OF CAMBRIDGE AND THE
TOWNSHIP OF NORTH DUMFRIES

TO ATTEND A
PUBLIC MEETING

TO DISCUSS A PROPOSED BY-LAW TO
AMEND THE KITCHENER OFFICIAL PLAN
FOR THE
DOON SOUTH ADDITION AREA

If approved, this Amendment would add 45.0 hectares of land in the south of New Dundies Road (Regional Road 12) from Pilkington to Remont Drive, as well as lands north of Steepledale Drive and west of Beth Drive. The land would be designated - "Low Density Residential" - "Suburban Residential" and "Major Open Space". In addition, three Special Policy Areas are proposed.

THE PUBLIC MEETING WILL BE HELD
IN CONJUNCTION WITH THE REGULAR COMMITTEE OF COUNCIL
DEALING WITH PLANNING MATTERS MEETING ON
MONDAY, OCTOBER 3, 1983
AT 2:00 P.M.
COMMITTEE ROOM 4, 4TH FLOOR,
CITY HALL, 22 FREDERICK STREET

Copies of the Amendment and By-law are available from the Kitchener Department of Planning and Development. For further information call Terry Boulton at 865-7122.
Appendix A

Minutes of Public Meeting

Noon South Addition Official Plan Amendment

Committee Room 4, City Hall
22 Frederick Street
June 22, 1983
1:10 p.m. - 9:30 p.m.

Members of Planning Committee

Alderman Michael Hisscock - South Ward
Mr. Les Budrum

Members of Staff

T. Broad Stanley - Director of Planning
Terry Routhier - Senior Planner
Ken James - Planner II

Approximately 20 residents/property owners attended the meeting.
(Appendix A - Registry).

The Planning Committee of the City of St. Catharines on May 15, 1983 recommended that a public meeting be held on June 22, 1983 to present the Official Plan Amendment to the public and receive comments.

Alderman Michael Hisscock welcomed those in attendance and explained that the purpose of tonight's session was to review the proposed Official Plan Amendment for the Noon South Addition. He introduced Planning Staff and turned the meeting over to the Director of Planning, Mr. T. Broad Stanley.

Mr. Stanley described some of the recent planning history of the area which led up to this Amendment. He stated that the Regional Official Plan, approved in 1976, designated this area as part of the "Residential Policy Area "F". The policies for "Policy Area "F" generally provide for rural development. The Regional Plan also designated two Environmentally Sensitive Policy Areas (1) Roseville Swamp and (2) St. Catharines Flora. As well, two roads, How Drive and Heidel Brook are designated as Primary Roads.

Mr. Stanley explained that the community planning for this area began in the mid-1970's with the preparation of the Noon South Secondary Plan. This plan was approved by the Regional Planning Board in 1976. The Noon South Secondary Plan was reviewed in 1983 when the Regional Planning Board modified the plan to accommodate the Noon South Addition. The Noon South Secondary Plan was revised to accommodate the Noon South Addition Plan. The Noon South Addition Plan was approved by the Regional Planning Board in 1983.

Mr. Stanley explained that the Amendment would allow residential development on private properties. Mr. Stanley stated that it is now possible to proceed with the Official Plan Amendment for this area.

Mr. Stanley outlined the procedures that the Amendment would take to be approved, i.e., Planning Committee and City Council. He noted that if the Amendment was approved by City Council, an Amendment to the Regional Plan would be necessary. If the property owner wished to object to the Amendment, he should register with the Regional Planning Board at that time. The process would proceed to the City Council for approval. Mr. Stanley also informed the residents that the Noon South Addition Plan was approved by the Regional Planning Board.

Mr. Stanley asked if there were any questions or comments from the property owners present to proceed with the Amendment.
Mr. Boutilier outlined the boundaries of the Amendment:

- to the south - New Dundee Road, and the City of Kitchener City limits;
- to the west - Beidler Drive, and the proposed alignment of Strasburg Road;
- to the north - Stauffer Drive, a portion of Croh Drive, and the high point of land separating the Doon Creek and Bowman Creek drainage areas; and
- to the east - Highway 401, and the property on the east side of Pinnacle Drive.

Mr. Boutilier reviewed the existing physical features of the Amendment area including the topography, natural areas, woodland, stream courses and drainage areas, and the existing land use and settlement pattern.

The adjacent existing official plan designations of the lands to the north are Low Density Residential and Major Open Space.

Mr. Boutilier reviewed the pertinent parts of the John South Secondary Plan which affect this area. This plan designates those lands which are within the Doon Creek drainage area and therefore can be provided with municipal sewer services as 'Low Density Residential'. Mr. Boutilier also reviewed the approved system of collector roads which will provide access to the Doon South area from New Dundee Road.

Mr. Boutilier then outlined the Amendment and the proposed land use designations:

a) "Low Density Residential" is proposed for those areas which can be serviced with municipal facilities. The areas include the lands north of Stauffer Drive, and west of Beidler Drive; the lands on the southwest corner of Stauffer Drive and Croh Drive. It was explained that this would include single family, semi-detached, and townhouses as typical housing form. This development would be similar to the Stoney Park area in terms of density and appearance.

b) "Estate Residential" - Mr. Boutilier first explained what Estate Residential development was. He stated that it consisted of single-detached residential dwellings, developed on by plan of subdivision on large lots minimum size - 1 acre with private sanitary sewer system and private or public water supplies. Estate Residential is intended for those parts of the city which cannot be easily or economically serviced with gravity sewers, as well as those areas of scenic beauty and irregular terrain in which typical suburban development would not be suitable. Those areas beyond the servicing limits of the City and outside identified natural areas would be designated "Estate Residential".

c) "Major Open Space" - The following areas were to be designated Major Open Space:

- PSPA - 16 - Heritage Lands
- PNational - 17 - Strasburg Natural Lands
- Floodplain area of Strasburg Creek
- Woodlot #24, situated between the upper reaches of the Strasburg Creek.

Mr. Boutilier pointed out that P Landscape is approximately 25 acres in size, and presently owned by MRF Properties Ltd. This land is designated as "Major Open Space" in the proposed Amendment. These lands are developable, and the funds in the municipality to acquire them from the owner. Should this not be possible, an alternative land use designation will need to be considered.
special policy areas - a. Routtler outlined three special policy areas proposed for the area. Special Policy Area 48 is proposed for three lands on the southwest corner of Stauffer Drive and Gough Drive which are municipally serviceable. This policy would permit these lands to develop as "estate residential." Special Policy Area 43 pertains to the three parcels of land south of New Dundee Road. This policy would permit "private recreational facilities of a passive nature" in addition to the estate residential use. Special Policy Area 42 refers to the entire amendment area and identifies the potential of significant sites within the area. The policy would provide for study of the identified sites and determination under the Ontario Heritage Act, where warranted.

Mr. Routtler then reviewed the anticipated development which could result from the official plan designations.

"Low Density Residential" - 500 units north of Stauffer Drive and west of Biihn Drive

"Estate Residential" - 202 lots west of Gough Drive
- 116 lots north of New Dundee Road
- 30 lots south of New Dundee Road.

Mr. Routtler explained the amendment proposed to change the designation from "low density residential" to "Estate Residential" for those lands on the east side of Mabini Drive. This designation recognizes a prior commitment of City Council to the landowners. He noted that at the May 13, 1983 Planning Committee, the owners of the property requested that "Service Commercial" be permitted on the northeast corner of Mabini Drive and New Dundee Road. Mr. Routtler stated that due to this request, Planning Committee instructed that on Mabini he recurred with the amendment. This would permit in the "Service Commercial" designation presently in the official plan for the land to the east of the amendment such as on south of Mabini Drive.

Mr. Routtler stated that Planning Staff do not support the "Service Commercial" zoning for this area.

Mr. Routtler stated that an amendment to the revised official plan would be proposed to remove the area from Policy Area "A" and incorporate the land within Policy Area "E." Following the approval by City Council, the Zoning by-law, Secondary Plan would be amended if three checks to incorporate policies on those facts were and to coordinate across.

Mr. Stanley opened the meeting for questions, discussion and comment.

Mr. Wills, Representative of Shinn Estates stated that assurances had been given previously that any development on the west side of Biihn Drive would be sympathetic in density and design with the Carndale community's later lot development. This did not seem to be the intention, according to tonight's presentation. Mr. Stanley replied that the area being planned tonight consist of rear lands west of Biihn and not the lands fronting onto Biihn Drive, i.e., across from the Carndale community. Mr. Stanley stated that it is still planned that development on the west side of Biihn Drive incorporate density and design features so as not to be out of context with the adjacent development.
APPENDIX 4 - continued

Mr. Bruckman asked why the woodland was being designated "Parks Open Space" and what were the implications for development in the area.

Mr. Stanley replied that the Strasbourg Pinetum Wood was designated as an Environmentally Sensitive Area in the Regional Official Plan before its approval in 1978 by Regional Council. The City's Official Plan must conform to the Regional Plan. The woodlands were identified based upon recommendations of expert environmental surveys. Mr. Stanley stated that the Region does have a review process, but it is not enforced. He recommended that plans for any development in the designated areas be submitted to the City for review. Mr. Bruckman expressed concern that the community planning decisions are being made without full public consultation. Mr. Stanley stated that the City's planning staff has been working with the designated areas to ensure that they are developed in a sustainable manner.

Mr. Bruckman stated that the land on the east side of Pinetum Drive was not designated for "Parks Open Space." He stated that the land is currently zoned "Residential" and that the City has plans to construct a high school in the general area, to be the site of the future high school. He asked if the designated areas should be along the edge of the designated area as it has always been planned.

Mr. Gowan emphasized the importance of the role of the Planning Department in developing the Official Plan. He stated that the Department has received a request from a landowner for some option to residential development. Recreational uses were considered on the condition that they do not interfere with the public so that traffic generation along New Dundie Road would be limited. He stated that the designated areas would not be permitted. It was asked what type of clubs would be permitted and who could attend? Mr. Gowan replied that any private organization would be allowed a club. An example of an existing club is the Santa Clara Recreation Club. Development within the designated areas would require an Environmental Impact Statement and a EA-1 Permit from the Planning Authority. Mr. Stanley explained that the existing Township zoning would allow a private club with a minimum of 15 acres, and an approved site plan. Mr. N. Berger asked if a building permit had been issued for a club at the corner of Pine Tree Drive and New Dundie Road, and if this site was within the designated areas. Mr. Gowan replied that the permit has been granted to their knowledge, but that the approval would be conditional. Mr. Gowan emphasized that the designated areas would require an Environmental Impact Statement and a EA-1 Permit from the Planning Authority.

A resident stated that he was not in favour of the clubs for two reasons: the amount of traffic which would be generated on New Dundie Road, and the impact of additional human activity on wildlife in the Roseville Swamp Area. Another resident, Mr. P. Berer, stated that only clubs not harmful to the environment would be allowed. He added that the increased number of cars and buses would affect the area, which is a natural area, and that noise from outdoor activities would affect the area. Mr. Berer added that he could not imagine any development occurring.

Mr. Knecht noted that the residents were concerned with the impact of additional traffic and noise, but not the impact of outdoor activities, and that the designated areas would not be developed.
Mr. Fawcett stated that he was concerned with the prospect that the "Service Commercial" designation would extend to Pinnacle Drive. He thought that a great deal of parking and landscaping would be required to effectively service the site from the rest of the area. He stated that the present arrangement would naturally require the "Service Commercial" area to extend along New Dundee Road into the "Residential" area to the detriment of all involved.

Mr. Colacchietta, planning consultant for the property owners, briefly outlined the history of land use designations. He stated that residential development is not appropriate for the corner because of the noise emanating from Highway 401. He presented a cross-section diagram of the site indicating the amount of fill to be relocated to form a lawn along Pinnacle Drive, and the amount of landscaping that is intended. A resident asked if access to Pinnacle Drive or New Dundee Road was proposed, but access to New Dundee Road would benefit the development.

Mr. Fred Hagen asked why Strathcona Road is planned to terminate at New Dundee Road, and not continue through to the intersection of Highway 401. Mr. Stanfield replied that the City of Kitchener Official Plan can only deal with lands within the City, and New Dundee Road is the City Limit. He stated that the Region is planning on defining an alignment for Strathcona Road from New Dundee Road to Highway 401 some time in the future. Mr. Stanfield stated that this portion of the road is a very long-term project.

Referring to page 2 of the proposal amendment, a resident asked why a gravel pit is intended for this area. Mr. Bonté replied that the amendment does not propose a gravel pit. This section of the amendment refers to some of the natural resources which are part of the area. Sand and gravel deposits are located within the area, but the Ministry of Natural Resources has replied that the deposits are not important to their overall needs. Mr. Stanfield stated that City Council has in effect a prohibition by-law which prohibits any gravel pits in the City without City Council consent. Therefore, should anyone want to open a gravel pit in the area, a by-law would have to be approved by City Council. The same resident also asked about the possibility of a Hydro Corridor passing through the area. Mr. Bonté replied that he has been working on an Ontario Hydro Committee of local officials from Southwestern Ontario, presently identifying corridors for new transmission lines which would connect the Bruce Nuclear Power Development with the existing Toronto-Hamilton power grid. Approximately 25 corridors have been identified between Highway 401 and Lake Erie. Two of the corridors affect the Kitchener area; one would run along Highway 401 either the Kitchener or Cambridge sides, and the other would run through the industrial park area to the north. He stressed that these are two possible corridors of many under consideration, but stated that the timing of the approval is not expected until 1986, and construction would begin in 1989. The transmission lines were intended to be in service by 1985.

Mr. Bill Green, planning consultant for A.W.A. Dundoree Ltd., stated that the minimum lot size of 200 residential lots is somewhat misleading, as presented to the planning staff. The minimum lot size is not 1 acre or 2.5 units per acre. This is an overall gross density figure so that any subdivision must average 1 acre per lot overall. Some lots of a subdivision may be less than 1 acre in size, and some may be greater than 1 acre. The purpose of this provision is to allow the layout of lots in a subdivision that is consistent with the topography of the site. He stated that his clients intend to develop a subdivision of 20 lots with the
first phase to include 6 lots. He stated that his clients would oppose any recreational use on the south side of New Dundee Road which would be noise producing, visually out of character, or significantly increase traffic on New Dundee Road.

Mr. Paul Dietrich, representing MIV Properties Ltd., noted that his company presently owns Woodlot "A" proposed as "Major Open Space". He stated that the property, as developable lands, is important and valuable to his company's holdings. Mr. Dietrich was satisfied with the manner with which the City is proceeding with the discussions on the property. He stated that while he was not objecting to the land use designation at this time, he hoped that the actual negotiations for the acquisition could be concluded prior to the Amendment going to City Council for approval. Mr. Dietrich stated that in the event the City did not buy the property, the site would be designed in a very sensitive, and sympathetic manner that would retain a large portion of the woodlot.

Mr. Stanley thanked those in attendance for coming out to the meeting. He advised that all in attendance would receive a copy of the Minutes, and notification of any future meetings. The meeting was adjourned at 9:40 p.m.

Terry R. Houtzilier, M.C.I.P.
Senior Planner
APPENDIX A

Register of Persons in Attendance

- Ward Alderman
  - Planning Committee Member

- Chalon Estates
  - Chalon Estates
  - 626 New Dundee Road
  - 173 Dodge Drive
  - 4 Dodge Drive
  - R.R. 1, New Dundee
  - 448 New Dundee Road
  - 16 Chantilly Drs., Toronto, Ontario
  - 36 Greystone Drs., Toronto, Ontario
  - M8Z 3C4
  - 340 Union Boulevard, Kitchener, Ontario
  - 209 Mohawk Avenue, Waterloo, Ontario
  - 1417 Doon Village Road
  - Paul Tuer Construction Ltd.
  - Cumming Cockburn & Assoc.
    279 Weber Street North, Waterloo
  - MWR Properties Ltd.
    550 Parkside Drive, Waterloo
  - Proctor & Redfern
    555 King Street East, Kitchener

- Los Bauwan
- Mel Cone

Paul Damrich

Bill Green
APPENDIX 5

Minutes of Planning Committee of Council - October 3, 1983 and October 17, 1983

Minutes of Planning Committee of Council - October 3, 1983

I. DOON SOUTH ADDITION - OFFICIAL PLAN AMENDMENT

The Committee was in receipt of a report from Mr. J. Boutilier dated September 27, 1983 regarding an Official Plan Amendment relating to land use designations and policies for the subject lands which are located in the southwestern quadrant of the City. Attached to the report was the proposed amendment to the Official Plan dated August 31, 1983 and the proposed by-law dated August 31, 1983 to adopt this amendment to the Official Plan.

It was pointed out that notice that the Committee would hold a public meeting on this date to consider this matter had previously been given.

Mr. A. Stanley advised that when this matter has been dealt with by the Planning Committee it would proceed to Council and following Council’s approval it would proceed to the Regional Municipality of Waterloo for its consideration. He stated that an amendment to the Regional Official Plan was also being dealt with in regard to this matter and accordingly the Region will be directly involved and pointed out to those in attendance that they will have a further opportunity to make their views known at the Regional level. Mr. Stanley also commented that the Region has advised that updating of population forecasts will affect their consideration of this Official Plan Amendment and that in their view the update shows a decrease in projected population and it would appear that the City will have to justify why an urban settlement pattern should be extended into the rural area.

A number of delegations were registered to comment on the proposed Official Plan Amendment however, a few persons indicated that they had not received a copy of the September 27, 1983 staff report while the majority of those in attendance indicated that they had received the report. Additional reports were then distributed to those persons who had advised that they had not previously received one.

Mr. Boutilier advised that the subject lands are located in the southwestern quadrant of the City and are bounded by: Roseloe Drive and the proposed alignment of Stadtwald Road on the west, the Huron River City Limits in the south, Pinnacle Hill to the east, and the existing land use boundary of the City of Kitchener Official Plan in the north. It was noted in the report that the purpose of the amendment was to establish in the Official Plan the following land uses: Low Density Residential, Estate Residential and Major Open Space and in addition, it was proposed that several specific policy areas be designated. Mr. Boutilier then outlined areas where changes are being suggested to the proposed amendment. He noted that when this matter was considered in June 1983 three concerns were raised: that the development would have an impact on the Kitchener Swamp, the amount of traffic on New Dundie Road, and the visual appearance of any recreational facility. He referred to changes that have been made in the staff report that now accommodate these concerns as documented under Policy IV.1.3.1. Specifically, the words ‘subdivision approval’ have been substituted for the word ‘plan of subdivision’. The word ‘adjacent’ has been substituted for the word ‘surrounding’ and the word ‘recreational’ has been inserted to clarify that recreational development will be circumscribed. Alderman Miscetti pointed out that additional safeguards were being included within the amendment that are not required under The Planning Act.

Mr. Boutilier then referred to the other change that has been proposed since the June meeting, that being the wooded area shown in the northeastern corner of the map designated Schedule A attached to the report. He pointed out that originally it had been proposed that the wooded lot be designated Open Space but it was now being recommended that it be Low Density Residential and designated as Specific Policy Area No. 50. He advised that the City originally intended to acquire the lands from the owner and was unsuccessful in this regard. He pointed out that the lands are developable and that it was now being recommended that they be Low Density Residential with development subject to an approved Secondary Plan.
APPENDIX 5 — continued

Mr. Boutilier advised that the other remaining issue involved the Wiebe/Abicht lands situated on the northeast corner of New Dundee Road and Pinnacle Drive in which staff were recommending that they be Estate Residential and that the property owners were requesting a Service Commercial designation along a strip of land to the west of an existing ridge to Pinnacle Drive. Mr. Boutilier pointed out that the lands should be designated Estate Residential because the ridge is a natural boundary that would separate Service Commercial uses to the east from Estate Residential uses to the west. Mr. Boutilier pointed out that the lands east of the ridge are currently zoned Agriculture and that the attraction for Service Commercial designation in this area was based on visibility and access to the highway. He suggested that if Service Commercial were to extend over the ridge, it would only be a question of time before requests were being received for Service Commercial designations westward along New Dundee Road.

Mr. Hal Code, Cumming-Cockburn Associates, 239 Weber Street North, Waterloo, appeared before the Committee on behalf of Messrs. Wiebe/Abicht in regard to the proposed designation for their lands. He commented that the 3 acres of residential land being proposed to be zoned along Pinnacle Drive could never be marketed in that location as existing homes already are over 60 DBA during the day and over 90 DBA in the evening. He indicated that the property owners were willing to provide a buffer along their Pinnacle Drive frontage so as to establish a visual separation of the Estate Residential to the east and the Service Commercial to the west. Further, he pointed out that an Industrial zoning has already been approved for the property. The decision does reinforce their request for Service Commercial designation.

Mr. A. Wiebe, 295 Weber Street North, Waterloo, appeared before the Committee and stated that Mr. Code had adequately expressed his views and those of Mr. Abicht. He indicated that if the lots were to be designated as Estate Residential, he had no idea when they could be built upon. He recommended that the first use was just to add the necessary lots to the existing commercial jet and to provide that no further utilization of the farm lots would be made. He stated that an outlet to Pinnacle Drive and the existing road required that he was willing to assume the expense of providing a very usable, private road to separate Service Commercial lands to the west of Pinnacle Drive from Estate Residential lands to the west of Pinnacle Drive.

Mr. Jim Gowan, 449 New Dundee Road, R.H. 12 Kitchener, appeared before the Committee and submitted two letters dated October 3, 1963, signed by the Committee and submitted two letters dated October 3, 1963, signed by Mr. A. Wiebe and Mrs. Gowan. The first letter deals with the question of the area at the northeast corner of Pinnacle Drive and New Dundee Road and recommended that the land separating the Service Commercial from the Estate Residential area should be along the existing ridge. Accordingly, he strongly objected to any further amendment of the Service Commercial designation toward the Estate Residential area on the basis that it would ultimately result in Service Commercial uses along New Dundee Road. In his second letter, Mr. Gowan referred to the question of recreational facilities on lands south of New Dundee Road and listed objections to private recreational facilities and facilities and listed objections. He indicated that the revised wording suggested by the staff as referred to earlier, pretty well satisfies most of the concerns listed in his letter.

Mr. Charles Ormston, 511 Colonial Drive appeared before the Committee and requested definition of what was meant by passive recreation as it would apply to lands south of New Dundee Road. Mr. T. Boutilier referred the Committee to page 13 of the report and outlined what was meant by private recreational facilities which may be permitted subject to the inclusion of such uses in an approved secondary plan. He also outlined recreational uses which would interfere with existing Planning uses and are to be prohibited. These matters are referred to in Policy 4.12.1.11. Mr. Ormston asked that it be noted for the record that he was opposed to any passive recreational development on the south side of New Dundee Road.
APPENDIX 5 - continued

Mr. Ormston also requested clarification of the Environmentally Sensitive Area south of New Dundee Road and referred to maps in the report which vary from one another to the Roseville Swamp following the tree line. Mr. Boutilier advised that in the amendment, there is a map illustrating the jurisdictional problem as it relates to the area south of New Dundee Road in respect to interests of the Regional Municipality of Waterloo and the Grand River Conservation Authority. He noted that the Region's Official Policies Plan which specifically designates environmentally sensitive areas generally follows the tree line whereas the Grand River Conservation Authority in its definition of sensitive areas and areas prone to flooding, generally attempts to follow more legally definable boundaries rather than the tree line in its administrative duties as to regulating dumping and filling. Mr. Boutilier pointed out that the Grand River Conservation Authority had specifically requested that the two different lines referred to by Mr. Ormston be shown in the report. Mr. Ormston questioned how these lines could be changed so that they would coincide and Mr. Boutilier suggested that his only alternative would be to approach the Grand River Conservation Authority on that point.

Mr. Bill Green, Planner, Procter & Radford Limited, Consulting Engineers and Planners appeared before the Committee on behalf of AM & A Builders Fund and advised that with the latest revisions that have been made to the Official Plan Amendment most concerns have now been satisfied. The only remaining concern that was expressed previously relates to Section 3.4 of the original report dealing with an Estate Secondary Plan. He noted that he had written to the Department of Planning and Development questioning the need for a Secondary Plan for the area and commented that he did not see what further benefit there would be from an Estate Secondary Plan. Mr. B. Stanley advised that requiring an amendment to the Borough South Secondary Plan prior to approval of any development application would not further delay any development. He also advised that the main purpose of an amendment to the Secondary Plan was to resolve outstanding questions regarding parkland and open space designation, environmentally sensitive areas and whether such dedication should be of land or in lieu. Mr. Green commented that his client would agree to cash in lieu.

Mr. Paul Dietrich, 550 Parkside Drive, Waterloo appeared before the Committee on behalf of WH Properties and advised that WH Properties was in total support of the revised wording as it applies to Specific Policy Area No. 50 relative to the wooded area in the northeasterly corner of the area covered by the proposed amendment.

Mrs. Marya Furtens appeared in the lower level to express her views in regard to the designation now being proposed for the woodland described as Specific Policy Area No. 50. She commented that she has seen woodlots massacred before in residential developments that were supplied to inappropriate preservation of the woodlots. Accordingly, she requested that as many trees as possible be saved and that someone be designated with the responsibility to monitor the tree situation. Alderman Hiscott commented that as previously stated, the wooded lands were developable and because of this fact, the city found itself in a difficult position regarding this matter.

Mr. Ervin Brockman appeared before the Committee and also commented with regard to the woodland that providing for a density of 40 people per acre, relative to the lands comprising the woodlot would result in destruction of the trees. Mr. Boutilier commented that the developer has come forward and expressed concern that the existing trees be preserved as much as possible and studies are to be submitted by the owner at an early stage of any development proposal in order to assure that every possible option is taken to preserve as many trees as possible. Alderman Childs questioned why Low Density Residential designation was being recommended by staff. Mr. Boutilier advised that the low density category offers a choice of providing for either single family or cluster development whereas if it was designated Estate Residential, development would be restricted to single family dwellings. Further, he added that the property was serviceable and does not qualify for designation as Estate Residential.

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In regard to Special Policy Area No. 43, the Committee agreed to accept the revised wording as proposed in Mr. Boutilier's September 27th report with the exception that it was agreed that the last sentence dealing with circulation and consultation with adjacent property owners be deleted and the following substituted so as to read: "circulation and consultation with property owners within 500 metres shall occur on any recreational proposal prior to approval by City Council."

The Committee then considered the matter of Designating the Finger of Land extending northerly from the intersection of Pinnacle Drive and New Dundee Road owned by Messrs. Wieden and Ahlert. Following discussion, it was agreed to extend Service Commercial designation westward to Pinnacle Drive north of New Dundee Road subject to landscaping and landscaped screening being provided along the east side of Pinnacle Drive and adequate building setback from Pinnacle Drive. Mr. Stanley advised that this change could be accommodated through an amendment to Policy Area No. 18.

The Committee then considered the matter of the woodlot owned by M.J. Properties and agreed that the amendment be revised and a policy be added to read as outlined in Mr. Boutilier's memo of September 27, 1981 designating the area as Low Intensity Residential.

moved by Alderman R. Christie
seconded by Alderman W. Samuelson

The Department of Planning and Development recommends:

That the Official Plan Amendment, as revised October 3, 1981 and the By-law implementing same be approved, namely:

SECTION 4 - THE AMENDMENT

The Official Plan of the City of Kitchener Planning Area is amended as follows:

1) Map 1, the "Plan for Land Use", is hereby amended as shown on Schedule "A", dated October 1981.

2) Map 2, "Flood Plain and Environmental Areas", is hereby amended as shown on Schedule "B", dated October 1981.

3) Policy IV.1.1.1.11 is added, and shall read:

"Notwithstanding the designation of Estate Residential of lands south of New Dundee Road, private recreational facilities including swimming, racket sports, picknicking, commercial riding stables or academies and equine boarding service, and other passive recreational facilities may be permitted subject to the inclusion of such uses in an approved Secondary Plan. Recreational uses such as go-carts, snowmobiling, trail riding, arcades, miniature golf, water slides, wave machines, amusement parks and other such uses which would interfere with Estate Residential uses will be prohibited.

Development of these lands will be permitted only after an environmental impact statement (in accordance with the Regional Official Policies Plan) and an Environmental Analysis (in accordance with Kitchener Official Plan Policy IV.8.1) have demonstrated that the intended development of these lands will not have a serious impact on the area's natural ecosystem. All development will be subject to an approved site plan, or subdivision approval. Circulation and consultation with property owners within 500 metres shall occur on any recreational development proposal prior to approval by City Council."
APPENDIX 5 - continued

4) Policy IV.11-4lv is added and shall read:

"Notwithstanding the designation of Low Density Residential of lands south of Stauffer Drive and west of Groh Drive, these lands may develop in compliance with Section V.3(a) of this Plan, Estate Residential policies, subject to the approval of an appropriate Secondary Plan."

5) Policy IV.11-51v is added and shall read:

"This amendment recognizes the presence of potentially significant archaeological sites within its boundaries, and makes provision for any required study and possible designation of such sites under the provisions of the Ontario Heritage Act prior to development taking place."

6) Policy IV.11-1 is added and shall read:

"This woodland has been identified in the City of Kitchener Master Plan for Parks, Open Space and Recreation as a woodland of 'High Quality' and 'High Sensitivity'. While this area is designated 'Low Density Residential', every effort shall be made to provide for a development form and strategy which will maximize tree saving on site; and be compatible with necessary ecological requirements to ensure the woodland's future viability. Accordingly, the development of this area is subject to an approved Secondary Plan containing policies requiring specific ecological studies and tree saving plans."

7) Policy IV.11-2lv will be amended to include the following and shall read:

"The Service Commercial Designation will be extended westward to Pinnacle Drive north of Redwood Road subject to screening and landscaped screening being provided along the east side of Pinnacle Drive and adequate building setback from Pinnacle Drive."

8) It is the opinion of this Committee that approval of this Official Plan Amendment is proper planning for the City.

Carried.
APPENDIX 5 — continued

Minutes of Planning Committee of Council — October 17, 1983

11. DOON SOUTH ADDITION — OFFICIAL PLAN AMENDMENT — REVISION TO SPECIAL POLICY AREA NO. 44

The Committee was advised that the Doon South Addition Official Plan Amendment was the subject of a public meeting held by Planning Committee of Council on October 3, 1983 and subsequently considered and adopted by City Council at its meeting of October 11, 1983. Mr. V. Varga appeared before Council at its October 11th meeting and requested that the limits of Special Policy Area No. 44 on Schedule "A" be expanded to include additional lands and City Council referred the matter to Planning Committee for further consideration. At a meeting held between Mr. Varga and staff of the Planning and Public Works Departments, it was agreed that the limits of the Special Policy Area No. 44 should coincide with the limits of the Upper Doon Sanitary Catchment Area. It was noted that at this point in time, the limits of this drainage area are general in nature and that minor adjustments to the boundary may occur as the detail of the actual servicing strategy becomes known at some time in the future when the servicing strategy is finalized.

Mr. V. Varga appeared in regard to this matter and indicated that he was in complete agreement with the recommendation suggested by City staff.

No one appeared in opposition to the revision to Recommendation 4 of the Doon South Addition Official Plan Amendment.

Moved by Mayor D.V. Cardillo
Seconded by Alderman B.K. Hiscott

That Recommendation 4 of the Doon South Addition Official Plan Amendment adopted by City Council on October 11, 1983 be revised to read as follows:

"4) Policy IV.1.1.14 is added and shall read:

"Notwithstanding the designation of Low Density Residential of lands south of Stevenson Drive and west of Glen Drive, these lands may develop in compliance with Section V.7.11 of this Plan. Estate Residential policies, subject to the approval of an appropriate Secondary Plan. The limits of this Special Policy Area are considered to be coincident with the boundary of the Upper Doon Sanitary Catchment Area which is subject to further detailed engineering studies."

Carried."
the Doon area, and extends out both the Doon South and Pioneer Park West Communities.

c) The lands situated west of Blehn Drive, north of Steepest Drive, east of the proposed Strasburg road alignment and south of Strasburg Creek represents the majority of developable lands contained in Planning Unit 4 (see Map 1).

This planning unit is presently bisected diagonally by the Regional Settlement Pattern Policy Area "A" boundary. An adjustment of this boundary to the west (Strasburg Road) would provide for more comprehensive suburban community planning.

Item b) and c) above suggest that the alignment of Strasburg Road represents a logical boundary for the Doon area, and would provide for more comprehensive suburban community planning. Further:

3) The following references from previously approved planning documents suggest that this alignment has consistently been considered as the western boundary of the Doon site:

March 3, 1976 - City Council adopts "Community Concept Plan Priorities Report (4/1/75)", in which reference is made to the Doon South Community Plan. The area is described as covering some 725 acres in the area south of Upper Doon, being bounded by Homer Watson Boulevard, New Dundee Road, the extension of Strasburg Road, and the Strasburg Drainage Basin.

February 9, 1976 - City Council adopts "Towards a Secondary Plan for the Doon Area (6/9/75)". The plan proposes three planning areas, described as follows:

a) Lower Doon - bounded by the Grand River, Highway 401, the eastern slope of Pinnacle Hill, Pinnacle Drive, Homer Watson Boulevard, and the present southern limits of the Pioneer Park subdivision.

b) Upper Doon - the existing residential townships proper, south of the present Pioneer Park subdivision and west of Homer Watson Boulevard.

c) Doon South - bounded by Highway 401, New Dundee Road, the extension of Strasburg Road, the Strasburg Creek Drainage Ditch, Upper Doon, and Pinnacle Hill.

August 9, 1976 - City Council approved the "Doon South Secondary Plan (4/9/76)", in which a number of references are made concerning the Strasburg Road alignment being the boundary of the Doon South Planning Area.

The Doon South Secondary Plan", approved by the Region on July 19, 1979 recognized that portions of Planning Unit 4 were beyond the Regional Settlement boundary, and initiatives would be taken to bring these areas within the boundary.

"It is proposed that, following the approval of the Kitchener Official Plan by the Minister of Housing and the approval of the Doon South Secondary Plan, the City will initiate a Regional Official Plan amendment to include all of Planning Unit 4 within the Regional development boundary. An amendment to Kitchener's Official Plan will also be required to conform to this change. As well, it is proposed that consideration of development in Planning Units 2 and 3 be undertaken once the Kitchener Official Plan has been amended to include projected mixed-use residential development."
APPENDIX 7 — continued

i. THAT, following the approval of this Secondary Plan, the Kitchener Department of Planning and Development undertake the preparation of an Official Plan Amendment affecting those areas of Doon North which are beyond the existing Regional Settlement Pattern Policy Area "A". That the City of Kitchener initiate a Regional Official Plan Amendment affecting these lands.

iii. While other portions of Kitchener can be serviced only with large capital expenditures, these lands can be serviced by existing trunks, and available capacity at the Grand River Pollution Control Plant.

The City of Kitchener presently has lands designated for "Low Density Residential" use in the Official Plan for three general geographic areas: west of Westmount Road; east of Hermitage and Old Chippewa Drive; and south of Huron/Homer Watson Boulevard. The trunk situated in the western and eastern portions of the City can be serviced and made ready for development only through the commitment of large capital expenditures.

Concerning the western portion of the City, the current City of Kitchener Staging of Development Report states the following:

"SERVICING — SCHNEIDER CREEK TRUNK"

The City of Kitchener 1976 Trunk Sanitary Sewer Study prepared by the Proctor and Redfern Group and adopted by City Council stated that existing sanitary trunk sewers will be deficient and will require improvements to accommodate future development. With the development of subdivisions coming on-stream in the first half of the 1980's, the study recommended that a revamping of the lower end of the Schneider Creek Sanitary Trunk take place in the 1980 - 1985 time period in order to accommodate residential subdivision development. Construction of the final phase of Scheme "B" from the sewage treatment plant to the pumping station on Pioneer Drive is complete.

Construction of the second phase, from the pumping station to Pioneer Village, is under way. It is anticipated that Council will continue to provide the necessary commitment. In the interim absence of Council's continued commitment for improvements to the Schneider Creek system and any subsequent determination that sufficient capacity is not available, it may be necessary for the City to recommend against draft plan approval. In that event, each draft plan of subdivision will be considered on an individual basis as Council receives it.

It should also be noted that lands indicated for draft approval in the 1985 - 1988 time period would also be contingent on the revamping of the Schneider Trunk between Pioneer Village and the Montgomery Sewer Trunk as noted in the 1976 Trunk Sanitary Sewer Study.

Concerning the eastern portion of the City, City Council in resolution of April 28, 1976 has stated that the development of the Grand River North and South communities is contingent upon the private sector being responsible for the costs of any necessary pumping stations, and forremane associated with the extension of the Montgomery Trunk; and the costs involved with the construction of the Grand River Trunk. As a result the
availability of serviced lands in the eastern portion of the City is encumbered by the requirement of large private capital expenditures.

The southern portion of the City, generally represented by the lands within the Strasburg Trunk Sewer System, contains the only unzoned area in which development can be accommodated. The lands in question can be serviced by the extension of a gravity sewer from the outlet presently located at the intersection of Black Walnut Drive and Biehn Drive, a distance of approximately 760 metres. The servicing of these lands would provide for greater use of an existing trunk sewer system.

In terms of Regional expenditures, we note that both the western and eastern portions of Kitchener would require the installation of numerous links of the designated Primary Roadway Network (i.e. Woodlawn Boulevard, Victoria Street extension, Fishery Road, Lackner Boulevard, Fairway Road extension). In contrast, the inclusion of the subject lands would not require Regional expenditures for improvements to the Primary Roadway Network.

The alignment of Strasburg Road represents the western limit of urban development in the south portion of the City. It is not intended that the inclusion of these lands within Policy Area "A" increase development expectations of land owners to the west of Biehn Drive and the proposed alignment of Strasburg Road. Referencing to the Doon South Secondary Plan, the alignment of Strasburg Road was located to provide for a residential community between it and Biehn Drive, and to represent a boundary to development.

"A number of alternative routes were examined in light of their relationship to existing and future land uses, roads and terrain, environmental implications and land ownership. The proposed alignment is shown on Map 1, the Doon South Secondary Plan. Major considerations determining the location of Strasburg Road adjacent to the Doon South Community were: that sufficient area be left between Strasburg Road and Caryndale to provide a neighbourhood large enough to support a public school and, because Strasburg Road will be the western limit of Kitchener's development for the foreseeable future, the alignment corresponds generally with the western limits of land which can be served by gravity sewers."

Secondly, the City of Kitchener Planning and Development Department presently contains within its approved work programme, the development of a Rural Settlement and Severance Official Plan Policies, as required by Chapter 5, Policy 2 of the Regional Official Policies Plan, and Amendment No. 3, thereto. It is intended that these policies pertain to those rural lands west of the proposed alignment of Strasburg Road, south of the designated Huron Industrial area, and west of Westmount Drive.

The development of the residential community, west of Biehn Drive is linked to the installation of Strasburg Road, in order to protect the Caryndale community. Referencing to the Doon South Plan, the following policies apply:

5.2.1 THAT the existing settlement of Caryndale be protected by avoiding through traffic and the construction of through roads on the Chelon Estates property. That, except for temporary access points, disruption to Caryndale be further discouraged by directing traffic from Planning Unit 1 onto Fair Drive and by directing traffic from Planning Unit 4 onto the proposed extension of Strasburg Road.
APPENDIX 7 - continued

3.2.4 THAT Biethn Drive remain open between Strawfer Drive and Huron Road to act as a minor collector street; that it be maintained at its existing width of 20 meters (66 feet).

3.2.12 THAT construction of the extension of Strasburg Road take place in phase with the development of Planning Unit 4, and that all future development be back-filled onto Strasburg Road.

3.10.7 THAT no development take place in Planning Unit 4 south of the R.R.C. right-of-way, until the right-of-way for the construction of Strasburg Road from Huron Road to Strawfer Drive has been dedicated by the developer. That such dedication take place concurrently with the first draft plan of subdivision in Planning Unit 4 or within that part of Pioneer Park south of Huron Road and east of Biethn Drive to be registered following the Official Plan Amendment establishing the alignment of Strasburg Road.

vi) The development of this community and Pioneer Park West will be served by the joint establishment of a Separate Board Elementary School, a Public Board Elementary School, and a neighbourhood park on the south side of the existing hydro transmission easement. This combined educational-recreational centre intends to make use of the hydro line easement and will therefore be (in whole or in part) outside the current Regional Settlement Boundary. The requested Regional Plan Amendment will provide for the continued planning of this cooperative venture, which is a necessary component of the above-noted residential communities.

1. CONCLUSION

For all the above reasons, it is the Planning and Development Department's considered opinion that an Amendment to the Regional Official Policies Plan should be approved, in order that those lands situated between the proposed alignment of Strasburg Road and the current Regional Settlement Boundary be redesignated from Policy Area "E", to Policy Area "A".

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PASSED: September 25, 1931 A.D. 1931

BY-LAW NUMBER S.3-1931

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to adopt Amendment No. 21 to the Official Plan)

JAMES WALLACE
City Solicitor
Kitchener, Ontario
PD 54/88
BRIGADOON COMMUNITY PLAN

Recommended by Committee of Council
Dealing With Planning Matters: September 18, 1989

Adopted by Kitchener City Council: September 25, 1989
Revised by Kitchener City Council: January 15, 1990
Approved by Regional Council:
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KITCHENER DEPARTMENT OF PLANNING AND DEVELOPMENT

STAFF REPORT

PD 54/88
June 14, 1989

1. Subject

A Community Plan for the Brigadoon area.

2. Introduction

Brigadoon comprises a 244 hectare (603 acre) area of land in south Kitchener immediately west of Pioneer Park. The lands are bounded by Huron Road on the north, Biehn Drive, Strasburg Creek and Caryndale Drive on the east, Stauffer Drive on the south and the proposed extension of Strasburg Road on the west.

The Brigadoon Community Plan is being prepared at this time to formulate integrated planning guidelines for the urbanization of the area.

Brigadoon is a new planning unit formed by combining Planning Unit Four of the Doon South Community Plan with the area west of Biehn Drive of the Pioneer Park West Secondary Plan. This was done to unify two large portions of undeveloped serviceable lands with immediate development potential and develop a comprehensive plan for the area.

The Official Plan for the City of Kitchener designates the Brigadoon area as mostly Low Density Residential divided by a belt of Major Open Space. In addition, there are two policies which refer to specific areas in Brigadoon. The first, Section IV.11.11, requires an ecological study and tree saving plan pertaining to a woodlot at the western edge of the community. The second policy, Section IV.11.11.xlv, recognizes potential archaeological sites and makes provision for studies and possible designation under the Ontario Heritage Act before development occurs. Both of these issues are addressed by specific policies in the Community Plan. The Regional Official Policies Plan designates Brigadoon as Settlement Pattern Policy Area A - residential expansion up to the year 2011.

Special consideration has been given to the traffic situation in the Brigadoon Community. The area is separated from Homer Watson Boulevard, the nearest Primary Road, by the Huron Industrial Community to the north and by the Pioneer Park Community to the east. A balance had to be established between providing a traffic link to Homer Watson Boulevard while preventing industrial commuter traffic from using the adjacent residential communities of Brigadoon and Pioneer Park as a short cut to points south and east of these areas.

This problem was considered as part of a network analysis undertaken to recommend alternatives for the intersection of Homer Watson Boulevard and (new) Huron Road. The resulting report, titled "Huron Road/Homer Watson Boulevard Intersection Study", completed in May 1989 by McCormick Rankin Limited, recommended that existing and ultimate traffic flow be accommodated by construction of a major interchange at Huron Road and Homer Watson Boulevard.

Information gathered for the report also illustrated the need for an east-west arterial road connecting the southerly portion of Brigadoon with Homer Watson Boulevard via Doon South Road.

Traffic flow north from Brigadoon will be directed westerly where possible toward Strasburg Road. Northbound traffic on Biehn Drive will be directed to Homer Watson Boulevard via (new) Huron Road and Battler Road. Traffic flow east toward Highway 401 will be diverted via a proposed east-west arterial to be built in the south portion of the Community.
Further, stringent staging policies link development to concurrent building of specific road networks, ensuring the planned traffic systems will be in place prior to adjacent development.

The definition of the collector road network within the plan as well as recognition of the local neighbourhood commercial facilities will be approved by way of amendments to the City of Kitchener Official Plan. In all other aspects, the Community Plan conforms to both the Regional Official Policies Plan and Kitchener Official Plan. As the most specific in the hierarchy of planning documents, the Community Plan will guide detailed land use designations in harmony with the special environmental features of the neighbourhood.

The ultimate Brigadoon Community is intended to be a self-contained neighbourhood with a full range of residential housing types, commercial facilities, separate and public schools as well as parks and open space.

3. RECOMMENDATIONS

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

3.1 CONFORMITY, INTERPRETATION AND IMPLEMENTATION

3.1.1 THAT the Brigadoon Community Plan shall, in all respects, comply with the Official Plan for the City of Kitchener. It shall also conform to and reflect all applicable development and implementation standards adopted by the City of Kitchener.

3.1.2 THAT prior to Draft Plan Approval, any alteration or filling of a watercourse or floodplain will require Fill, Construction and Alteration to Waterway Permits from the Grand River Conservation Authority and may require permits from the Ministry of Natural Resources under the Lakes and Rivers Improvement Act.

3.1.3 THAT recognition be given to potentially significant archaeological sites within the plan area. Provision is hereby made for any required study and possible designation of such sites under the provisions of the Ontario Heritage Act prior to development or grading.

3.1.4 THAT road names referred to in this document be defined as illustrated on the attached Map 2, approved by Kitchener City Council on July 14, 1986.

3.1.5 THAT Net Residential Density be calculated by dividing the number of residential units by the area of residential land. Residential land includes all internal roads, one half bounding roads and one quarter of boundary intersections but does not include Major Open Space.

3.1.6 THAT where metric and imperial units are used together, the metric units shall govern.

3.2 RESIDENTIAL

3.2.1 THAT where feasible, existing topography and vegetation be incorporated into the design and development of the Brigadoon Community.

3.2.2 THAT where appropriate, residential development, design, and landscaping give consideration to the Energy Policies contained in the Official Plan.

3.2.3 THAT multiple residential sites be encouraged where natural features such as topography or woodlots would be best accommodated or preserved by fewer buildings rather than by extensive site coverage with one and two unit dwellings.
3.2.4 THAT a wide range of housing types be provided to satisfy varying housing needs. The intended density mix in the Brigadoon Community shall consist of approximately 25% to 40% multiple residential units.

3.2.5 THAT the Large Lot Residential category permit only one unit per lot at a maximum density range not exceeding 12.5 units per hectare.

3.2.6 THAT the Low Density Residential category permit only one and two unit dwellings at a net residential density range not exceeding 25 units per hectare (10 units per acre).

3.2.7 THAT the Multiple Residential (40 uph) category permit multiple dwellings at three units and above at a density range of 25 to 60 units per hectare (10 to 18 units per acre). These sites are to be located with direct access to Secondary roads.

3.2.8 THAT the Multiple Residential (100 uph) category permit multiple dwellings at three units and above at a density range of 41 to 100 units per hectare (17 to 49 units per acre). These sites are to be located with direct access to Secondary roads.

3.2.9 THAT no new one and two unit residential lots have direct access onto Huron Road or Strasburg Road. Limited access may be given to multiple residential development if design constraints preclude access to internal roads.

3.2.10 THAT lots fronting or backing onto Caryndale Drive west of the Caryndale subdivision be developed with single detached dwellings on lots with a minimum size of 929m² (10,000 sq.ft).

3.3 COMMERCIAL

3.3.1 THAT a Neighbourhood Commercial facility be located at the south-east corner of the intersection of Strasburg and Huron Roads.

3.3.2 THAT a Neighbourhood Commercial facility be located on Strasburg Road north of Street 'O'.

3.3.3 THAT the Neighbourhood Commercial category permit uses intended for a residential market oriented to the south of Huron Road as opposed to the Business Park Service Centre in Huron Park which will serve the business area to the north of Brigadoon.

3.3.4 THAT the size of any Neighbourhood Commercial facility and justification for a major food store will be dependent on the Official Plan Amendment and Market Justification Study necessary to prove the viability of these uses.

3.3.5 THAT all proposals shall be considered with regard to impact on water and sanitary sewer servicing as determined by the Public Works Department.

3.4 NEIGHBOURHOOD INSTITUTIONAL

3.4.1 THAT an approximately 2.6 hectare (6.4 acre) elementary public school site be provided on Street 'C' south of Bihn Drive.

3.4.2 THAT an easterly oriented, elementary separate school site of approximately 3 hectares (7.4 acres) be provided on Street 'B' west of the confluence of Upper and Lower Strasburg Creeks.

3.4.3 THAT should any site intended for school use be declared surplus by the owning school board, alternate uses of the site shall be restricted to the following: church, community centre, residential care facility or Low Density Residential as outlined in Policy 3.2.6.
3.4.4 THAT, further, if the public school site is declared surplus and offered for sale to the City of Kitchener, that subject to review by the Department of Parks and Recreation, a portion be acquired and added to the adjacent park.

3.5 PARKS AND OPEN SPACE

3.5.1 THAT open space links be established between schools, parks and recreational facilities to provide an open space walkway and bikeway network throughout the community, in keeping with Policy IV B[4] of the Official Plan.

3.5.2 THAT the cost of primary walk links and bridges along open space areas providing direct links to schools, parks, and transit be paid for by the developers.

3.5.3 THAT a park, approximately 3.8 hectares (9.4 acres) in size, be situated adjacent to the elementary public school site under the provision outlined in clause 3.4.1. This park will be active recreational use and will link the school site with the open space to the west.

3.5.4 THAT the proposed collector Street 'B' be subject to study with regard to environmental impact on the adjacent water courses and roadbed stability. Such study to be included as part of the required developers report for the area.

3.5.5 THAT, where considered necessary by the Department of Parks and Recreation, the lands containing the Ontario Hydro easement be dedicated to the City of Kitchener for open space purposes.

3.5.6 THAT a neighborhood park be located in the southerly portion of the community at a site to be determined by the Department of Parks and Recreation.

3.5.7 THAT an open space corridor be created along the Strasburg Creek for recreational purposes, the details of such corridor shall be in accordance with provisions in the Master Drainage Plan Study developed for the Strasburg Creek.

3.5.8 THAT recreational facilities be provided in accordance with adopted City standards as set out in the Kitchener Master Parks Plan.

3.6 ENVIRONMENTAL AND STORM WATER MANAGEMENT

3.6.1 THAT, at the time of submission of Draft Plan of Subdivision, the developer submit an overview of tree areas within the affected lands; and prior to any site grading or tree removal, the developer submit a Grading and Tree Saving Plan in accordance with City’s tree-saving policies. This plan will describe tree areas to be saved and methods by which tree areas will be protected. These areas will be inspected by the Department of Planning and Development.

3.6.2 THAT prior to grading on any site, the developers prepare plans to illustrate how soil and topsoil will be prevented from entering any creek, pond or other water body. These plans shall be approved by the Grand River Conservation Authority and the Ministry of Natural Resources, and implemented prior to the grading and construction process. In addition, developers will be expected to take all practical steps to prevent erosion by wind.

3.6.3 THAT prior to the beginning of grading, a temporary fence be installed along the boundaries of all areas of environmental sensitivity, with signs placed every 45 metres (148 ft) stating that there will be no dumping of fill within the enclosed area.

3.6.4 THAT development of the woodlot, on the east side of Strasburg Road adjacent to Street 'C', subject of Official Plan Special Policy IV.11.50, be undertaken by way of an Environmental Analysis. Such Analy-
sis shall be submitted in conjunction with the developer's report outlined in 3.6.1 at the time of submission of the draft plan of subdivision for the subject area.

3.6.5 THAT the "Urban Drainage Policy" adopted by Kitchener Council on August 13, 1979, specifically Section 6, "Storm Drainage Policies" and Section 7, "Implementation" govern the storm water management policies within the Brigadoon Community Plan. More specifically, within the Strasburg Creek drainage basin, that the "Strasburg Creek Master Drainage Plan", once approved by Kitchener Council be applied as the governing document.

3.6.6 THAT the 2 hectare (4 acre) open space parcel, located in the south portion of the Community, originally identified as Block MLU on Map 6, Environmental Features in the Doon South Secondary Plan not be reserved for public open space. However, that development be encouraged which will incorporate the features of the woodlot into subdivision plans.

3.7 SERVICING AND UTILITIES

3.7.1 THAT all new development be serviced by full municipal sanitary sewers and municipal water.

3.7.2 THAT, notwithstanding Policy 3.7.3, limited development be permitted with private services on the south side of Old Huron Road between Battler Road and Maxwell Drive. The extent of development permitted will conform to Official Plan Policy IV.4.xvii.c.

3.7.3 THAT the Brigadoon Community be serviced by internal sewers leading to the sanitary sewer outlet on the west side of Biehn Drive at its intersection with the Strasburg Creek.

3.7.4 THAT the Brigadoon Community be serviced by water supply service from the existing watermain on Biehn Drive as well as by a major trunk watermain to be constructed on the Strasburg Road or Battler Road right-of-way.

3.7.5 THAT the lands identified as 'Hydro Easement' be used in conjunction with immediately adjacent land uses where considered appropriate at the time of subdivision approval.

3.7.6 THAT, if required, a 1 hectare (2.5 acre) site for a transformer station be located on Strasburg Road adjacent to the Ontario Hydro Easement.

3.7.7 THAT, if required, a 10 metre (33 ft) easement be granted to Kitchener-Wilmot Hydro south of and adjacent to the existing Ontario Hydro easement for an overhead transmission line.

3.8 TRANSPORTATION

3.8.1 THAT a hierarchy of streets be developed to encourage the separation of local and through traffic.

3.8.2 THAT the planning, design and construction of all roads within Brigadoon be accomplished with regard to protection of existing environmental features.

3.8.3 THAT all Secondary Arterial and Collector roads be established by way of an Amendment to the Kitchener Official Plan in addition to the Brigadoon Community Plan.

3.8.4 THAT Strasburg Road be recognized as a 26 metre (85 ft) wide Secondary Arterial Road and a major north-south connection between the Huron Industrial Park as well as a future connection with Highway 401 by way of a proposed link through North Dumfries Township.

3.8.5 THAT Huron Road be recognized as a 26 metre (85 ft) wide Secondary Arterial Road and a major east-west connection between the Huron Industrial Area and Homer Watson Boulevard.
3.8.6 THAT an integrated walkway system be developed at subdivision design stage to facilitate pedestrian access to transit, park, open space, school facilities and emergency services.

3.8.7 THAT a sidewalk be constructed by the City of Kitchener along the east side of Strasburg Road from Huron Road to Steeuffer Drive. The cost of this work to be paid by the adjacent developer along commercial frontages and by the City of Kitchener for the remainder.

3.8.8 THAT Trillium Drive between Huron Road and Old Huron Road be closed once alternative access is established for residential traffic.

3.8.9 THAT a partial or interchange be built at Homer Watson Boulevard and Huron Road to facilitate residential traffic flow from Brigadoon as well as industrial traffic from Huron Business Park. The design of this interchange shall be determined by way of City and Regional Council approval of the Huron Road/Homer Watson Boulevard Study.

3.8.10 THAT Huron Road act as a buffer between the Brigadoon Community and Huron Industrial area. Accordingly, no direct road link will be built between Biethn Drive and Huron Road so as to separate residential and industrial traffic.

3.8.11 THAT the internal local road network be designed such that northbound traffic from the southerly and westerly portion of the Community be directed to Strasburg Road.

3.8.12 THAT the use of public transportation be recognized as an essential service. Accordingly, that subdivision street patterns and paved pedestrian walkways be designed so as to conform to Transit’s Subdivision Design Guidelines. Specifically, that subdivisions be designed so that 95% of all dwelling units are located within a 450 metre walk distance to bus stops and that all multiple dwellings be located within a 300 metre walk distance.

3.8.13 THAT provisions be made for transit service along Biethn Drive, Strasburg Road, Huron Road and the Secondary Collector Roadway D:

3.8.14 THAT pedestrian links be provided for at the Draft Plan of Subdivision stage in order to achieve the objective outlined in 3.8.13. These include a public road or alternatively, a pedestrian walkway linking the central portions of the Community to the transit services provided on the arterial and collector roadways. Additional pedestrian links may be required at the Draft Plan of Subdivision stage, to the satisfaction of the Department of Transit.

3.9 NOISE

3.9.1 THAT Strasburg Road, Huron Road, and the east-west collector road be recognized as major traffic corridors potentially generating significant noise levels.

3.9.2 THAT noise abatement measures be undertaken as a condition of Plan of Subdivision for Strasburg Road and the proposed east-west collector road where necessary to the satisfaction of the Regional Municipality of Waterloo.

3.9.3 THAT the natural gas Pressure Regulating Station on the north side of (Old) Huron Road west of Biethn Drive be recognized as a potential noise source.
3.10 STAGING

3.10.1 THAT the further registration of subdivisions in the Brigadoon Community be contingent upon a guaranteed extension of the necessary watermain to the Community with such guarantee including the dedication of any necessary lands to the City of Kitchener together with appropriate financial guarantees.

3.10.2 THAT no draft plans of subdivision be approved in the Brigadoon Community before the “Strasburg Creek Master Drainage Plan” is approved by Kitchener City Council and the Grand River Conservation Authority. Further, all development conform to and implement the approved policies of that plan.

3.10.3 THAT within the Neighbourhood Commercial site on Strasburg Road north of Street “D”, the maximum gross leasable commercial space of any retail outlet primarily involved in food sales shall not exceed 1,400 square metres (15,070 sq. ft.) until such time as a Market Justification Study proving the economic feasibility of a full supermarket is approved by City Council.

3.10.4 THAT the realignment of the intersection of (Old) Huron Road and Biehn Drive, the closing of Trillium Drive north of (Old) Huron Road and the upgrading of (Old) Huron Road between Biehn Drive and Battler Road be accomplished prior to the closing of (Old) Huron Road at Homer Watson Boulevard.

3.10.5 THAT further registration of subdivisions in the Brigadoon Community North of Strasburg Creek (North Branch) be contingent upon the guaranteed construction of Strasburg Road to Street “A”. Such guarantee to include the dedication of the necessary lands to the City of Kitchener and the submission of appropriate financial guarantees.

3.10.6 THAT no building permits be issued in the Brigadoon Community between Strasburg Creek (north branch) and the Ontario Hydro Easement, except for lands between Carndale Drive and the western limit of the public school site north of the said Ontario Easement, before Strasburg Road is extended to Street “C”.

3.10.7 THAT no draft plans of subdivision be approved by Kitchener Council in the Brigadoon Community south of the Ontario Hydro Easement until the major transportation road network in Brigadoon south of the Ontario Hydro Easement and in the Doon South Community has been resolved through a network analysis.

3.10.8 THAT no draft plans of Subdivision be registered in Phase 1 of the Brigadoon Community, as illustrated on Map 3, until a design for the interim upgrading of the (old) Huron Road-Homer Watson Boulevard intersection has been approved by the Director of Traffic and Parking Services and Regional Engineering; and the approved interim intersection design has been constructed and improvements to existing Huron Road between Homer Watson Boulevard and Strasburg Road have been undertaken. These improvements shall be done at no cost to the City of Kitchener or the Region of Waterloo.

3.10.9 THAT no plans of subdivision be registered in Phase 2 of the Brigadoon Community, as illustrated on Map 3, until the partial interchange at Huron Road and Homer Watson Boulevard and Huron Road between Battler Road and Homer Watson Boulevard have been constructed.
Appendix 1

BRIGADOON DEMOGRAPHICS

The estimated ultimate Brigadoon population is calculated by adding existing units and population to projected additional figures. The addition comprises of draft plans and estimated density of undeveloped lands. The persons per unit figures are based on 1985 Assessment figures from the adjacent Pioneer Park Community for the singles, semis and multiple (40uph) townhouses and the Alpine Community for the apartment density.

PROJECTED UNITS

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POPULATION

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The estimated ultimate population of Brigadoon is approximately 7900 persons

(1) Huron Road infilling comprises of land fronting on (Old) Huron Road with development potential based on development proposals and density estimations.

(2) Remaining lands are 26.523 ha (part 3, 58F-5762). A 40% multiple component results in a mix of 277 singles (20.523 ha @ 13.5 uph) and 187 multiple (40uph) townhouses (5ha @ 37.5 uph).
Brigadoon Community

Growth restrictions until new roads are built

Area 1
Allows 900 more homes once the intersection of existing Huron/Homer Watson Blvd is improved and Strasburg Road is extended south of Huron Road to Street A

Area 2
No more development until the new partial interchange at New Huron Road/Homer Watson Boulevard is built

Area 3
No development until a new major road is built from Strasburg Road east to Homer Watson Boulevard

December 1989
City of Kitchener Planning Department
Timing, Costs and Financing of roads within the Brigadoon Community

A) Homer Watson Blvd.
   Bleas to Manitou
   4 lanes
   Date: 1993-1996
   Cost: $2.4 million
   Funding: Regional Capital Forecast

B) Homer Watson Blvd./
   (New) Huron Road
   partial interchange
   Date: 1995
   Cost: $1.5 million
   Funding: City of Kitchener Capital Forecast (60%)
   and lot levy fund (40%)

C) Strasburg Road
   Trillium Dr. to New Dundee Rd.
   4 lanes
   Date: 1996-1998
   Cost: $4.4 million
   Funding: City of Kitchener Capital Forecast

D) New Huron Road
   Homer Watson Blvd. to Battler Rd.
   4 lanes
   Date: 1990-1994
   Cost: $1.29 million
   Funding: City of Kitchener Capital Forecast (60%)
   lot levy fund (40%)
AMENDMENT NO. 98 TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER

"BRIGADOON COLLECTOR ROADS"
Official Plan Amendment No. 98
to the
Official Plan of the
City of Kitchener Planning Area

This Amendment to the Official Plan of the City of Kitchener which has been adopted by the Council of the City of Kitchener on November 14, 1983 is hereby modified and approved in accordance with Sections 17 and 21 of the Planning Act, S.O. 1983:

A) Save and except for the following which shall be deferred for further consideration in accordance with Section 17(10) of the Planning Act, R.S.O., 1983:

1) That the section of collector road, shown as "Deferral No. 1" on the attached "Schedules A, B, C and D" being Amendments to Official Plan Maps 1, 2, 3 and 4 respectively, be deferred until detailed studies of the open space crossing are completed and approval is obtained from the Ministry of Natural Resources, the Grand River Conservation Authority and the Region of Waterloo.

2) That the section of collector road, shown as "Deferral No. 2" on the attached "Schedules A, B, C and D" being Amendments to Official Plan Maps 1, 2, 3 and 4 respectively, be deferred until the "Doon South-Brigadoon Transportation Network and Alignment Study" is completed and approved by Kitchener Council.

B) And subject to the following modification in accordance with Section 17(9) of the Planning Act, R.S.O., 1983:

Modify "Schedules B, C and D" being Amendments to Official Plan Maps 2, 3 and 4 respectively, to show Caryndale Drive as a Collector Road.

Council Approval Date: April 13, 1991
Regional Chairman
Regional Clerk
Official Plan of the

City of Kitchener

Amendment No. 98

The attached explanatory text, constituting Amendment No. 98, the Official Plan of the City of Kitchener, was prepared by The Corporation of the City of Kitchener under the provisions of Section 21 of The Planning Act, 1983, on the 14th day of November, 1989.

(\signature{Mayor}
\signature{Clerk})

This Amendment was adopted by The Corporation of the City of Kitchener by By-law No. G 7-180 in accordance with Section 21 of The Planning Act on the 14th day of November, 1989.

(\signature{Mayor}
\signature{Clerk})
BY-LAW NUMBER 89-180

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to adopt Amendment No. 98 to the Official Plan)

The Council of The Corporation of the City of Kitchener in accordance with the provisions of Section 21 of The Planning Act, 1983 hereby enacts as follows:

1. That Amendment No. 98 to the Official Plan for the City of Kitchener, consisting of the explanatory text, is hereby adopted.

2. The Clerk is hereby authorized and directed to make application to The Regional Municipality of Waterloo for approval of Amendment No. 98 to the Official Plan of the City of Kitchener.

3. This By-law shall come into force and take effect on the day of final passing thereof.

PASSED at the Council Chambers in the City of Kitchener this 4th day of November, A.D. 1989.

[Signatures]

Mayor

Clerk
AMENDMENT NO. 98 TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER

"Brigadoon Collector Roads"

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SECTION 2 - PURPOSE OF THE AMENDMENT
SECTION 3 - BASIS OF THE AMENDMENT
SECTION 4 - THE AMENDMENT
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SCHEDULE B - AMENDMENTS TO MAP 2 OF THE OFFICIAL PLAN FOR LAND USE
SCHEDULE C - AMENDMENTS TO MAP 3 OF THE OFFICIAL PLAN FOR LAND USE
SCHEDULE D - AMENDMENTS TO MAP 4 OF THE OFFICIAL PLAN FOR LAND USE

APPENDICES

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AMENDMENT NO. 98 TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER

SECTION 1 - TITLE AND COMPONENTS

This Amendment shall be referred to as Amendment No. 98 to the Official Plan of the City of Kitchener. Sections 1 to 5 inclusive of this document and the attached Schedules "A", "B", "C" and "D" constitute this Amendment.

SECTION 2 - PURPOSE OF THE AMENDMENT

The purpose of this Amendment is to revise Schedules "A", "B", "C" and "D" to add a collector road network for the Brigadoon Community.

SECTION 3 - BASIS OF THE AMENDMENT

The lands affected by this Amendment are known as the Brigadoon Community and comprise a 244 hectare parcel of land in south Kitchener immediately west of Pioneer Park. The lands are bounded by Huron Road on the north, Biehn Drive, Strasburg Creek and Caryndale Drive on the east, Stauffer Drive on the south and the proposed extension of Strasburg Road on the west.

The Amendment will implement a road pattern formulated as part of the Brigadoon Community Plan which establishes planning guidelines for major residential development proposed for the area.

The design objective of the collector road system is to separate local and through traffic, discourage industrial commuter traffic from cutting through Brigadoon to access the 401, and to create a balanced traffic flow leaving and entering the area.

Brigadoon is a new planning unit formed by combining Planning Unit Four of the Doon South Secondary Plan with the area west of Biehn Drive of the Pioneer Park West Secondary Plan. This was done to unify two large portions of undeveloped serviceable lands with immediate development potential and develop a comprehensive community plan for the area.

The proposed collector road pattern has been designed to accommodate concerns raised after extensive public input at two public meetings held in the community.

The first display of the Community Plan on August 4, 1988 resulted in many concerns about the traffic connection between
Brigadoon and Homer Watson Boulevard. The problem consisted of two parts, firstly the lack of a plan for a full intersection at (New) Huron Road and Homer Watson Boulevard, and secondly the amount of traffic using Biehn Drive on route to Homer Watson Boulevard.

The first concern resulted from the proposal to construct only a limited intersection at Homer Watson Boulevard and New Huron Road. This original design, approved in 1984, was recommended by McCormick, Rankin Limited in a Design Study undertaken for the planned improvements to Homer Watson Boulevard. At the time, the concept of a residential community in Brigadoon was not anticipated and residential traffic from this area not considered. Accordingly the intersection had been designed only to accommodate industrial traffic generated from the Huron Business Park.

The issue was resolved by hiring McCormick Rankin Ltd. to reconsider the design in light of the addition of the proposed residential areas. A traffic study was undertaken which recommended that a full intersection or interchange be built to accommodate this additional traffic. The final design of the intersection will be decided by City Council by way of a separate report.

The second concern was congestion caused by the use of Biehn Drive as the major access point to Homer Watson Boulevard. This issue is the basis of the subject Amendment and the proposed road network is planned to address these public concerns. The road network proposed at this time was presented at a second public open house held in Brigadoon on June 28, 1989. The comments received at that time were generally favourable from the public and agency viewpoint.

The road pattern is designed such that residential traffic from the south portion of Brigadoon will be directed north west to Strasburg Road as a means of ingress to the City. Also, the traffic study carried out for the Homer Watson/Huron Road intersection concluded that the destination of approximately one-third of the Brigadoon traffic is Highway 401. This traffic flow will be dealt with by extension of an east-west arterial road to be built from the south portion of Brigadoon. This connection through Doon South will use Doon South Road to link with Homer Watson Boulevard just one kilometre north of Highway 401.

The collector road pattern proposed by this Amendment is designed to create a balanced traffic flow from Brigadoon inbound to the City through Strasburg Road and Biehn Drive as well as southbound to the east-west arterial and the eventual extension of Strasburg Road south to the Highway 401 at Regional Road 97.
SECTION 4 - THE AMENDMENT

The Official Plan of the City of Kitchener is amended as follows:

1) Map 1, the "Plan for Land Use", is hereby amended as shown on the attached Schedule "A";

2) Map 2, "Flood Plain and Environmental Areas", is hereby amended as shown on the attached Schedule "B";

3) Map 3, "Primary Aggregate Resource Areas", is hereby amended as shown on the attached Schedule "C"; and

4) Map 4, "Community Improvement Area", is hereby amended as shown on the attached Schedule "D".

SECTION 5 - IMPLEMENTATION AND INTERPRETATION

The provisions of the Official Plan of the City of Kitchener regarding the implementation and interpretation of that Plan shall apply to this Amendment.
SCHEDULE 'B'
AMENDMENT TO THE CITY OF KITCHENER
OFFICIAL PLAN MAP 2 - FLOOD PLAIN & ENVIRONMENTAL AREAS

NOTE: This Amendment adds a Collector Road Pattern to Map 2 - 'Flood Plan & Environmental Areas.'

DRAWN BY: MLA

KITCHENER DEPT. OF PLANNING & DEVELOPMENT

SCALE: 1:2400
DATE: 89 08 17
REV.
SCHEDULE 'C'
AMENDMENT TO THE CITY OF KITCHENER
OFFICIAL PLAN MAP 3 - PRIMARY AGGREGATE RESOURCE AREA

NOTE: This Amendment adds a Collector Road Pattern to Map 3 'Primary Aggregate Resource Area.'

SCALE: 1:2400
KITCHENER DEPT. OF PLANNING & DEVELOPMENT
DRAWN BY: [Signature]
BRIGADOON COMMUNITY PLAN

TO BE DISCUSSED
SEPTEMBER 18, 1989
AT PLANNING COMMITTEE
KITCHENER DEPARTMENT OF PLANNING AND DEVELOPMENT

STAFF REPORT

PD 54/88

BRIGADOON COMMUNITY PLAN

Recommended by Committee of Council
Dealing With Planning Matters:

Adopted by Kitchener City Council:

Approved by Regional Council:
| 3.1       | Conformity, Interpretation, and Implementation | 2 |
| 3.2       | Residential                                   | 2 |
| 3.3       | Commercial                                    | 3 |
| 3.4       | Neighbourhood Institutional                   | 3 |
| 3.5       | Parks and Open Space                          | 4 |
| 3.6       | Environmental and Storm Water Management      | 4 |
| 3.7       | Servicing and Utilities                       | 5 |
| 3.8       | Transportation                                | 5 |
| 3.9       | Noise                                         | 5 |
| 3.10      | Staging                                       | 7 |
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Community Plan

Map 2
Road Names
KITCHENER DEPARTMENT OF PLANNING AND DEVELOPMENT

STAFF REPORT

PD 5488
June 14, 1989

1. **Subject**

A Community Plan for the Brigadoon area.

2. **Introduction**

Brigadoon comprises a 244 hectare (603 acre) area of land in south Kitchener immediately west of Pioneer Park. The lands are bounded by Huron Road on the north, Blehn Drive, Strasburg Creek and Caryocate Drive on the east, Stautler Drive on the south and the proposed extension of Strasburg Road on the west.

The Brigadoon Community Plan is being prepared at this time to formulate integrated planning guidelines for the urbanization of the area.

Brigadoon is a new planning unit formed by combining Planning Unit Four of the Doon South Community Plan with the area west of Blehn Drive of the Pioneer Park West Secondary Plan. This was done to unify two large portions of undeveloped serviceable lands with immediate development potential and develop a comprehensive plan for the area.

The Official Plan for the City of Kitchener designates the Brigadoon area as mostly Low Density Residential divided by a belt of Major Open Space. In addition, there are two policies which refer to specific areas in Brigadoon. The first, Section IV.11.1, requires an ecological study and tree saving plan pertaining to a woodlot at the western edge of the community. The second policy, Section IV.11.xiv, recognizes potential archaeological sites and makes provision for studies and possible designation under the Ontario Heritage Act before development occurs. Both of these issues are addressed by specific policies in the Community Plan. The Regional Official Policies Plan designates Brigadoon as Settlement Pattern Policy Area A - residential expansion up to the year 2011.

Special consideration has been given to the traffic situation in the Brigadoon Community. The area is separated from Homer Watson Boulevard, the nearest Primary Road, by the Huron Industrial Community to the north and by the Pioneer Park Community to the east. A balance had to be established between providing a traffic link to Homer Watson Boulevard while preventing industrial commuter traffic from using the adjacent residential communities of Brigadoon and Pioneer Park as a short cut to points south and east of these areas.

This problem was considered as part of a network analysis undertaken to recommend alternatives for the intersection of Homer Watson Boulevard and (new) Huron Road. The resulting report, titled "Huron Road/Homer Watson Boulevard Intersection Study", completed in May 1989 by McCormick Rankin Limited, recommended that existing and ultimate traffic flow be accommodated by construction of a major interchange at Huron Road and Homer Watson Boulevard.

Information gathered for the report also illustrated the need for an east-west arterial road connecting the southerly portion of Brigadoon with Homer Watson Boulevard via Doon South Road.

Traffic flow north from Brigadoon will be directed westerly where possible toward Strasburg Road. Northbound traffic on Blehn Drive will be directed to Homer Watson Boulevard via (new) Huron Road and Bartler Road. Traffic flow east toward Highway 401 will be diverted via a proposed east-west arterial to be built in the south portion of the Community.
Further, stringent staging policies link development to concurrent building of specific road networks, ensuring the planned traffic systems will be in place prior to adjacent development.

The definition of the collector road network within the plan as well as recognition of the local neighbourhood commercial facilities will be approved by way of amendments to the City of Kitchener Official Plan. In all other aspects, the Community Plan conforms to both the Regional Official Policies Plan and Kitchener Official Plan. As the most specific in the hierarchy of planning documents, the Community Plan will guide detailed land use designations in harmony with the special environmental features of the neighbourhood.

The ultimate Brigadoon Community is intended to be a self contained neighbourhood with a full range of residential housing types, commercial facilities, separate and public schools as well as parks and open space.

3. RECOMMENDATIONS

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

3.1 CONFORMITY, INTERPRETATION AND IMPLEMENTATION

3.1.1 THAT the Brigadoon Community Plan shall, in all respects, conform to the Official Plan for the City of Kitchener. It shall also conform to and reflect all applicable development and implementation standards adopted by the City of Kitchener.

3.1.2 THAT prior to Draft Plan Approval, any alteration or filling of a watercourse or floodplain will require Fill, Construction and Alteration to Waterway Permits from the Grand River Conservation Authority and may require permits from the Ministry of Natural Resources under the Lakes and Rivers Improvement Act.

3.1.3 THAT recognition be given to potentially significant archaeological sites within the plan area. Provision is hereby made for any required study and possible designation of such sites under the provisions of The Ontario Heritage Act prior to development or grading.

3.1.4 THAT road names referred to in this document be defined as illustrated on the attached Map 2, approved by Kitchener City Council on July 14, 1986.

3.1.5 THAT Net Residential Density be calculated by dividing the number of residential units by the area of residential land. Residential land includes all internal roads, one half bounding roads and one quarter of boundary intersections but does not include Major Open Space.

3.1.6 THAT where metric and imperial units are used together, the metric units shall govern.

3.2 RESIDENTIAL

3.2.1 THAT where feasible, existing topography and vegetation be incorporated into the design and development of the Brigadoon Community.

3.2.2 THAT where appropriate, residential development, design, and landscaping give consideration to the Energy Policies contained in the Official Plan.

3.2.3 THAT multiple residential sites be encouraged where natural features such as topography or woodlots would be best accommodated or preserved by fewer buildings rather than by extensive site coverage with one and two unit dwellings.
3.2.4 THAT a wide range of housing types be provided to satisfy varying housing needs. The intended density mix in the Brigadoon Community shall consist of approximately 25% to 40% multiple residential units.

3.2.5 THAT the Large Lot Residential category permit only one unit per lot at a maximum density range not exceeding 12.5 units per hectare.

3.2.6 THAT the Low Density Residential category permit only one and two unit dwellings at a net residential density range not exceeding 25 units per hectare (10 units per acre).

3.2.7 THAT the Multiple Residential (40 uph) category permit multiple dwellings at three units and above at a density range of 20 to 40 units per hectare (10 to 18 units per acre). These sites are to be located with direct access to Secondary roads.

3.2.8 THAT the Multiple Residential (100 uph) category permit multiple dwellings at three units and above at a density range of 41 to 100 units per hectare (17 to 40 units per acre). These sites are to be located with direct access to Secondary roads.

3.2.9 THAT no new one and two unit residential lots have direct access onto Huron Road or Strasburg Road. Limited access may be given to multiple residential development if design constraints preclude access to internal roads.

3.2.10 THAT lots fronting or backing onto Caryndale Drive west of the Caryndale subdivision be developed with single detached dwellings on lots with a minimum size of 929m² (10,000 sq.ft).

3.3 COMMERCIAL

3.3.1 THAT a Neighbourhood Commercial facility be located at the south-east corner of the intersection of Strasburg and Huron Roads.

3.3.2 THAT a Neighbourhood Commercial facility be located on Strasburg Road north of Street ‘D’.

3.3.3 THAT the Neighbourhood Commercial category permit uses intended for a residential market oriented to the south of Huron Road as opposed to the Business Park Service Centre in Huron Park which will serve the business area to the north of Brigadoon.

3.3.4 THAT the size of any Neighbourhood Commercial facility and justification for a major food store will be dependent on the Official Plan Amendment and Market Justification Study necessary to prove the viability of these uses.

3.3.5 THAT all proposals shall be considered with regard to impact on water and sanitary sewer servicing as determined by the Public Works Department.

3.4 NEIGHBOURHOOD INSTITUTIONAL

3.4.1 THAT an approximately 2.6 hectare (6.4 acre) elementary public school site be provided on Street ‘C’ south of Bierton Drive.

3.4.2 THAT an eastward oriented, elementary separate school site of approximately 3 hectares (7.4 acres) be provided on Street ‘B’ west of the confluence of Upper and Lower Strasburg Creeks.

3.4.3 THAT should any site intended for school use be declared surplus by the owning school board, alternate uses of the site shall be restricted to the following: church, community centre, residential care facility or Low Density Residential as outlined in Policy 3.2.8.
3.4.4 THAT, further, if the public school site is declared surplus and offered for sale to the City of Kitchener, that subject to review by the Department of Parks and Recreation, a portion be acquired and added to the adjacent park.

3.5 PARKS AND OPEN SPACE

3.5.1 THAT open space links be established between schools, parks and recreational facilities to provide an open space walkway and bikeway network throughout the community, in keeping with Policy IV.B(5) of the Official Plan.

3.5.2 THAT the cost of primary walk links and bridges along open space areas providing direct links to schools, parks, and transit be paid for by the developers.

3.5.3 THAT a park, approximately 3.8 hectares (9.4 acres) in size, be situated adjacent to the elementary public school site under the provision outlined in clause 3.4.1. This park will be active recreational use and will link the school site with the open space to the west.

3.5.4 THAT the proposed collector Street 'B' be subject to study with regard to environmental impact on the adjacent watercourses and roadbed stability. Such study to be included as part of the required developers report for the area.

3.5.5 THAT, where considered necessary by the Department of Parks and Recreation, the lands containing the Ontario Hydro easement be dedicated to the City of Kitchener for open space purposes.

3.5.6 THAT a neighbourhood park be located in the southerly portion of the community at a site to be determined by the Department of Parks and Recreation.

3.5.7 THAT an open space corridor be created along the Strasburg Creek for recreational purposes, the details of such corridor shall be in accordance with provisions in the Master Drainage Plan Study developed for the Strasburg Creek.

3.5.8 THAT recreational facilities be provided in accordance with adopted City standards as set out in the Kitchener Master Parks Plan.

3.6 ENVIRONMENTAL AND STORM WATER MANAGEMENT

3.6.1 THAT, at the time of submission of Draft Plan of Subdivision, the developer submit an overview of treed areas within the affected lands; and prior to any site grading or tree removal, the developer submit a Grading and Tree Saving Plan in accordance with City's tree-saving policies. This plan will describe treed areas to be saved and methods by which treed areas will be protected. These areas will be inspected by the Department of Planning and Development.

3.6.2 THAT prior to grading on any site, the developers prepare plans to illustrate how silt and topsoil will be prevented from entering any creek, pond or other water body. These plans shall be approved by the Grand River Conservation Authority and the Ministry of Natural Resources, and implemented prior to the grading and construction process. In addition, developers will be expected to take all practical steps to prevent erosion by wind.

3.6.3 THAT prior to the beginning of grading, a temporary fence be installed along the boundaries of all areas of environmental sensitivity, with signs placed every 45 metres (148 ft) stating that there will be no dumping of fill within the enclosed area.

3.6.4 THAT development of the wooded lot, on the east side of Strasburg Road adjacent to Street 'C,' subject of Official Plan Special Policy IV.11.50, be under taken by way of an Environmental Analysis. Such Analy-
six shall be submitted in conjunction with the developer's report outlined in 3.6.1 at the time of submission of the draft plan of subdivision for the subject area.

3.6.5 THAT the "Urban Drainage Policy" adopted by Kitchener Council on August 13, 1979, specifically Section 6, "Storm Drainage Policies" and Section 7, "Implementation" govern the storm water management policies within the Brigadoon Community Plan. More specifically, within the Strasburg Creek drainage basin, that the "Strasburg Creek Master Drainage Plan", once approved by Kitchener Council be applied as the governing document.

3.6.6 THAT the 2 hectare (4 acre) open space parcel, located in the south portion of the Community, originally identified as Block ML1 on Map 6, Environmental Features in the Doon South Secondary Plan not be reserved for public open space. However, that development be encouraged which will incorporate the features of this wooded into subdivision plans.

3.7 SERVICING AND UTILITIES

3.7.1 THAT all new development be serviced by full municipal sanitary sewers and municipal water.

3.7.2 THAT, notwithstanding Policy 3.7.3, limited development be permitted with private services on the south side of Old Huron Road between Battler Road and Maxwell Drive. The extent of development permitted will conform to Official Plan Policy IV.4.xviii.c.

3.7.3 THAT the Brigadoon Community be serviced by internal sewers leading to the sanitary sewer outlet on the west side of Siloam Drive at its intersection with the Strasburg Creek.

3.7.4 THAT the Brigadoon Community be serviced by water supply service from the existing watermain on Siloam Drive as well as by a major trunk watermain to be constructed on the Strasburg Road or Battler Road right-of-way.

3.7.5 THAT the lands identified as 'Hydro Easement' be used in conjunction with immediately adjacent land uses where considered appropriate at the time of subdivision approval.

3.7.6 THAT, if required, a 1 hectare (2.5 acre) site for a transformer station be located on Strasburg Road adjacent to the Ontario Hydro Easement.

3.7.7 That a 10 metre (33 ft) easement be granted to Kitchener-Wilmot Hydro south of and adjacent to the existing Ontario Hydro easement for an underground transmission line.

3.8 TRANSPORTATION

3.8.1 THAT a hierarchy of streets be developed to encourage the separation of local and through traffic.

3.8.2 THAT the planning, design and construction of all roads within Brigadoon be accomplished with regard to protection of existing environmental features.

3.8.3 THAT all Secondary Arterial and Collector roads be established by way of an Amendment to the Kitchener Official Plan in addition to the Brigadoon Community Plan.

3.8.4 THAT Strasburg Road be recognized as a 26 metre (85 ft) wide Secondary Arterial Road and a major north-south connection between Huron Industrial Park and a future connection with Highway 401 by way of a proposed link through North Dumfries Township.

3.8.5 THAT Huron Road be recognized as a 26 metre (85 ft) wide Secondary Arterial Road and a major east-west connection between the Huron Industrial Area and Homer Watson Boulevard.
3.8.6 THAT an integrated walkway system be developed at subdivision design stage to facilitate pedestrian access to transit, park, open space, school facilities and emergency services.

3.8.7 THAT a sidewalk be constructed by the City of Kitchener along the east side of Strasburg Road from Huron Road to Stauffer Drive. The cost of this work to be paid by the adjacent developer along commercial frontages and by the City of Kitchener for the remainder.

3.8.8 THAT Trillium Drive between Huron Road and Old Huron Road be closed once alternative access is established for residential traffic.

3.8.9 THAT an intersection or interchange be built at Homer Watson Boulevard and Huron Road to facilitate residential traffic flow from Brigadoon as well as industrial traffic from Huron Business Park. The design of this intersection or interchange shall be determined by way of City and Regional Council approval of the Huron Road/Homer Watson Boulevard Study.

3.8.10 THAT Huron Road act as a buffer between the Brigadoon Community and Huron Industrial area. Accordingly, no direct road link will be built between Biehn Drive and Huron Road so as to separate residential and industrial traffic.

3.8.11 THAT the internal local road network be designed such that northbound traffic from the southerly and westerly portion of the Community be directed to Strasburg Road.

3.8.12 THAT a major east-west arterial road linking the south portion of Brigadoon with Doon South Road at Homer Watson Boulevard be built to provide direct access to Highway 401.

3.8.13 THAT the use of public transportation be recognized as an essential service. Accordingly, that subdivision street patterns and paved pedestrian walkways be designed so as to conform to Transit's Subdivision Design Guidelines. Specifically, that subdivisions be designed so that 95% of all dwelling units are located within a 450 metre walk distance to bus stops and that all multiple dwellings be located within a 300 metre walk distance.

3.8.14 THAT provisions be made for transit service along Biehn Drive, Strasburg Road, Huron Road and the Secondary Collector Roadway D.

3.8.15 THAT pedestrian links be provided for at the Draft Plan of Subdivision stage in order to achieve the objective outlined in 3.8.13. These include a public road or alternatively, a pedestrian walkway linking the central portions of the Community to the transit services provided on the arterial and collector roadways. Additional pedestrian links may be required at the Draft Plan of Subdivision stage, to the satisfaction of the Department of Transit.

3.9 NOISE

3.9.1 THAT Strasburg Road, Huron Road, and the east-west collector road be recognized as major traffic corridors potentially generating significant noise levels.

3.9.2 THAT noise abatement measures be undertaken as a condition of Plan of Subdivision for Strasburg Road and the proposed east-west collector road where necessary to the satisfaction of the Regional Municipality of Waterloo.

3.9.3 THAT the natural gas Pressure Regulating Station on the north side of (Old) Huron Road west of Biehn Drive be recognized as a potential noise source.
3.10 STAGING

3.10.1 THAT no further plans of subdivision be registered in the Brigadoon Community before adequate and secure water supply is extended to the community.

3.10.2 THAT no draft plans of subdivision be approved in the Brigadoon Community before the “Strasburg Creek Master Drainage Plan” is approved by Kitchener City Council and the Grand River Conservation Authority. Further, all development conformed to and implement the approved policies of that plan.

3.10.3 THAT within the Neighbourhood Commercial site on Strasburg Road north of Street ‘D’, the maximum gross leasable commercial space of any retail outlet primarily involved in food sales shall not exceed 1,400 square metres (15,070 sq. ft.) until such time as a Market Justification Study proving the economic feasibility of a full supermarket is approved by City Council.

3.10.4 THAT the realignment of the intersection of (Old) Huron Road and Biehn Drive, the closing of Trillium Drive north of (Old) Huron Road and the upgrading of (Old) Huron Road between Biehn Drive and Battler Road be accomplished prior to the closing of (Old) Huron Road at Homer Watson Boulevard.

3.10.5 THAT no further plans of subdivision be registered in the Brigadoon Community north of Strasburg Creek (north branch) before Strasburg Road is extended to Street ‘A’.

3.10.6 THAT no further plans of subdivision be registered in the Brigadoon Community between Strasburg Creek (north branch) and the Ontario Hydro Right-of-Way before Strasburg Road is extended to Street ‘C’.

3.10.7 THAT no plans of subdivision be registered in the Brigadoon Community south of the Ontario Hydro Easement until an east-west arterial road is established between the southern portion of Brigadoon and Homer Watson Boulevard and Strasburg Road is extended south to this east-west arterial.

3.10.8 THAT further traffic staging conditions be added pending Kitchener City Council approval of the report titled “Huron Road/Homer Watson Boulevard Intersection Study” and accompanying staff report.

David Corks
Planner

T. Brock Stanley, M.C.I.P.
Director of Planning
Appendix 1

BRIGADOON DEMOGRAPHICS

The estimated ultimate Brigadoon population is calculated by adding existing units and population to projected additional figures. The addition comprises of draft plans and estimated density of undeveloped lands. The persons per unit figures are based on 1965 Assessment figures from the adjacent Pioneer Park Community for the singles, semis and multiple (40uph) townhouses and the Alpine Community for the apartment density.

PROJECTED UNITS

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POPULATION

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The estimated ultimate population of Brigadoon is approximately 7895 persons.

(1) Huron Road infilling comprises of land fronting on (Old) Huron Road with development potential based on development proposals and density estimations.

(2) Remaining lands are 25.523 ha (part 3, 58R-5762). A 40% multiple component results in a mix of 277 singles (20.523 ha @ 13.5 uph) and 187 multiple (40uph) townhouses (5ha @ 37.5 uph).
City of Kitchener
Planning Department

ATTENTION
BRIGADOON RESIDENTS

A Public Meeting
will be held on
Thursday, August 4th, 1988, 7:30 p.m.
Pioneer Park Church
68 Blehm Drive
to present the proposed
Brigadoon Community Plan

The purpose of the Plan is to outline where specific types of
developments can be located within the Community. It will
designate areas for single and semi-detached housing, town-
houses, apartments, commercial uses, schools and parks.

David Corks
Planner I
741-2307
APPENDIX 3 cont.

Minutes of the Draft Brigadoon Community Plan Public Meeting

Thursday, August 4th, 1988

7:30 p.m.

Pioneer Park Christian Fellowship Church

Staff in Attendance:

Brock Stanley - Director of Planning
David Corks - Planner I, Planning Division
Zyg Janeiro - Planner II, Development Division
Peter Wetherup - Parks Planner, Parks & Recreation
John McBride - Co-Ordinator, Traffic & Parking Services
Leon Bensason - Planner, Planning Division

Alderman B. Michael Hiscott

There were 111 persons in attendance.

Brock Stanley opened the meeting by welcoming all those persons in attendance and introducing those members of Staff and Planning Committee present. Mr. Stanley then gave a brief overview of the Community Planning Process, explaining that the Draft Plan delineates areas to house a full range of residential housing types, commercial facilities, separate and public schools as well as parks and open space.

Mr. Stanley then mentioned that the Brigadoon Community Plan’s Collector Road pattern and the recognition of two local neighbourhood commercial facilities would have to be approved by way of an Official Plan Amendment. It was also explained that the Draft Brigadoon Community Plan could be revised given the comments received by local residents, land owners, City agencies and developers. Interested parties would receive a revised copy of the plan and would then be given the opportunity to attend the Planning Committee and Council meetings dealing with the approval of the Community Plan.

David Corks then took the floor and made reference to the Brigadoon Community Plan Map. Mr. Corks explained that an attempt was made to design the residential community around area parks and open spaces and that the pattern of the road network should act to separate residential subdivisions from industrial traffic, at the expense however of taking more time to reach Homer Watson Boulevard.

Mr. Corks went on to describe the various Community Plan designations making up the Plan and made mention of the location of two school sites, one of which is for an elementary separate school to be constructed sometime in 1989, and the other a public school for which no immediate plans were known.

Zyg Janeiro then took the floor and provided information on three subdivision applications for the Brigadoon area, two of which were received from Hallman Aberdeen Ltd., and the other from Hearthwood Developments Ltd.
Mr. Janecki explained that Plans of Subdivision are more fine tuned than Community Plans in that they delineate appropriate zoning designs and provide detailed information on; the number and size of lots to be developed, the road network, the configuration of multiple blocks, area topography, the location of creeks and ponds, and more.

According to Mr. Janecki, notice of the Zone Change applications to implement the proposed Plans of Subdivision in the Brigadoon area will be circulated within the next few weeks to all property owners within 120 metres of the subject property as well as City agencies and departments. Written comments received within 21 days will be considered in the formulation of a staff report which will be mailed to interested parties who will also be notified of the date and time of Planning Committee and Council meetings dealing with the approval of the Zone Change applications.

Brock Stanley then opened the meeting to questions and discussion. The following description of the questions and responses given during the discussion period has been divided into two sections; those dealing with traffic related issues, and those unrelated to traffic concerns.

**TRAFFIC RELATED ISSUES**

A number of residents felt that the pattern of the road network as indicated on the Community Plan Map would result in Biehn Drive carrying too high a volume of traffic. John McBride replied that Biehn Drive should act as a Collector Road feeding traffic to Arterial Roads such as Strasburg Road, which would carry most of the traffic volume in the area.

The status of the extension of Strasburg Road was questioned. Brock Stanley replied that the Strasburg roadway dedication already exists and would be built in stages depending upon the monitored degree of need.

A number of residents including Alderman Hiscott felt that the extension of Strasburg Road through the Brigadoon area should be completed prior to the development of any subdivision. Mr. Stanley replied that the extension of Strasburg Road is directly dependent upon the development of the subdivisions and that the roadway would be built in stages and not all at once. Alderman Hiscott suggested that it should be written into the Community Plan that Strasburg Road will be extended prior to the development of the subdivision it is meant to access.

It was suggested by one resident that rather than connect to New Dundee Road, the Strasburg Road connection should be moved slightly to the west to tie in directly with Highway 97, for direct access to the 401.

A number of residents questioned why New Huron Road would allow only a right turn onto Homer Watson. Residents felt Biehn Drive should connect directly to New Huron Road and then to a full intersection. John McBride stated that according to Region of Waterloo traffic studies, due to the curvature of the road and inappropriate road lines, a full signalization for the New Huron Road and Homer Watson Boulevard intersection was not recommended.
One resident noted that Maxwell Drive is being used as a through street for both industrial and residential traffic and will most probably continue to be used as a preferred short-cut as the local street by-passes the intersection of Biehn and Huron Road. Complaints were also registered as to the speeding occurring along Maxwell Drive and along Biehn Drive and Huron Road. Mr. McBride stated that he will attempt to contact the industrial contractors and ask for their compliance in restricting construction traffic in the area and added that the only reasonable method of reducing speeds was through police enforcement. Signage along Maxwell Drive restricting construction traffic was also mentioned as a possible solution.

The suggestion was made to implement a 4-way stop at the intersection of Maxwell Drive and Huron Road. John McBride replied that the Traffic Department could not support such a move as the site line and approach to the intersection was deemed unsafe.

A question was raised as to why there are no lines yet painted on the extension of Strasburg Road south of Sleams Road. Increased discussion confirmed that the reason was probably due to the fact that the final lift of asphalt has not been laid down. Mr. McBride stated that he will contact the City's Public Works Department and look into the matter.

A question was raised as to the status of the Homer Watson Boulevard widening around the Huron Road area. It was revealed that the Regional Road would eventually be widened to four lanes and that it is estimated that the timing for the widening around Huron Road would be around 1996.

Alderman Hiscott stated that another meeting should be scheduled to present alternatives that would alleviate some of the traffic and road pattern problems, and that solutions should be implemented prior to the development of any subdivision. It was also suggested that a staging plan should be prepared to tie together the development of new roads with the increase in residential development.

**OTHER CONCERNS**

A resident asked whether there was a known sewage problem behind the Calvert Close area. David Corks replied that sewage in the area is presently fed only by gravity and that the construction of sanitary sewage facilities is dependent upon the development of the vacant lands located just to the east of Calvert Close.

A question was raised as to the status of the woodlot located just south of the Ontario Hydro Corridor. Peter Wetherup stated that the maximum parkland dedication of 5% was taken up by a need for active park facilities to be located adjacent to the separate school site, and that the City could not justify using part of the allowable allocation to acquire the woodlot.

It was mentioned that the Storm Water Detention facilities located in the area of Biehn Drive and Miltton Place were being used as a garbage dump, especially by construction crews. More conversation on environmental issues followed, with a number of residents complaining about dirt and mud getting into the creeks and streams in the area. There was some discussion as to whether the cause was due to the lack of erosion control measures or by storm water drainage systems. One resident named Quantex Chemical Industries as a source of the pollution, with the dumping of oil into local creeks and streams.
There was a request to clarify Community Plan Recommendation 3.4.4 and whether the formation of a recreational trail system or walkway would be considered. Peter Wetherup explained that Recommendation 3.4.4 which reads; "THAT, further, if the public school site is declared surplus and offered for sale to the City of Kitchener, that subject to review by the Department of Parks and Recreation, a portion be purchased and added to the adjacent park"; is meant to indicate the City's interest to preserve and maintain the school site for recreational use if the lands were ever offered for sale to the City. Mr. Wetherup added that areas adjacent to ponds or creeks may potentially be used for a trail system or walkway.

A question was asked as to why part of the designated parkland was located within a hydro easement where hazards of hydro lines exist. Mr. Wetherup responded that the hydro easement represents a valuable parcel of land that was acquired for little cost and that the hydro lines themselves are located approximately 17 metres high and are unlikely to get in the way of recreational activity.

A clarification of Community Plan Recommendation 3.2.11 was also requested. David Corks responded that Recommendation 3.2.11 reading, "THAT limited development be permitted with private services on Old Huron Road between Battler Road and Homer Watson Boulevard. The extent of development permitted will conform to Official Plan Policy IV.4.xviii.c"; is meant to recognize the right of existing properties (located on Old Huron Road between Battler Road and Homer Watson Boulevard) to develop with private services rather than with City services as they were developed prior to the formulation of the Community Plan.

The Public Meeting broke at 9:30 p.m. for refreshments and further individual discussion with City staff.

Leon R. Benson
Planner
The City of Kitchener Planning Department invites you to a

PUBLIC OPEN HOUSE

to provide information and receive comments regarding the

BRIGADOON COMMUNITY PLAN

especially regarding
TRAFFIC CONCERNS

Pioneer Park Christian Fellowship Church, 68 Blehn Drive
Wednesday, June 29, 1989 - 4:00 to 8:00 pm.

For more information call David Corks at 741-2387
APPENDIX 4 cont.

August 23rd, 1988

City of Kitchener
Dept. of Planning & Development
City Hall
22 Frederick St.
Kitchener, Ontario

Attention: David Corks

Dear Sir:

RE: DRAFT BRIGADOON COMMUNITY PLAN

I would like to express my opposition to the above draft plan.

Firstly, I oppose the creation of the new Huron Road. With no direct access to Homer Watson Blvd. as we have presently, traffic will use Black Walnut Drive or Maxwell Drive which are now quiet residential streets. The number of homes up for sale recently on both these streets indicates that the residents are aware of what will happen and are getting out now before their property values decrease, which will happen.

The increased traffic that will be created along Biehn Drive will turn this street into a very busy one. As the main entrance and exit for this subdivision it will become very congested. As a safety caution, our children must go along Biehn Drive for their school bus pick-up. Most of the traffic travels towards Manito Drive and people will use Biehn Drive and Black Walnut Drive to get there the fastest route.

I am greatly opposed to the very large number of town homes and apartments planned. Pioneer Park subdivision has the nickname "Town House City" and because of this re-sale values are considerably lower than elsewhere. Why is the City so intent on destroying this section of the city? I realize that this type of housing is needed and would not object if the total number were equally distributed throughout the city but this is obviously not happening. Why are there no townhomes and apartments being built in idledwood, Beechwood Forest and Forest Heights. These subdivisions are into their 4th & 5th large phases and Brigadoon is only into its 3rd phase, yet we get the "variety". We have paid as much and sometimes more for our homes as the above noted subdivision and our property taxes are equally high. Yet they remain single family. From comments heard at the meeting a great number of residents feel the same.

Brigadoon has been promoted as "City Living On The Country Side" yet this new plan will turn it into another "City within a City". We moved here because of the quiet area and have no desire to see the area grow. If asked, I'm sure most residents of Brigadoon and Carndale would prefer to leave things as they are. It's too bad we aren't seriously listened to.

Sincerely,

J. Buckingham
50 McLeod Crt.
August 18, 1988

City of Kitchener Planning Department
P.O. Box 1118
Kitchener, Ontario
N2G 4G7
Attn: Mr. David Cork

Dear David:

RE: BRIGADOON SECONDARY PLAN

Further to the public meeting I suggest that a Traffic Study be undertaken to evaluate the "suggested" collector road pattern. Furthermore, the Study should address phasing and review alternatives.

I am finding it difficult to understand that the existing and proposed population of Brigadoon will be forced to travel obscure routes to reach Homer Watson Blvd.

Please advise of Staff's position in regard to this matter.

Yours truly,

[Signature]

Richard Hardie
260 Huron Road
Kitchener, Ontario
N2G 2W5

cc: Alderman Michael Hiscott
38D Bihn Drive  
Kitchener, Ontario 
N2R 1C4 

July 10, 1989  

Mr. David Corks, Planner  
City Hall  
P.O. Box 118  
Kitchener, Ontario  
N2G 4G7 

Dear Mr. Corks,  

I am writing to air my concerns following the Brigadoon community information meeting held at Pioneer Park Christian Fellowship Church on Bihn Drive, a couple of weeks ago. I live on the south side of Bihn Drive, across the street from Spencer Court, backing onto the water regeneration area. My concerns centre on the Hearthwood subdivision, planned for the area south of the water regeneration area. Apparently the original subdivision plan had the traffic flow emptying onto Caryndale Drive, to the east. Following objections by the Caryndale residents, the subdivision plan is being changed to divert traffic flow onto the new Strasburg extension. I sympathize fully with the Caryndale residents, and see no problem diverting the traffic onto Strasburg Road. However, the revised plan proposed by the developer for the subdivision is very disturbing. The original plan included a park running north-south through the centre of Hearthwood, starting to the south of the water recharge area. In the revised plan this park has been replaced by approximately 60 lots for development. I have some concerns with this approach:  

1. I don't see why it is necessary to remove the parkland to divert traffic.  

2. The developer will benefit financially from the extra lots, at the expense of the neighbourhood, since no extra parkland has been proposed elsewhere.  

3. The wooded area behind our house is home to many forms of wildlife, including birds and animals, and if incorporated into a park, could be enjoyed by all the residents of the area.  

4. The proposed park would be an ideal link-up with the GRCA land to the north of Spencer Court.  

cont...
5. Much of the forest area at the end of Biehn Drive will be destroyed with the road extension, school and further housing development.

6. The Hearthwood subdivision is quite large and a park in the middle would improve the subdivision and be in keeping with the rest of the Brigadoon community.

I appreciate the opportunity to share my concerns with you. I understand that the plan proposed by the developer has not yet been approved by your department, and I would appreciate any further information you have concerning this plan. I am also sending a copy of this letter to the Parks & Recreation Department.

Thank you for your consideration.

Sincerely,

Lynda James

c.c. Mr. Tom Clancy
Parks & Recreation Department
City Hall
Eleventh Floor
22 Frederick Street
Kitchener, Ontario
N2G 4G7
OPEN HOUSE COMMENTS
BRIGADOON COMMUNITY PLAN

1) Ken Tait & Sally Tait
7 Bannockburn Rd.
Kitchener, Ontario
N2G 3W5
748-5430

Concerned about higher density housing in revised
Heartwood Subdivision. Appreciate no more roads emptying
on to Caryndale Dr. There are 36% more houses on revised
plan.

Object to high density housing proposed in area south of the
community of Caryndale and also west.

Biehn Dr. is not wide enough to handle traffic with care
parked on both sides of the road. Further developments
should provide much wider roadways for safety. Especially
collector roads that are heavily travelled and populated
with homes on either side.

2) John Marincic
368 Biehn Dr.
Kitchener, Ontario
N2R 1C4

I am concerned that the storm water management system
planned for behind Biehn Dr. in the Verdone proposed subdivi-
sion will worsen the water problem I have presently. I
want to know how the grading and levelling will affect the
high water table now present. Being at the low point of the
present subdivision I would hope the storm management system
proposed would alleviate present conditions.

3) John Van de Kamer
380 Biehn Dr.
Kitchener, Ontario
N2R 1C4

Bring back the open space BLK 171-0 175
Perhaps a single entrance to Caryndale would be incorporated
The green space would be great for the neighbourhood and at
the same time provide some fine (and marketable) building
lots.
I like Biehn Dr. continuous from Strasburg to Strasburg
entrances (stop going west on upper Biehn).
4) Erwin Bruackman  
60 Chapel Hill Dr.  
Kitchener, Ontario  
748-8189  

I am concerned about the traffic on Caryndale Dr. on Biehn Rd. coming from and going to Stauffer Dr. etc. If Stauffer Dr. is going to be a collector road and development is going to take place from Brigadoon to Westmount Rd. and the Industrial Park is on Strasburg Rd., it would seem practical to give Kitchener another exit to 401 to open Strasburg Road to the 401 at the 47 Interchange.

5) Lynda James  
180 Biehn Dr.  
Kitchener, Ontario  

I am concerned about the proposed development south of Biehn Drive on current parkland bordering on storm management area. The proposed development (Hearthwood) is designed to change the traffic flow from going east onto Caryndale, to west on the proposed Strasburg extension. The developer's proposal will increase the number of lots at the expense of parkland! I feel that parkland should be maintained wherever possible to enhance the neighbourhood.

Parkland in this area would provide a link-up with the GRCA lands to the North, which I feel would considerably enhance the proposed neighbourhood to the south of Biehn Dr. as well, the wildlife in this area should be considered!

6) Paul Evans  
37 Robertson Cr.  
Kitchener, Ontario  

Verdone Phase I  
Like Previous Plan  
Open Space - Access to Caryndale

7) Susan Klauer  
384 Biehn Dr.  
Kitchener, Ontario  
N2R 1C5  

The overall plan is agreeable, however, I am concerned with the priority of aborting plans for Block 171, 172, 173, 174 presently greenbelt in order for a builder to profit on only 60 houses. I feel traffic from Caryndale could be diverted in a more suitable plan without compromising precious greenbelt and natural wildlife.
8) Yvonne & Manny Fernandes  
52 Kilbirnie Ct.  
Kitchener, Ontario  
748-1659  

Disappointed to see how close the development will be backing on to the stream at Kilbirnie Crt. Keep the green space behind Windy Ridge.

All the multiple residential near the separate school we are concerned about problems with the commercial development and loitering.

9) David White  
28 Kilbirnie Ct.  
Kitchener, Ontario  

Proposed plan looks good to me. I'm pleased with location of proposed Public school. Please do not put any commercial area near it.

10) Norma Law  
87 Maxwell Dr.  
Kitchener, Ontario  
N2R 1A5  

1. Anxious to see interchange at Homer Watson & New Huron get underway, too dangerous to get on and off Homer Watson.

2. Parkland designation by new public school looks good.

3. Hope that roads get in fast so schools can be built.

4. Traffic on Maxwell is increased - road change should help.

5. Glad to see you have left Brigadoon Park alone and not put into active use it is very well used by community as nature trail.

11) Raymond Russell  
66 Maxwell Dr.  
748-5493  

I would like to know the time frame for changing Huron Rd. - closing Trillium and thus alleviating the traffic problem on Maxwell. I also feel there should be a proper traffic study done of the area before any development takes place.
12) Wayne Sutton   
3 Maxwell Dr.   
Kitchener, Ontario   
N2R 1A3  

My belief is that the intersection of "NEW" Huron Rd. at Homer Watson be build first to ease the existing traffic problems in the Brigadoon area. This is a dangerous situation now and must be looked at as a "NOW" situation not 5 to 10 years down the road when the problem has compounded.

13) Michael Staub  
15 Maxwell Dr.  
Kitchener, Ontario  

My recommendation is that the Home Watson/Huron Road Intersection be the first step in the further developments in Brigadoon. This is most vital to the entire plan and failure to develop this dangerous intersection will restrict development of the Strasburg Arterial Road. This item is addressed in Item 1.10.10 of the report.

14) Rick Binkley  
75 Maxwell Dr.  
Kitchener, Ontario  

- concerned about phasing and the problems on Maxwell Dr.  
- this problem has been created by Planning and alleviated as soon as possible.  
- dangerous ... 2 or 3 years is not satisfactory  
- immediate improvements must be implemented  
- the residential population is growing on Maxwell Dr., a young neighbourhood, children are at risk.

15) William & Olga Dove  
28 Calbert Close  
Kitchener, Ontario  
N2R 1A2  

concern re: the vacant property at the Corner of Trillium and Huron Rd.
16) Gina & Bob Whitehouse
24 Calbert Close
Kitchener, Ontario
N2R 1A2

I would like something done with the empty house on the corner of Huron and Trillium Roads. Concerned with kids hanging out; its so old a fire could easily be started; tall grass makes crossing from Trillium to Maxwell even more dangerous; vagrants.

17) Mr. & Mrs. R. Buckingham
50 McLeod Cr.
Kitchener, Ontario
N2R 1B1

- keep the area small
- keep the parkland, we don’t need more houses

18) David & Cindy Gregory
90 Maxwell Dr.
Kitchener, Ontario
N2R 1A6

The Maxwell Drive area has been tremendously more busy since the greater volume of homes being built. Problems concern all of the residents on this street and it doesn’t seem like anything is being done to correct the problem. More than one accident has occurred, speeding is a definite problem and the amount of cars is unreal. Will nothing be done unless something tragic does happen to one of the kids that live on the street....HELP!!

19) Steve Kelley
134 Robertson Cr.
Kitchener, Ontario
N2R 1C9

I like the overall plan. The realignment of Huron and Homer Watson is needed. I don’t think further development should be allowed to proceed until the Huron/Homer Interchange is in place. When this goes in Trillium Dr. should have access to the new Huron. for people using Bihan - Huron now the distance bank to Battler is a poor way to access the new Huron. Trillium would be a much better access.
20) Marylene Oberholzer  
44 Carlyle Drive  
Kitchener, Ontario  
N2P 1P5  

Do not like Huron closing to Homer Watson Blvd. Very difficult to access downtown.

21) T. Vizkeleti  
239 Biehn Drive  
Kitchener, Ontario  
N2R 1A8

1. Due to the serious congestion that already exists at Homer Watson and Huron Road and at Homer Watson and Manitou at peak times, we suggest that no development begin until the Homer Watson/Huron intersection is in place and extended lights have been put on Homer Watson at Manitou.

2. Widening of Homer Watson should be brought forward - to plan a 4-lane road in TEN years seems a little like putting the cart before the horse. We need that space now. By 1999 a 6-lane highway will be needed. Why not plan ahead and widen the road at a pace with development?

Could it be that the City is really interested in opening up areas to meet the Toronto market? Unless some good planning is done, Biehn Drive will become even more of a "through-way".

3. Why are two commercial areas necessary? We don't need more strip malls to stand empty - just drive around the area and count the neighbourhood "commercial areas" they are hangouts for kids with nothing to do. Why not a swimming pool/skating arena/skateboard area. Look at Ottawa city. The people are important there. Business is not the only area catered to. In the Brigadoon/Pioneer Park area there are plenty of Malls and mini malls. The argument that a commercial area is needed by a low-income housing or high-density area is to assume that most people who live in those complexes don't have legs or can't walk further than a few yards.

4. The proposed road through an environmentally sensitive area (Biehn Drive by the pond) seems to defeat the whole purpose of protecting an area. Giving the land to Hallman to develop seems ludicrous. Has no one in the City Planning Department looked at what Hallman does to an area. He rapes the land and leaves
everything ugly and barren. Does anyone truly care? or once again is the saving of a dollar more important than the saving of the land?

5. Why build two new schools when there is already a large unused school area on Pioneer Drive? Or is this another one of those "we'll designate it school land and slip in Ontario Housing later" plans?

6. Why two high-density areas? In spite of all the fine words we hear about mixing communities etc - high density housing, especially if Hallman is involved usually means one thing: Barren landscape, ugly buildings and people who care nothing for property or community.

7. Strassburg Road/Stauffer Drive: These roadways will become major throughways to the 401. They will cut through some beautiful bush land once again turning a open area into areas inaccessible to community people.

8. Why not put sidewalks on one side of the road only and provide biking paths, or a paved strip on the roadsides for cyclists?

9. The sad thing about all this is that for us, and probably for every other person in the community who has responded is that it is an exercise in futility. You ask for our comments for no other reason than to be able to say at some committee meeting that you have asked for and received comments from area residents. THEN as in the case of Steckle Woods, Hidden Valley the City goes ahead and does what it wants any way. Has anyone really any intention of acting on any of the suggestions made by area residents, or even really reading and considering them? I think not.
APPENDIX 5 - Notice of Public Meeting of Committee of Council Dealing with Planning Matters August 18, 1980

CITY OF Kitchener

CITY OF KITCHENER
COMMITTEE OF COUNCIL DEALING WITH PLANNING MATTERS

PROPERTY OWNERS AND OTHER INTERESTED PARTIES

are invited to attend

PUBLIC MEETING

to discuss

A Proposed Brigadoon Community Plan, Three Related Proposed Amendments to the Kitchener Official Plan under Sections 7 of the Planning Act and a Zoning by-law to the Grand River South - Area 1 Community Plan

1. Brigadoon Community Plan

The Policies contained in this Plan are intended to subdivide and control development in the Brigadoon Community by identifying the type, location and staging of land use change in the area.

OFFICIAL PLAN AMENDMENTS

These amendments would change the land use designation of land 1 "Plan for Land Use" of the Kitchener Official Plan as follows:

1) Change the designation in Area "1" from "Low Density Residential" to "Neighbourhood Commercial."
2) Change the designation in Area "2" from "Low Density Residential" to "Inconsequential Commercial."
3) Inconsequential Collector Road Pattern as shown on the Area Plan 1 "2."

The public meeting will be held at the meeting of the Committee of Council, dealing with Planning Matters on Monday, September 18, 1980 at 10:30 a.m. in Committee Room 4, 4th Floor, City Hall, 22 Frederick Street, Kitchener.

Any person may attend the public meeting and make written or oral representation either in support of or in opposition to the proposed Official Plan Amendment, proposed Community Plan or Revision to the Community Plan.

ADDITIONAL INFORMATION obtained in the proposed amendments to Community Plans is available for inspection at...
APPENDIX 6

Minutes of Committee of Council
Dealing with Planning Matters.

September 18, 1989

6. OFFICIAL PLAN AMENDMENT APPLICATION 89/10 - BRIGADOON COLLECTOR ROADS (SOUTH WARD)

Discussion respecting this matter was dealt with under the Brigadoon Community Plan.

Moved by Mayor D.V. Cardillo
Seconded by Alderman B. Shortz

That the Official Plan Amendment (Brigadoon Collector Roads) listed herein and the by-law implementing same be approved, namely:

SECTION 4 - THE AMENDMENT

The Official Plan of the City of Kitchener is amended as follows:

1) Map 1, the "Plan for Land Use", is hereby amended as shown on the attached Schedule "A";

2) Map 2, "Flood Plain and Environmental Areas", is hereby amended as shown on the attached Schedule "B";

3) Map 3, "Primary Aggregate Resource Areas", is hereby amended as shown on the attached Schedule "C", and

4) Map 4, "Community Improvement Area", is hereby amended as shown on the attached Schedule "D".

It is the opinion of this Committee that the approval of this Official Plan Amendment is proper planning for the City.

Carried.

The Chairman advised those in attendance that this matter would be dealt with by City Council on September 25, 1989, and that anyone may appear at Council as a delegation in this regard.
APPENDIX J

Minutes of City Council

September 25, 1989

1. That the Official Plan Amendment [Brigadoon Collector Roads] listed herein and the by-law implementing same be approved, namely:

SECTION 4 - THE AMENDMENT

The Official Plan of the City of Kitchener is amended as follows:

1) Map 1, the "Plan for Land Use", is hereby amended as shown on the attached Schedule "A";

2) Map 2, "Flood Plain and Environmental Areas", is hereby amended as shown on the attached Schedule "B";

3) Map 3, "Primary Aggregate Resource Areas", is hereby amended as shown on the attached Schedule "C"; and

4) Map 4, "Community Improvement Area", is hereby amended as shown on the attached Schedule "D".

It is the opinion of this Committee that the approval of this Official Plan Amendment is proper planning for the City.

[DEAL WITH UNDER DELEGATIONS AND CARRIED]
6. DGMS DEVELOPMENTS LTD. - HOMER WATSON BOULEVARD/BLOCK LINE ROAD - FRONT ENDING OF COSTS THROUGH LOT LEVY CREDIT (FAIRVIEW NERD). (CONT'D)

Further, Mr. Wallace's letter responded to a request by the developer for a "sales clause" to be included within the agreement and he recommended rejection of this request.

The Committee also received for consideration a further letter from Mr. Wallace dated April 8, 1991, prepared in response to points raised in a letter dated April 5, 1991 from Mr. S. Grant acting on behalf of the developer.

Also, provided to the Committee by the developer were the following documents:

- Letter dated April 5, 1991 from Mr. S. Grant addressed to Mr. J. Wallace.
- Letter dated April 5, 1991 from Mr. D. Fehlan addressed to Committee members.
- A Chronological Summary of events relative to the development proposed by DGMS Developments.

A very lengthy discussion took place between Committee members, staff and a delegation composed of Messrs. D. Fehlan, S. Grant and P. Hagerty. The discussion related to lot levy policy, the portion of site to be developed with non-profit housing, lot levy credits, servicing, construction of Block Line Road, and timing of such construction required in connection with a proposed Shopping Centre.

Representatives of the developer expressed disagreement on a number of points to which Mr. J. Wallace took strong exception and Mr. Wallace noted that no one has agreed to anything as only negotiation has been carried on to date. He suggested that the developer was now proposing a different position relative to lot levy credits.

Mr. T. McKay pointed out that the commercial part of the development was premature as there are no plans or funding in place in respect to the construction of Block Line Road. Mr. Wallace referred to a concern regarding other services and Mr. Grant indicated that they were not trying to avoid any other servicing requirements.

After reviewing the submissions, the only action the Committee took was to request that the Legal Department attempt to place the relevant By-law for the Non-Profit Housing Development on the Agenda for 3rd reading at the April 15th Council meeting subject to receipt of both a signed Subdivision Agreement from the developer and a Clearance Letter from Regional Municipality of Waterloo. Also, the Committee dealt with a motion relative to the request for inclusion of a "sales clause" in the Agreement.

Moved by Alderman B. Storts
Seconded by Mayor D.V. Cardillo

That no action be taken on the request of Mr. D. Fehlan that a "sales clause" be included in the draft Subdivision Agreement with 813879 Ontario Ltd. and 8139622 Ontario Ltd. c/o D. Fehlan Developments respecting lands located at Block Line Road and Homer Watson Boulevard.

Carried

The Chairman advised that this recommendation would be considered by City Council at its meeting to be held on Monday, April 15, 1991.

7. PD 21/91 - STRASBURG CREEK MASTER WATERSHED PLAN AND PRESENTATION BY MR. JACK GURSON OF PARAGON ENGINEERING LTD. (SOUTH WEB).

The Committee considered Staff Report PD 21/91 dated March 12, 1991 in which it was pointed that the Strasburg Creek Master Watershed Study was commissioned by the City of Kitchener as part of plans to allow development adjacent to the Strasburg Creek watershed. It was noted that the study has two objectives, firstly, to ensure that urbanization of the watershed will not increase flood risk and secondly, to preserve and enhance the natural environment and adjacent areas, including the wetland
7. PD 21/91 - STRASBURG CREEK MASTER WATERSHED PLAN AND PRESENTATION BY MR. JACK GORRIE OF PAGANON ENGINEERING LTD. (SOUTH WARD) (CONT'D)

Ms. Carol Wiboe, Cumming Cookbura, 180 Columbia Street West, Waterloo, appeared as a delegation on behalf of 673099 Ontario Ltd. which is the owner of 180 acres of land located on the south side of Huron Road to the rear of the Brigadoon Plan. She noted that her client was in agreement with the recommendations and conclusions. Further, she requested clarification with respect to designation of lands referenced on the map attached to the report and was advised that there was no such designation. Mr. J. Gorrie noted that the map was taken from a document and was not meant to override any of the guidelines referred to in the study. He noted that the Trout Habitat shown on Map 2 was not part of the official report.

Mr. T. McKay referred to the recommendations and commented that the City was responsible only for co-ordinating work relative to the design, construction and maintenance of flood control structures. Mr. S. Liddle noted that costs would be incurred for two flood control structures and that one structure north of Huron Road would be a low levy item while the other was still open for discussion. At this time, Mr. B. Liddle expressed appreciation to Mr. J. Gorrie for his work in putting the study together.

Moved by Alderman H. Stortz
Seconded by Alderman G. Lorentz

1) That Planning Committee recommend adoption of the Strasburg Creek Master Watershed Plan Study Report and Implementation Report as the governing documents in matters pertaining to stormwater management and protection of the natural environment within the Strasburg Creek Watershed.

2) That the Department of Planning and Development be instructed to amend the Official Plan and Secondary Plan covering the Huron Business Park to bring them into conformity with the Strasburg Creek Master Watershed Plan and to implement the proposed Huron Natural Area.

Carried

The Chairman advised that this recommendation would be considered by City Council at its meeting to be held on Monday, April 24, 1991.

8. PD 1/91 - DEFERRALS & MODIFICATIONS TO OFFICIAL PLAN AMENDMENT NO. 98 "BRIGADOON COLLECTOR ROADS" TO THE OFFICIAL PLAN (SOUTH WARD)

The Committee considered Staff Report PD 1/91 dated January 4, 1991, dealing with recommended deferrals and modifications to Amendment No. 98 "Brigadoon Collector Roads" to the City Official Plan. It was noted that when the Amendment was forwarded to the Region of Waterloo for final approval, three changes were requested which were addressed in the staff report.

Mr. B. Stanley advised that the Regional circulation resulted in significant comments from the Ministry of Natural Resources and the Grand River Conservation Authority regarding the crossing of the south branch of Strasburg Creek by a Collector Road. Secondly, Regional staff suggest a deferral of a section of Collector Road pending a study of the major transportation network in the south portion of the Community. Thirdly, a housekeeping Amendment is required to recognize Caryndale Drive as a Collector Road in Schedules B, C and D in the Official Plan.

Mr. Erwin Brueckman, 80 Chapel Hill Drive, appeared as a delegation to question how Caryndale Drive became a Collector Road. Mr. B. Stanley advised that Caryndale Drive was given Collector Road status approximately 4 years ago through an Official Plan Amendment and noted that while it functioned as a Collector Road, the City had done everything it could to remove unnecessary traffic from it. Mr. Brueckman then questioned why he wasn't notified about a proposed school to be built in the community.
b) P. Britton indicated that he was in support of items 4 h) and 5 a) on the Agenda relative to the Brigadoon subdivision and these were brought forward and dealt with at this point.

PD 74/91, Brigadoon Community Plan, City of Kitchener

MOVED by C. Waylie
SECONDED by D. Cardillo

* THAT the Regional Municipality of Waterloo approve the following policies related to the City of Kitchener's Brigadoon Community Plan as contained in the City of Kitchener's Planning Reports PD 54/88 and PD 10/91 adopted respectively on September 25, 1989 and April 15, 1991, and that the approved policies apply to the area identified as Phase I on Map No. 3.

1. Adopt the following policies of the Brigadoon Community Plan which are of Regional significance:

(a) Conformity, Interpretation and Implementation

3.1.2

3.1.3

(e) Parks and Open Space

3.5.9

(f) Environmental and Storm Water Management

3.6.2

(h) Transportation

3.8.9

(i) Noise

3.9.2

(j) Staging

3.10.2

3.10.8

2. Accept the following policies of the Brigadoon Community Plan which are not of Regional significance:
(a) Conformity, Interpretation and Implementation

3.1.1  3.1.4  3.1.5

(b) Residential

3.2.1 to 3.2.10 inclusive

(c) Commercial

3.3.1 to 3.3.5 inclusive

(d) Neighbourhood Institutional

3.4.1 to 3.4.4 inclusive

(e) Parks and Open Space

3.5.1 to 3.5.8 inclusive

(f) Environmental and Storm Water Management

3.5.1, and 3.6.3 to 3.6.7 inclusive

(g) Servicing and Utilities

3.7.1 to 3.7.7 inclusive

(h) Transportation

3.8.1 to 3.8.8

and

3.8.10 to 3.8.12 inclusive

(i) Noise

3.9.1 and 3.9.3

(j) Staging

3.10.1  3.10.3 to 3.10.7 inclusive

3.10.9 and 3.10.10

3. Adopt Map Nos. 1 and 3, Land Use and Phase Boundaries respectively, of the Brigadoon Community Plan.

4. Renumber Policy 3.6.8 to 3.6.7 so that all numbers are chronological.

CARRIED
PD 71/91, Official Plan Amendment No. 98, City of Kitchener, "Brigadoon Collector Roads"

MOVED by D. Cardillo
SECONDED by C. Weylie

THAT the Regional Municipality of Waterloo approve, in part, Amendment No. 98 to the City of Kitchener Official Plan (Brigadoon Collector Roads) pursuant to Sections 17 and 21 of the Planning Act, S.O. 1983, with the following Certificate Page to be attached to the approved document:

Official Plan Amendment No. 98

to the

Official Plan of the

City of Kitchener Planning Area

This Amendment to the Official Plan of the City of Kitchener which has been adopted by the Council of the City of Kitchener on November 14, 1989 is hereby modified and approved in accordance with Sections 17 and 21 of the Planning Act, S.O. 1983:

a) Save and except for the following which shall be deferred for further consideration in accordance with Section 17(10) of the Planning Act, R.S.O., 1983:

1) That the section of collector road, shown as "Deferral No. 1" on the attached "Schedules A, B, C and D" being Amendments to Official Plan Maps 1, 2, 3 and 4 respectively, be deferred until detailed studies of the open space crossing are completed and approval is obtained from the Ministry of Natural Resources, the Grand River Conservation Authority and the Region of Waterloo.

2) That the section of collector road, shown as "Deferral No. 2" on the attached "Schedules A, B, C and D" being Amendments to Official Plan Maps 1, 2, 3 and 4 respectively, be deferred until the "Doon South-Brigadoon Transportation Network and Alignment Study" is completed and approved by Kitchener Council.

b) And subject to the following modification in accordance with Section 17(9) of the Planning Act, R.S.O., 1983:
Modify "Schedules B, C and D" being Amendments to Official Plan Maps 2, 3 and 4 respectively, to show Caryndale Drive as a Collector Road.

Council Approved Date

Regional Chairman

Regional Clerk

CARRIED

2. DEVELOPMENT DIVISION

a) PD 67/91, Monthly Report of Zone Change Applications & Part Lot Control By-laws Received by the Commissioner of Planning and Development

MOVED by B. Turnbull
SECONDED by W. Weichel

* THAT the Regional Municipality of Waterloo approve Report Number PD 67/91 - Monthly Report of Zone Change Applications and Part Lot Control By-Laws received by the Commissioner of Planning and Development.

CARRIED

b) PD 68/91, Commissioner’s Approval of Subdivision & Condominium Plans

MOVED by C. Weylie
SECONDED by D. Cardillo

* THAT the Regional Municipality of Waterloo approve Report No. PD 68/91 - Commissioner's Approval of Subdivision & Condominium Plans as follows:
Subdivision Plan JKT-90001, Township of Wilmot, PAB Holdings, Waterloo Street, New Hamburg.

CARRIED
SCHEDULE 'B'

AMENDMENT TO THE CITY OF KITCHENER
OFFICIAL PLAN MAP 2 - FLOOD PLAIN & ENVIRONMENTAL AREAS

NOTE: This Amendment adds a Collector Road Pattern to Map 2 - Flood Plain & Environmental Areas.
SCHEDULE 'C'
AMENDMENT TO THE CITY OF KITCHENER
OFFICIAL PLAN MAP 3 - PRIMARY AGGREGATE RESOURCE AREA

NOTE: This Amendment adds a Collector Road Pattern to Map 3 Primary Aggregate Resource Area.

KITCHENER DEPT. OF PLANNING & DEVELOPMENT
DRAWN BY:
MILA

SCALE: 1:2400
DATE: 89 08 17   REV.
SCHEDULE 'D'
AMENDMENT TO THE CITY OF KITCHENER
OFFICIAL PLAN MAP 4 - COMMUNITY IMPROVEMENT AREA

NOTE: This Amendment adds a Collector Road Pattern to Map 4 Community Improvement Area.
DOON SOUTH - BRIGADOON
TRANSPORTATION NETWORK ANALYSIS
ALIGNMENT STUDY

PROJECT TEAM MEETING
W.O. 2483

Time &
April 30, 1992

Place:
Kitchener City Hall
3rd Floor Boardroom

Attendance:
Kevin Curtis
City of Kitchener - Planning
Dave Mansell
City of Kitchener - Public Works
Vern Tarbutt
City of Kitchener - LACAC
Don Snow
City of Kitchener - Traffic
Ken Mayer
City of Kitchener - Traffic
John Cicuttin
City of Kitchener - Transit

Tom Galloway
City of Kitchener - Alderman

Graham Vincent
Region of Waterloo - Engineering
Cathy Sundby
Region of Waterloo - Planning

Lorrie Minshall
Grand River Conservation Authority

Dale Carleton
Ministry of Natural Resources

Bob Lehman
Lehman & Associates
Bob Lehman
Lehman & Associates

Ron Palmer

Cam Kitchen
Ecoplans Ltd.

John Kristof
Ecoplans Ltd.

Leslie Scott
McCormick Rankin
Bob Blay
McCormick Rankin
Jack Thompson
McCormick Rankin
1.0 REVIEW OF ORIGINAL TERMS OF REFERENCE

After the introduction of the Project Team, Mr. Curtis provided the following background to the Doon South / Brigadoon Study:

- the residents in the Brigadoon Community have expressed concerns with respect to the traffic congestion problems on Homer Watson Boulevard;

- in order to address these concerns a Huron Road - Homer Watson intersection study was undertaken which resulted in a recommendation that a full interchange be built at Homer Watson Boulevard and Huron Road although the study acknowledged that a partial interchange would provide reasonable transportation service;

- the Huron Road - Homer Watson intersection study also indicated that further network analysis be carried out to look at possible future interchanges with Highway 401 and the possibility of additional north-south and east-west arterial roadways;

- the City of Kitchener subsequently carried out the West Side Study to assess the land use requirements in the Trussler Road - South Plains area. Although this study included a transportation analysis component, the transportation analysis was not carried out due to the land use issues not being resolved during the course of the study;

- City staff is presenting the findings of the following studies to Council on May 11, 1992
  
  - West Side Study
  - Huron Business Park
  - City Office Location Study

- approximately $21,000.00 allocated for the transportation component of the West Side Study is available and could be transferred to the Doon South / Brigadoon Study if City Council agrees that the original terms of reference be expanded to include a review of the Huron Business Park and the West Side Study areas;

- Council direction on this matter is anticipated by May 19, 1992. If Council agrees to the expanded the study area and scope then revised terms of reference will be prepared.

There were no questions or concerns raised by Project Team members regarding the original Terms of Reference.
2.0 REVIEW OF REVISED TERMS OF REFERENCE

Mr. Blay introduced the members of the consulting firms of McCormick Rankin, Ecoplan Ltd., Lehman and Associates, noting that only those consultants as required would be attending future Project Team meetings.

The Consulting Team, under the direction of Mr. Blay, provided a presentation of the study approach and information gathered to date.

Mr. Blay described the study area (Attachment 1) identified in the original terms of reference and described the study area (Attachment 2) required to accommodate the revised terms of reference (Huron Business Park and Kitchener West Side Study Area). Mr. Blay pointed out that the transportation analysis component would require a revised study area bounded by:

North: Conestoga Parkway
East: Highway 8
South: Highway 401
West: Trussler Road

Mr. Blay provided an overview of the Transportation / Development Issues (Attachment 3) that would be addressed during the course of the Doon South / Brigadoon Study.

Mr. Blay indicated that the consultants had carried out a review of the work effort and associated costs of the original proposal in order to reassess if the study could be carried out for the $150,000.00 identified in 1990, especially in light of the GST costs and inflation costs. The consultants indicated that the study could be carried out for the original sum provided the following corrective measures were followed:

- McCormick Rankin would reduce work effort related to specific work tasks (Attachment 4).
- Ecoplan Ltd. would reduce Mr. Kitchen's work effort and increase Mr. Kristof's manday assignments.
- Lehman & Associates would reduce Mr. Lehman's work effort and increase Mr. Palmer's manday assignments.

Mr. Blay indicated that the consultants had also reviewed the work effort required to accommodate the possible revised Terms of Reference that would be associated with the transfer of the remaining West Side Study funds to the Doon South - Brigadoon Transportation Network and Alignment Study account and indicated that this work could be carried out for $171,000.00 (Attachments 5, 6 and 7). The increased cost of approximately $21,000 is approximately the same amount that is available from the transportation component of the West Side Study.
A description of the study schedule relating to major work tasks was presented (Attachments 8, 9, 10 and 11). The proposed work schedule identifies a 12 month work program with Council presentations and Public Information Centres to occur in the fall of 1992. The final report would be available by April 1993.

Ms. Scott provided an overview of the Planning and Design Process for Class Environmental Assessment Type Municipal Roads Projects (Attachment 12) indicating that this study would address Phase 1 and most of Phase 2 of the EA requirements.

Ms. Scott suggested that the Project Team consider informing the Ministry of the Environment of the study purpose and suggested study approach.

Mr. Thompson provided an overview of the transportation information assembled to date from the Region of Waterloo Planning Department:

- Traffic Zones (Attachment 13)
- Land Use Forecasts (Attachments 14 and 15)
- Computerized Road Network (Attachment 16 and 17)

Mr. Thompson indicated that the majority of the transportation planning data has been obtained from the Region and is currently being formatted from ASCII files to the format required for the planning model used by McCormick Rankin.

Mr. Kitchen provided an overview of the environmental information that has been assembled to date from available data sources relating to the study area. Mr. Kitchen indicated that his firm has extensive knowledge of environmental concerns in this area having been involved in numerous studies.

Mr. Lehman indicated that his firm would provide a review of the land use, allocate land use to traffic zones and identify the implications of possible land use changes.

3.0 **MAJOR ISSUES DISCUSSION**

Mr. Curtis requested the Project Team to provide comments on the two (2) major issues identified during the Study Scope presentation, namely:

- Ministry of the Environment study involvement; and
- Revised Study Area

The discussion on the Ministry of the Environment’s involvement in the Doon South / Brigadoon Study included the following:
Minutes of Meeting
April 30, 1992

- Information and study scope should be provided to the Ministry of the Environment at the beginning of the study in order to ensure that the study is conforming to the EA process in terms of:
  - work tasks
  - broader study area

The Project Team agreed that the consultant should inform the Ministry of the Environment of the study and the proposed study design.

Mr. Galloway enquired about possible meetings with the landowners. Mr. Curtis responded that the City wants to keep the landowners involved in the study and the possible means available for communication are:
  - provide copy of Project Team minutes
  - hold a background meeting with the landowners
  - hold separate meetings with the landowners prior to the public information centres

It was suggested that meetings with the landowners be conducted at the end of the Study Background Phase and at the completion of Phase 2.

Mr. Galloway indicated that the general public has concerns regarding the proposed development in the Doon South / Brigadoon area.

The Project Team agreed that the public should be involved early in the study process. This involvement could take the course of either a Public Meeting - at the conclusion of the Study Background or a notice in the newspaper of the proposed study or a special mailing of study purpose and background to affected residents.

Mr. Galloway and Mr. Snow indicated that the scenic roads designated within the study area must be addressed with respect to:
  - guidelines of maintaining scenic routes within the overall transportation network;
  - policies for including or excluding from Official Plan; and,
  - safety issues and road geometrics.

Ms. Sundby is to provide the consultants with available scenic route policies and maps.

Mr. Mansell indicated that a Doon South Creek - Watershed Study is to start in late May 1992. Information from this study could be available for input to the Doon South / Brigadoon Study.
Mr. Blay requested Project Team members to provide any additional information and / or studies that are pertinent to this study. Mr. Curtis indicated that the Huron Business Park Study would be underway by the end of May 1992.

Mr. Cicuttin indicated that the major issues regarding transit are:

- the layout of the road system as it pertains to transit service;
- the proposed land use patterns and location of higher densities; and,
- the location of major commercial or community nodes in the context of a possible transit terminal.

Ms. Minshall noted that the background component of the watershed studies for the Bowman Creek, the Cedar Creek and the Alder Creek should identify any environmental concerns. Ms. Minshall requested that Mr. Kitchen meet with the involved agencies in order to obtain an overview of the watershed issues which would be input to the Doon South / Brigadoon Study.

4.0 NEXT MEETING

Mr. Curtis indicated that a meeting should be held near the end of June to review the background information relating to transportation, land use and environmental issues. An official date for this meeting is to be confirmed with the Project Team.

5.0 OTHER

Mr. Blay indicated that the minutes of this meeting, including copies of the presentation material, would be forwarded to Mr. Curtis for his review, and that Mr. Curtis would distribute the minutes to the Project Team members. Mr. Curtis will attach the revised terms of reference to the minutes as well as the Council resolutions with respect to the revised terms of reference and funding as well as any resolutions from the Huron Business Park Study and the West Side Study.

Minutes prepared by:

Jack Thompson
McCORMICK RANKIN
ATTACHMENTS
CITY OF KITCHENER

DOON SOUTH - BRIGADOON
TRANSPORTATION NETWORK
AND CORRIDOR STUDY

INFORMATION PACKAGE

APRIL 1993

CONSULTANTS - MCCORMICK RANKIN
INTRODUCTION

This information package provides an overview of the data being presented at the second public open house for the City of Kitchener Doon South - Brigadoon Transportation Network and Corridor Study. A description of the study area is shown on Exhibit 1.

The purpose of this open house is to provide interested individuals or parties with an opportunity to review the analysis and evaluation process used to determine the preferred transportation network as well as to discuss the project with representatives from the City of Kitchener, the Region of Waterloo and the Consultant.

You are encouraged to fill out the attached comment sheet after you have attended and reviewed the information presented at this open house. In particular, the study team wishes to obtain your comments on:

i) The completeness and appropriateness of the analysis and evaluation process

ii) The preferred transportation network

BACKGROUND

During the preparation of the Brigadoon Community Plan residents indicated that serious traffic congestion problems currently exist at major intersections along Homer Watson Boulevard. Therefore, a study titled the "Huron Road/Homer Watson Boulevard Intersection Study" was undertaken to assess the existing and future operations of major intersections along Homer Watson Boulevard. One of the recommendations of this study was that:

"Even with the construction of an interchange at Huron Road and Homer Watson Boulevard, the traffic demand that will occur when the lands west of Homer Watson Boulevard develop, would have a major effect on Homer Watson Boulevard. Further detailed analysis should be carried out to investigate possible additional long-term
solutions. Possible future interchanges with Highway 401, additional north-south and east-west arterial roadways should be part of this investigation.

The Doon South Brigadoon Transportation Network and Corridor Study is a result of this recommendation and is structured to address the transportation requirements associated with the possible residential and employment growth in south-west Kitchener.

**PUBLIC PARTICIPATION**

Two Open Houses occurring at key points in the study have been arranged to provide the public with an opportunity to review and discuss the project. The first Open House was held on January 26, 1993 at which time the background data and alternatives were presented.

Following this Open House, the Preferred Transportation Network may be further refined based on comments received to determine the Recommended Transportation Network.

**STUDY PURPOSE**

The overall purpose of the study is to determine whether the proposed transportation network for the south-west area of the City of Kitchener can adequately meet the traffic and public transit services demand that will occur if this area is fully developed and, if necessary, recommend alternative road network designs. Specific development and transportation issues that will be considered during the course of this study are presented in Exhibit 2.

Specific objectives of the study include:

i) assessing the need for additional east-west access, including the feasibility and viability of extending Doon South Drive from its current end to Westmount Road;
DEVELOPMENT / TRANSPORTATION ISSUES

THE PURPOSE OF THE STUDY IS TO ESTABLISH A PREFERRED TRANSPORTATION NETWORK TO MEET THE TRAFFIC (ROAD AND TRANSIT) DEMANDS ASSOCIATED WITH POSSIBLE RESIDENTIAL AND EMPLOYMENT GROWTH IN SOUTH-WEST KITCHENER.

THE PREFERRED TRANSPORTATION NETWORK MUST ALSO RESPECT THE FOLLOWING ISSUES:

- MINIMIZE TRAFFIC IMPACTS ON EXISTING DEVELOPMENTS
- MINIMIZE THE IMPACTS ON IDENTIFIED SIGNIFICANT ENVIRONMENTAL RESOURCE AREAS
- RECOGNIZE CITY'S DESIRE TO PROMOTE MORE COMPACT URBAN DEVELOPMENT AND TO ACCOMMODATE CHANGING TRAVEL CHARACTERISTICS
- RECOGNIZE THE CITY'S DESIRE TO DEVELOP A SCENIC/HERITAGE ROAD NETWORK WITHIN THE STUDY AREA.
- MINIMIZE THE IMPACTS ON HERITAGE AREAS
- PROVIDE A COST EFFECTIVE NETWORK THAT ALLOWS FOR FLEXIBILITY AND STAGING POTENTIAL
ii) assessing the need of providing another north-south connection extending south from the study area to connect with Highway 401, between Homer Watson Boulevard and Regional Road 97; and

iii) assessing if the proposed alignment for Strasburg Road south of Stauffer Drive can be revised to retain Reidel Drive as a "Scenic Road".

STUDY PHASES

- Establishing Need, Collection of Background Data, Identification of Available Travel Corridors, and Forecast Future Travel Demand.

This phase of the study was completed with the results being presented to the public at the first Public Open House in January, 1993.

Analysis and Evaluation of Network Alternatives

The results of the Analysis and Evaluation of Network Alternatives is being presented at this open house.

Network Alternatives A, B, and C, as well as the 'Maintain Existing Roads' (Do Nothing) alternative (see Exhibit 3) were presented at the first Public Open House. The City of Kitchener Official Plan Network was included in the analysis for comparison with the proposed network alternatives (see Exhibit 4). Comments received from the first Public Open House resulted in the addition of two new alternatives to the analysis: Alternative D and Alternative Modified B (see Exhibit 5).

Network Alternative D was created as a result of comments suggesting that an additional alternative that reflects the widening and therefore increased road capacity of the existing road network be included in the analysis.
Network Alternative Modified B resulted from various discussions within the Study Team aimed at improving the impacts associated with the original alternatives. Network Alternative B was modified by realigning the west-south facility between Huron Road and Reidel Drive and by providing the additional access to Highway 401 via an upgraded Homer Watson Boulevard / New Dundee Road interchange.

A summary of this phase of the study is presented as follows:

- Analysis

A detailed analysis of the preliminary transportation alternatives including the City of Kitchener Official Plan Network was carried out in order to assess the impacts relating to each of the following factors:

- Natural Environment
- Heritage Area and Scenic Roads
- Social Environment
- Road Network
- Planning and Development Implications
- Transportation Costs

Each of the above-noted factors were further defined as shown in Exhibit 6 for use in the evaluation.

- Evaluation

The evaluation of the network alternatives was conducted with input from the following sources:

- Regional Municipality of Waterloo
<table>
<thead>
<tr>
<th>EVALUATION FACTORS</th>
<th>CRITERIA</th>
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<tbody>
<tr>
<td>NATURAL ENVIRONMENT</td>
<td>* CONSTRAINT AREAS</td>
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<tr>
<td></td>
<td>- PRIORITY 1</td>
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<td>- PRIORITY 2</td>
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<td>* STREAM CROSSINGS</td>
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<td>- WARM WATER CROSSINGS</td>
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<td>- COLD WATER CROSSINGS</td>
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<td>* SLOPES CROSSED</td>
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<td>- LENGTH OF ROADWAYS CONSIDERED</td>
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<td>- SLOPES &gt; 15%</td>
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<td></td>
<td>* HEDGEROWS CROSSED</td>
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<td>HERITAGE AREA AND SCENIC ROADS</td>
<td>* TRAFFIC GROWTH ON POSSIBLE AND EXISTING SCENIC ROADS</td>
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<td></td>
<td>* INVENTORIED HERITAGE BUILDINGS</td>
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<td></td>
<td>* KNOWN OR POTENTIAL ARCHAEOLOGICAL SITES AFFECTED</td>
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<td></td>
<td>* EXISTING SCENIC ROADS CROSSED</td>
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<td>* POSSIBLE SCENIC ROADS CROSSED</td>
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<td></td>
<td>* EXISTING &amp; POSSIBLE SCENIC ROADS USED IN FUTURE ROADWAY NETWORK</td>
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<td>SOCIAL ENVIRONMENT</td>
<td>* PROPERTY REQUIRED FOR TRANSPORTATION INFRASTRUCTURE</td>
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<td></td>
<td>- EXISTING RESIDENTIAL</td>
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<td>- EXISTING AGRICULTURAL</td>
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<td></td>
<td>* TRAFFIC EFFECTS ON EXISTING COMMUNITIES (INCLUDES HOUSE)</td>
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<td></td>
<td>* POTENTIAL FRAGMENTATION OF EXISTING COMMUNITIES</td>
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<tr>
<td>ROAD NETWORK</td>
<td>* TRANSIT SERVICE</td>
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<td></td>
<td>- DIRECTNESS OF ROUTING</td>
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<td>- OPPORTUNITIES (POTENTIAL PENSIONS SERVED)</td>
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<td>* ACCESS TO DEVELOPMENT</td>
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<td>- ROADS SERVING DEVELOPMENT AREA</td>
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<td></td>
<td>* INTERSECTIONS ANALYZED OPERATING BEYOND L.O.S. 'D'</td>
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<td>* POSSIBLE DOUBLE LEFT TURNS REQUIRED</td>
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<td>* ROADWAY SEGMENTS OPERATING BEYOND L.O.S. 'D'</td>
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<td>* SYSTEM CONTINUITY</td>
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<td>- INTEGRATION WITH EXISTING EXTERNAL ARTERIALS</td>
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<td>- INTEGRATION WITH EXISTING INTERNAL ARTERIALS</td>
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<td>- INTEGRATION WITH ADDITIONAL INTERCHANGE</td>
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<td>PLANNING AND DEVELOPMENT IMPLICATIONS</td>
<td>* IMPACTS ON OFFICIAL PLAN</td>
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<td>* IMPLICATIONS ON COMMUNITY PLANS AND DRAFT PLANS SUBMITTED OR APPROVED</td>
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<td>* DEVELOPERS AFFECTED (LOSS OR CHANGE DEVELOPMENT POTENTIAL)</td>
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<td></td>
<td>* IMPACTS ON STAGING OF DEVELOPMENT</td>
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<td>TRANSPORTATION COSTS (ECONOMICS)</td>
<td>* ROAD WIDENINGS</td>
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<td>* ROAD CONSTRUCTION (EXCLUDING PROPERTY)</td>
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<td>* STRUCTURES OVER STREAMS / CREEKS</td>
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<td></td>
<td>* NEW HWY. 401 INTERCHANGES</td>
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<td></td>
<td>* NEW HOMER WATSON / HURON RD. INTERCHANGE</td>
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</tbody>
</table>
* City of Kitchener
* Grand River Conservation Authority
* City of Kitchener LACAC
* Ministry of Natural Resources
* Ministry of Transportation

A weighted evaluation was conducted, thereby allowing for more importance to be placed on factors within the Natural Environment and the transportation sections than would have otherwise been considered if all factors were weighted equally. The Evaluation Weighting was determined by averaging the weightings provided by each member of the Project Team.

The following transportation network alternatives were evaluated based on the weighted factors identified in the analysis phase:

* Maintain Existing Roads - Do Nothing
* Official Plan
* Alternative A
* Alternative B
* Alternative C
* Alternative D
* Alternative Modified B

As a result of the initial evaluation, the 'Maintain Existing Roads' alternative was determined to be unacceptable since the existing roadway infrastructure is incapable of accommodating the forecast Year 2011 traffic.

A summary of the evaluation is presented in Exhibit 7.
<table>
<thead>
<tr>
<th>Evaluation Factors</th>
<th>Unit of Measurement</th>
<th>Year 2011 - Proposed Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATURAL ENVIRONMENT</td>
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<tr>
<td>- Constraint Areas</td>
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<td>- Priority 1</td>
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<td>- Priority 2</td>
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<td>- Stream Crossings</td>
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<td>- Warm Water Crossings</td>
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<td>- Cold Water Crossings</td>
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<tr>
<td>- Slopes Crossed</td>
<td>No.</td>
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<td>- Length of Roadways Considered</td>
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<td>- Nudges Crossed</td>
<td>No.</td>
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<tr>
<td>HERITAGE AREA AND SCENIC ROADS</td>
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<tr>
<td>- Traffic Growth on Possible and Existing Scenic Roads</td>
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<tr>
<td>- Inventoried Heritage Buildings</td>
<td>No.</td>
<td></td>
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<tr>
<td>- Known or Potential Archaeological Sites Affected</td>
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<tr>
<td>- Existing Scenic Roads Crossed</td>
<td>No.</td>
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<tr>
<td>- Possible Scenic Roads Crossed</td>
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<tr>
<td>- Existing &amp; Possible Scenic Roads Used in Future Roadway Network</td>
<td>No.</td>
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<tr>
<td>SOCIAL ENVIRONMENT</td>
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<tr>
<td>- Property Required for Transportation Infrastructure</td>
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<tr>
<td>- Existing Residential</td>
<td>No.</td>
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<tr>
<td>- Existing Agricultural</td>
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<tr>
<td>- Traffic Effects on Existing Communities (Includes Roads) Through Local</td>
<td>No.</td>
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<tr>
<td>- Potential Fragmentation of Existing Communities</td>
<td>No.</td>
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</table>
PREFERRED NETWORK ALTERNATIVE

Upon completion of the initial evaluation phase of the study, Network Alternative Modified E was selected as the preferred network alternative (see Exhibit 8).

Report

After consideration of the recommended network by City of Kitchener Council, a report will be prepared which contains summaries of the public, agency and affected landowners comments as well as the study findings.

NEXT PHASE OF STUDY

Following this public open house, your input will be considered prior to establishing the recommended transportation network. The recommended network will be presented to City of Kitchener Council prior to being carried forward to Phase 3 of the Environmental Assessment process.

Please take the time to complete the attached comment sheet so that your concerns and/or support of the issues are identified and submit your completed comment sheet to Mr. Kevin Curtis or any of the other representatives present here today. Thank you for attending this open house. If you did not register or fill out a comment sheet and would like to be on our mailing list, or if you have any questions regarding this study, please contact:

Mr. Kevin Curtis, M.C.I.P.
Principal Planner
Department of Planning & Development
City of Kitchener
22 Frederick Street
Kitchener, Ontario
N2G 4G7

Tel: (519) 741-2304
Fax: (519) 741-2624
CITY OF KITCHENER
DOON SOUTH - BRIGADOON
TRANSPORTATION NETWORK AND CORRIDOR STUDY

Second Public Open House
Doon Valley Golf Club

Tuesday, April 27, 1993

Your comments are appreciated. If you are unable to complete your comments at this time, please mail by May 15, 1993 to:

Ms. Karen Curtis
Principal Planner
Department of Planning and Development
City of Kitchener
City Hall, P.O. Box 1318
22 Frederick Street
Kitchener, Ontario
N2G 4G7

Your comments are requested with regard to any aspect of the study that you consider to be important.

COMMENTS: (use the back of this sheet if additional space is required)

________________________________________________________________________

________________________________________________________________________

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________________________________________________________________________

A copy of the comments portion of this sheet may be included in the public document. The name and address will be kept confidential.

☐ However, if you would like your comments included in the public document, place an "X" in the adjacent box.

NAME: ____________________________

(please print)

ADDRESS: ____________________________

POSTAL CODE: ______________________
EXECUTIVE SUMMARY

The purpose of this study is to establish a recommended transportation network which identifies the transportation corridors and existing roadway improvements required to meet the traffic and public transit demands forecast for the Doon South-Brigadoon area in year 2011. The specific study objectives include:

i) assessing the need for additional east-west access, including the feasibility of extending Doon South Drive from its current end to Westmount Road;

ii) assessing the need for additional access to the study area from Highway 401; and

iii) assessing the opportunities for realigning Strasburg Road south of Stauffer Drive so that Reidel Drive may be designated as a "Scenic Road".

Additional objectives that were developed during the course of the study include:

• minimize traffic impacts on the existing communities of Upper Doon, Doon South, Pioneer, Caryndale and Brigadoon

• minimize impacts on identified significant environmental resource areas

• recognize the City’s desire to promote more compact urban development and to accommodate changing travel characteristics, i.e. greater opportunity for non-vehicular travel

• recognize the City’s desire to develop a scenic/heritage road network within the study area

• minimize the impacts on heritage areas

• provide a cost effective network that allows for traffic and transit planning flexibility as well as staging potential

This study was carried out in a similar format to Phases 1 and 2 of the Environmental Assessment Act for Municipal Road Projects in which the need and justification for, and general location of a recommended transportation corridor network is established. This study will be used as background to any subsequent Environmental Assessment Studies which will address the detailed design and construction of the recommended network alternative.
The existing population and employment within the Doon South - Brigadoon study area (see Exhibit A) is approximately 42,000 and 25,000 persons respectively. An analysis of the existing intersection counts and roadway Average Annual Daily Traffic (AADT) identified that only one intersection within the study area is currently operating at capacity (Level of Service 'E'): Homer Watson Boulevard/Manitou Drive, and that Homer Watson Boulevard from Conestoga College Boulevard to Bleams Road and Fairway Road, west of Highway 8 are both experiencing capacity problems. All other major intersections and roadway facilities in the study area are providing a reasonable Level of Service.

In order to determine the impacts associated with population and employment increases of approximately 41,600 and 26,700 persons respectively within the study area, a year 2011 trip assignment was carried out on the existing roadway network. An analysis of major screenlines and roadway and intersection levels of service indicated that the existing road network would not be able to accommodate the forecast travel demand. The year 2011 screenline analysis identified that additional access in and out of the study area would be required from the south (Highway 401) as well as from the east (Highway 8). A review of future levels of service indicated that improvements would also be required as 8 out of 11 major intersections and 10 out of 21 major roadway segments would fail (Level of Service 'F') under the existing roadway network as shown in Exhibit B and C.

Three network alternatives and a Do Nothing alternative were developed to address the transportation deficiencies within the study area. The network improvements identified in the City of Kitchener Official Plan, the Regional Official Policies Plan, as well as other possible improvements were incorporated into the network alternatives. These improvements include:

- the widening of Homer Watson Boulevard to 4 lanes from Highway 401 to the Kitchener- Waterloo Expressway
- the construction of the River Road Extension from Manitou Drive to a new Highway 8 interchange
- the extension of Strasburg Road from Battler Road to New Dundee Road
- the upgrading of the existing Homer Watson Boulevard and Highway 401 interchange
### YEAR 2011 TRAFFIC - DO NOTHING ALTERNATIVE

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N/A - NOT APPLICABLE
* - WAY REQUIRE DOUBLE LEFT TURN LANES
INT - HIGHWAY INTERCHANGE
REICHERT - REQUIRE PARTIAL INTERCHANGE

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CITY OF KITCHENER
DOON SOUTH - BRIGAD OON
TRANSPORTATION NETWORK AND CORRIDOR STUDY

YEAR 2011 INTERSECTION LEVEL OF SERVICE (DO NOTHING) EXHIBIT B
# Revised Year 2011 Travel Demand Forecast Analysis

## PM Peak Hour – Peak Directional Flows

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</table>

**Note:** Not applicable

C.C. Blvd. – Conestoga College Boulevard

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**City of Kitchener**

**Doon South - Brigadoon**

**Transportation Network and Corridor Study**

**Year 2011 Roadways’ Level of Service**

**Do Nothing**

**Exhibit C**
the construction of a new Highway 401 interchange between Homer Watson Boulevard and Regional Road 97
the construction of a west-east or west-south arterial facility between Westmount Road and Homer Watson Boulevard
widening of Fairway Road between King Street East and Manitou Drive
widening of Huron Road to 4 lanes from Westmount Road to Homer Watson Boulevard

The four preliminary alternatives were presented at the first Public Open House on January 26, 1993 which was attended by 80 persons. Based on the comments which were received at this first Public Open House as well as input from the Project Team members, three additional alternatives were introduced into the analysis including the existing City of Kitchener Official Plan alternative.

An analysis of the seven transportation network alternatives was carried out in order to assess their relative impacts according to the following factor groups:

- Natural Environment
- Heritage Area and Scenic Roads
- Social Environment
- Transportation Accessibility
- Planning and Development Implications
- Transportation Costs

An evaluation was conducted using the values developed in the analysis component of the study as well as a factor group weighting system developed by the Project Team and Network Alternative Original Modified B was selected as most preferred transportation network alternative based on its combined ability to minimize impacts to the natural environment, heritage areas and scenic roads, social environment, and planning and development while maximizing transportation opportunities in the study area.

The results of the evaluation were presented to the public at the Second Public Open House held on April 27, 1993, which was attended by 61 persons.
Following a review of the comments that were received at the second Public Open House as well as input from the Project Team members, alternative Modified B was revised with respect to the alignment of the West-South Arterial Facility west of Strasburg Road, the local collector road system in Huron Park, the Strasburg Road Extension, the Reidel Drive Corridor, and the local collector road system in Doon South. These changes were proposed by the members of the study team and landowners and were aimed at maximizing this alternative's benefits. It should be noted that Revised Modified B was subsequently re-evaluated based on these changes and that its overall "points rating" increased slightly therefore re-affirming it as the most preferred transportation network alternative. A summary chart of the Evaluation Process is presented in Exhibit E.

It is therefore the recommendation of this study that alternative Revised Modified B be adopted as the Recommended Transportation Network for the study area and that the appropriate E.A. Studies be undertaken to determine the exact location of the west-south transportation facility in the identified corridor.

The following roadway infrastructure improvements are recommended for inclusion in the Recommended Alternative:

- Upgrade the existing Homer Watson Boulevard and Highway 401 interchange to include a realigned New Dundee Road intersection (refer to Exhibit F)
- Widen Homer Watson Boulevard to 4 lanes from Highway 401 to Bleams Road, however this section of Homer Watson Boulevard may have to be widened to 6 lanes if the River Road Extension is not constructed by year 2011
- Construct a partial interchange at the Huron Road and Homer Watson Boulevard intersection which prohibits eastbound left turns from Huron Road
- Construct a new West-South Arterial Facility from New Dundee Road to Westmount Road as a 2 lane arterial roadway with limited access within a 26-28 m right-of-way which allows for a future widening to 4 lanes, when necessary
- Extend Doon South Drive from Homer Watson Boulevard to the new West-South Arterial Facility as a 4 lane major collector roadway within a 26-28 m right-of-way
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<th>MAINTAIN PRESENT ROADS (Alternatives)</th>
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Summary:

* Least Preferred
* Most Preferred

N.Y.A. = Not a Viable Alternative at Level of Service on Existing Roads is *
• Extend Strasburg Road within its planned alignment as a 4 lane arterial roadway from Battler Road to the new West-South Arterial Facility
• Extend Strasburg Road south of the new West-South Arterial Facility as a 2 lane road to link up with Reidel Drive, north of Blair Creek.
• New Dundee Road would remain a 2 lane rural arterial within its existing 30-35 m right-of-way with the exception of the section between Reichert Drive and Homer Watson Boulevard which may be required to be 4 lanes beyond year 2011
• Widen and realign Huron Road between Westmount Road and Homer Watson Boulevard to a 4 lane arterial within a 30 m right-of-way
• Widen Westmount Road from Block Line Road to Huron Road to 4 lanes and retain the 2 lane section south thereof
• Realign Huron Road between Westmount Road and Plains Road
• Extend Bishn Drive westerly to connect to Strasburg Road
• Retain Reidel Drive in its present 2 lane rural cross-section and 16.7 m right-of-way as a minor road with provisions for roadway surface improvements, thereby maintaining its scenic characteristics and allowing for a possible "Scenic Road" designation
• Retain Stauffer Drive, Groh Drive and Dodge Drive in their current state thereby allowing for the possibility of designating them as Scenic Roads and thereby creating a Scenic Road network
• Detailed planning for transit service should be conducted at the community plan stage

Refer to Exhibit G for the recommended rights-of-way.

It is also recommended that the City of Kitchener conduct a detailed Environmental Assessment Study as required in Phases 3, 4 and 5 of the Environmental Assessment Process to determine the exact location for the new West-South Arterial Facility in the identified transportation corridor as well as identifying whether a grade separation at the intersection of Tilt Drive and the West-South Arterial Facility is technically feasible.
1. **SUBJECT**

Staff Recommendations related to the Doon South - Brigadoon Transportation Network and Corridor Study.

2. **RECOMMENDATIONS**

2.1 That the network of Transportation Corridors, as recommended in Exhibit 24 of *The Doon South - Brigadoon Network and Corridor Study* (January, 1994) and attached to this Staff Report, be approved.

2.2 That the attached Doon South - Brigadoon Transportation Network Corridor QPA, which would add the Corridor of the "West to South" arterial road and related Special Policy to Maps 1, 2, 3, & 4 of the Official Plan, be approved.

2.3 That the Doon South - Brigadoon Transportation Network and Corridor Study be forwarded to the Region of Waterloo for endorsement, and inclusion in the current ROPP Review.

2.4 That the City of Kitchener direct that an Environmental Assessment Study be prepared to select the precise alignment for the "West to South" facility as required in Phase 3 of the Class Environmental Assessment Process for Municipal Road Projects.

2.5 That the Doon South Community Plan, and the Brigadoon Community Plan be revised to incorporate the "West to South" arterial corridor.

2.6 That Staff be directed to initiate a detailed design study of Tilt, Stauffer, Dodge, and Groh Drives, in conjunction with a review of the Doon South Community Plan. This study would involve representatives of LACAC and affected property owners and would examine:

   a) the planned functions of the Scenic Roads including roadway volumes, geometric, vehicular and pedestrian and safety;
3.4 The Traffic Issue in South West Kitchener

The Study Area, and indeed a very large part of Kitchener and Waterloo, is dependent upon two Primary Roads for connection with Highway 401: Highway 8; and Homer Watson Boulevard.

Land use forecasts identify that the Doon South, Brigadoon, Huron Park, and Laurentian West communities will be fully developed by 2011. The development of these areas will increase the population of the Study Area by 41,600 persons, and provide approximately 26,700 additional employment opportunities.

An analysis of the Existing Roadway network indicates that the present roadway system will not be able to accommodate the forecast demand. 8 of 11 major intersections, and 8 of 17 roadway sections within the Study Area would operate at a Level of Service "F".

Similarly, an analysis of the Roadway Network presently planned in the City of Kitchener Official Plan will likewise not be able to accommodate the forecast demand due to the dependence upon Homer Watson Boulevard by motorists as the access to and from Highway 401.

With these conclusions, the Study Team then proceeded to investigate means of providing additional vehicular access for the Study Area from Highway 401.

3.5 Public Involvement in the Study

At its first Meeting (April, 1992) the Project Team resolved that the public should be involved early in the study. In the Fall of 1992, three alternatives comprising "corridor opportunities" within the Study Area. These alternatives (A, B, & C) were circulated to area property owners, and presented at a Public Meeting at the Doon Valley Golf Club on January 26, 1993.
That the Environmental Committee recommends that McCormick Rankin Consultants, Planning and Development Staff and other Study Team Staff be given direction to prioritize Environmental issues and Scenic Roads issues over Transportation issues within the Doon South Transportation and Alignment Study." p. 43 Minutes of City Council.

The Study Team discussed Council's direction that environmental and scenic road issues be weighed ahead of transportation factors in this Study. The Team concluded that the adopted Evaluation Weighting was consistent with Council's direction in that the two transportation factors (Transportation Network and Transportation Cost) accounted for a total of 38 points (out of 100), whereas the Natural Environment, Social Environment, Heritage Area & Scenic Roads factors accounted for a total of 48 points.

Details of all Evaluations are contained in Appendix B of the Report.

3.7 Conclusions

Staff endorse the selection of the Recommended Alternative as the best possible Network. The advantages of the Recommended Alternative can be summarized as:

* It provides the best opportunity to divert traffic (originating or destined for the Doon South, Brigadoon, Huron Park, and Laurentian West) from Homer Watson Boulevard to the new West to South arterial roadway, thus reducing the capacity restraints on Homer Watson Boulevard.

* It provides the best scenario to minimize traffic on the presently designated sections of "Scenic Roads", ie. Tilt Drive, and Doon Village Road (within Upper Doon).

* It provides the best scenario to minimize traffic on Dodge, Groh, and Stauffer Drives, which have been proposed to be Scenic Roads in accordance with Section 8.3.3.10 of the Kitchener Municipal Plan.

* It minimizes the impacts on the Natural Environment by reducing the crossings of Priority Class 1 and 2 wetland. An additional crossing of Blair Creek and the Roseville Swamp are not required under this alternative.
1. SUBJECT

Report of the Project Team regarding the evaluation of Alternative "E" for the Doon South - Brigadoon Transportation Network and Corridor Study.

2. RECOMMENDATIONS

2.1 That the Recommendations contained in Staff Report PD 94/14, and Official Plan Amendment Application 94/2 be refused.

2.2 That the network of Transportation Corridors, as recommended in Exhibit II of the Addendum to the Doon South - Brigadoon Network and Corridor Study (May, 1994) and attached to this Staff Report, be approved.

2.3 That the Doon South - Brigadoon Transportation Network and Corridor Study (January, 1994) together with the Addendum (May, 1994) be forwarded to the Region of Waterloo for endorsement, and inclusion in the current ROPP Review.

2.4 That Staff be directed to initiate a detailed design study of Tilt, Stauffer, Dodge, and Groh Drives, in conjunction with representatives of LACAC and affected property owners of the Doon South Community Plan, to examine:

   a) the planned functions of the Scenic Roads including roadway volumes, geometrics, vehicular and pedestrian safety;

   b) the integration of the Scenic Road functions with surrounding planned Doon South Community (land use, collector and local roadway pattern, landscape and tree saving plans, subdivision and development controls, etc.); and

   c) the integration of the recommendations of the Doon South Creek Sub-Watershed Study.

2.5 That the City of Kitchener request the Regional Municipality of Waterloo to modify the Kitchener Municipal Plan to incorporate the revised Collector Road system for the Doon South Community. Further, that the Doon South Community Plan be amended to incorporate the revised Collector Road system.
3. BACKGROUND

This report should be reviewed in conjunction with Staff Report PD 94/14 which sets out the Origin of the Study, Purpose, Composition of the Study Team, Overview of the Traffic Situation in Southwest Kitchener, and Public Involvement.

3.1 Council Consideration of Recommended Alternative

On March 21, 1994, the Project Team forwarded Staff Report PD 94/15 to Planning and Economic Development Committee for its consideration, recommending that Network Alternative Modified "B" be adopted. The Committee, and subsequently City Council on March 28, 1994, rejected this recommendation and instructed:

"That in reference to the Doon South - Brigadoon Transportation Network and Corridor Study, Council reject the Recommended Alternative (Revised Modified B) presented by the Project Team at the March 21, 1994 Planning and Economic Development Committee meeting, and instruct Planning Staff to evaluate the alternative "modified D" plan submitted by the Caryndale Community. It is the objective of this Committee that the Caryndale Community Holdings and the Scenic Roads not be bisected by a West-South Arterial Road, and if the "modified D" is not acceptable with or without further modifications, then another alternative be developed which has minimal impact on the existing Scenic Roads and which does not bisect Caryndale and/or environmentally significant areas, and further

That an additional expenditure of approximately $6,700 be approved relative to McCormick Rankin evaluating "Modified D" and that this amount be debited from the Lot Levy Account."

3.2 Development and Evaluation of Alternative "E"

The Project Team met on April 21, 1994 and developed Alternative E, consisting of the following improvements:

a) the extension of Strasburg Road as a four lane arterial road from Huron Road to New Dundee Road;

b) New Dundee Road to be a four lane arterial from Strasburg Road to Homer Watson Boulevard;

c) Stauffer Drive to be closed (by cul-de-sac) at its western terminus so that it would not intersect with Strasburg;
d) upgrading the existing Homer Watson Boulevard and Highway 401 interchange to include a re-aligned New Dundee Road;

e) a two lane, front-lotted collector road from New Dundee Road to Strasburg Road;

f) a collector road system in the Doon South area which best represents the intent and direction of:

- Upper Doon Secondary Plan
- Upper Doon Heritage Conservation District Plan
- Doon Creek Sub-Watershed Study, and

collector road alignments which have been constructed or are part of an approved Draft Plan of Subdivision; and

g) an additional future interchange at Highway 401 at Roseville Road, accessed by the extension of Strasburg Road south of New Dundee Road along the alignment of North Dumfries Township Road 8, and Roseville Road.

The analysis of Alternative E was carried out, and compared to the previously recommended Revised Modified "B" to assess the impacts relating to each of the following factors:

* Natural Environment
* Heritage Area and Scenic Roads
* Social Environment
* Road Network
* Planning and Development Implications
* Transportation Costs

The details of the analysis is contained in the attached Addendum, dated May, 1994. To summarize, Alternative "E" has the following advantages and disadvantages:

**Advantages:**

- decreased traffic effects on scenic roads and identified heritage sites (Stauffer log cabin)
- less property required for roadway improvements
- minimizes fragmentation of Caryndale community
- provides for superior transit accessibility
- less impact on planning and development matters
- less environmental impacts associated with the implementation of an additional 401 interchange (post 2011)
Disadvantages:

- greater impacts on the Natural Environment due to the widening and reconstruction of New Dundee Road through Roseville Swamp (Priority Class 1 wetland), and the widening and reconstruction of Reidel Drive as it crosses Blair Creek (Priority Class 2 wetland, and a cold water creek).
- some increase in traffic infiltration in local communities
- a slight decrease in roadway and intersection level of service
- minor additional capital costs

3.7 Conclusions

It is the conclusion of the Project Team that both Alternative "E" and the previously recommended Alternative represent practical and feasible transportation solutions for the Study Area. Given City Council's clear direction of March 28, 1994, the Project Team recommends the endorsement of Alternative "E".

It should be noted that representatives of the Ministry of Natural Resources were not able to attend the last two Project Team meetings. MNR has indicated they continue to support the "Revised Modified B" Alternative as the preferred solution because it has less impact on the Natural Environment. Their letter is attached to this Staff Report.

Respectfully submitted,

Terry R. Beaulieu, MCE
Principal Engineer
T. Brock Stanley, MCIP
Assistant General Manager
Planning & Development
May 24, 1994

Mr. Terry Boutilier, M.C.I.P.,
Department of Planning & Development
City of Kitchener
P.O. Box 1118
200 King Street West
Kitchener, Ontario
N2G 4G7

Dear Mr. Boutilier:

SUBJECT: Donn South - Brigadoon Transportation Network and Corridor Study, City of Kitchener

Ministry staff have reviewed the evaluation of Network Alternative E prepared by McCormick Rankin. We offer the following comments for your consideration.

We agree with the Consultant's conclusion that Alternative E is less preferable to Revised Modified B based on its impacts to the natural environment. Of particular concern to this Ministry, is the additional impact to Blair Creek and the Roseville Swamp resulting from the reconstruction and widening of New Dundee Road as part of Alternative E.

Policy 4.1 of the Wetlands Policy Statement indicates that utilities and facilities shall be located outside of provincially significant wetlands wherever possible. Alternative E results in greater impact to the provincially significant Roseville Swamp wetland and is therefore less consistent with the Wetlands Policy Statement.

One of the drawbacks with the type of analysis conducted for this study is that it focuses on the direct impacts of the alternatives. It is difficult to incorporate an assessment of the potential indirect impacts resulting from the various alternatives into this analysis. However, it is our opinion that Alternative E has the potential for greater indirect impacts than the technically preferred Revised Alternative B.
As a result, this Ministry continues to support Revised Modified B because it will result in less direct and indirect impacts on the natural environment. Revised Modified B is also more consistent with the goals and objectives of the Wetlands Policy Statement.

Should you have any questions regarding the above comments, please contact me.

Yours sincerely,

[Signature]

Drew Cherry
Area Supervisor - Waterloo
Cambridge District

Telephone: (519) 658-9365

DNC/

cc: Ms. L. Mitchell, Grand River Conservation Authority
Mr. V. Martin, Regional Municipality of Waterloo
CITY OF KITCHENER

DOON SOUTH - BRIGADOON
TRANSPORTATION NETWORK
AND CORRIDOR STUDY

ADDENDUM

FINAL REPORT

McCORMICK RANKIN
in association with
ECOPLANS LTD. and
LEHMAN AND ASSOCIATES

MAY 1994
EVALUATION OF ALTERNATIVE E

Background

Network Alternative Revised Modified B was presented to City of Kitchener Planning Committee on March 28, 1994 as the Technically Preferred Transportation Network for the Doon South-Brigadoon Study. Refer to Exhibit I for a map of Alternative Revised Modified B. The City of Kitchener Planning Committee after receiving comments from the existing residents of the Doon South-Brigadoon area, decided that a further alternative should be considered and recommended that a detailed analysis and evaluation be carried out on Alternative E, a variation of an alternative which was previously presented to the study team but was never carried through the evaluation. The previous version of this alternative was similar to Alternative D and did not, in the opinion of the Study Team, justify the additional analysis and evaluation.

This addendum documents the detailed analysis and evaluation of Network Alternative E.

Alternative E

Alternative E evolved from comments received from the public with refinements being made by the study team. Alternative E includes the following roadway facilities:

- upgrade the existing Highway 401 and Homer Watson Boulevard interchange
- widen New Dundee Road to 4 lanes between Reidel Drive (Strasburg Road) and Homer Watson Boulevard
- construct Strasburg Road between Huron Road and New Dundee Road as a 4 lane arterial
- connect Bieth Drive to Strasburg Road
- construct a 2 lane West-South front-lotted collector from Strasburg Road to New Dundee Road
- extend Doon South Drive to the proposed West-South collector as a 4 lane collector roadway
Alternative E is also capable of providing additional access to Highway 401 through the following additional roadway improvements:

- reconstruct Township Road 8 to a 2 lane rural arterial between New Dundee Road and Roseville Road
- construct an interchange at Highway 401 and Roseville Road

It should be noted that this additional access to Highway 401 will likely be required beyond the year 2011 time frame and that additional detailed studies must be carried out at some future date to further assess the need for this additional interchange.

Refer to Exhibit II for a map of Alternative E.

**Evaluation of Alternative E**

A detailed analysis and evaluation was carried out in which Alternative E was directly compared to the technically preferred option, Alternative Revised Modified B. The evaluation was carried out using the same criteria that was previously used in the first evaluation. The evaluation criteria are summarized by the following factor groupings.

- Natural Environment
- Heritage Areas and Scenic Roads
- Social Environment
- Transportation Facilities
- Planning and Development Implications
- Transportation Costs

The following sections document the comparative differences between Revised Modified B and Alternative E with respect to the above noted evaluation factor groupings.
Natural Environment

Alternative E is less preferred than Alternative Revised Modified B with respect to impacts on the natural environment as it presents the following additional environmental impacts:

- the widening and reconstruction of New Dundee Road through the Roseville swamp where 0.25 ha of Priority Class 1 land is impacted
- the reconstruction and widening of Reidel Drive as it crosses Blair Creek where 0.2 ha of Priority Class 2 land is impacted
- impacts to Blair Creek, a cold water creek, by the reconstruction and widening of Reidel Drive (Strasburg Road) which is proposed to be widened to 4 lanes in Alternative E

It should be noted that for the time period beyond 2011 Alternative E would have less environmental impacts than Alternative Revised Modified B with regard to the implementation of an additional interchange since Alternative Revised Modified B would require the crossing of the Roseville wetland complex via Reichert Road, a more sensitive area than the Roseville Road crossing proposed in Alternative E.

Heritage Area and Scenic Roads

Alternative E is more preferred than Alternative Revised Modified B with respect to impacts on heritage areas and scenic roads since it attempts to minimize traffic growth on possible and existing scenic roads through the placement of a cul-de-sac at the west end of Stauffer Drive. However, due to the indirect routing of the New Dundee Road-Strasburg Road corridor, it is expected that Alternative E will experience some degree of through traffic in the Upper Doon Heritage Conservation district. Alternative E minimizes impacts to the "Stauffer Log House", which is located adjacent to the proposed right-of-way of the West-South Collector road, since this two lane collector allows for greater flexibility and therefore minimizes impacts on the log house site.
Social Environment

Alternative E is preferred over Revised Modified B in terms of minimizing impacts on the social environment. Alternative E has some impacts with respect to potential increased traffic on existing communities, however it requires less property (4.5 ha) and has less impacts with respect to the potential fragmentation of existing communities. The community in question is the Caryndale Community whose land is bisected by a proposed roadway facility in both alternatives.

Alternative E proposes a 2 lane front-lotted collector roadway with direct access within a 26 m right-of-way which allows for sidewalk, bicycle paths and bus bays. A 2 lane collector roadway would have less impacts on the Caryndale community as a collector road can be easily integrated into the existing community and allows for greater pedestrian access between the adjacent lands.

Roadway Network

Alternative E is less preferred than Revised Modified B in terms of impacts to the roadway network. Both alternatives present similar benefits to transit service in relation to the number of potential transit riders served within a 900 m catchment area and with respect to directness of routings. However, it should be noted that as a collector, the West-South road proposed in Alternative E would allow for superior transit accessibility for the residents due to the front lotting of properties on the roadway. Both alternatives provide reasonable access to future development areas. The intersection levels of service in Alternative E are worse at 5 intersections, and better at one intersection when compared to Revised Modified B. However, overall Alternative E has only two intersections with a Level of Service worse than ‘D’ (v/c > 0.9). The mid block level of service is also worse in Alternative E as there are three roadway sections operating with a Level of Service worse than ‘D’ (v/c > 0.9) while Revised Modified B had only 1 operating with a Level of Service worse than ‘D’.
Alternative E and Revised Modified B are similar in terms of how they can be integrated with existing arterial roadways internal and external to the Doon South roadway network. Based on transportation modelling, Alternative E is less preferred than Revised Modified B as the future interchange proposed at Roseville Road and Highway 401 (Alternative E) would not attract as many trips as the location proposed in Revised Modified B. However, as noted in the Natural Environment section, Alternative E would have less environmental impacts with regard to the implementation of an additional interchange.

Refer to Exhibits III and IV for summaries of the roadway and intersection levels of service for Alternative E and Revised Modified B.

Planning and Development

Alternative E is more preferred than Revised Modified B with respect to planning and development implications. The collector roads proposed in the Doon South area have minor impacts on the Official Plan and on community and draft plans that have already been submitted or approved. The roadway improvements presented in Alternative E have minor impacts on four proposed developments, and allows for greater flexibility since the implementation of these roadway facilities are not dependent on the timing of adjacent developments in the specific corridor.

Transportation Costs

Alternative E is estimated to cost $1.2 million more than Revised Modified B and is therefore slightly less preferred. The difference in costs between Alternative E and Revised Modified B are due to the following additional improvements:

- Widening of Reidel Drive (Strasburg Road) from 2 to 4 lanes between Stauffer Drive and New Dundee Road
**widening of New Dundee Road from 2 to 4 lanes between Reidel Drive (Strasburg Road) and Homer Watson Boulevard.**

**Summary of Evaluation**

The additional evaluation of Alternative E identified that both Alternative E and Revised Modified B are equally preferred from an overall evaluation perspective. Alternative E was more preferred in terms of minimizing impacts on heritage areas, scenic roads, social environment and planning and development implications, while Alternative Revised Modified B has less environmental impacts and provides for a more effective roadway network.

A detailed evaluation chart documenting the numerical evaluation of the transportation network alternatives is included at the end of this addendum. A summary chart of the evaluation of Alternative E and Revised Modified B is included in Exhibit V.
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**Notes:**
- NA = Not Applicable
- E E Blvd = Conestoga College Boulevard
- * = Asphalmed Based on CTS Study
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**Not Applicable**

**Not Applicable**

**Double Left Turn Lanes**

**Upgraded Homer Watson Blvd / New Dundee Rd and Highway 401 E-Ware Off-Ramp**

**Highway Interchange**

**Requires Partial Interchange**
## DOON SOUTH – BRIGADOON
### REVISED ANALYSIS OF NETWORK ALTERNATIVES

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*ROSEVELLE SWAMP*  
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DOON SOUTH – BRIGADOON
REVISED ANALYSIS OF NETWORK ALTERNATIVES

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* ROADWAY COST EXCLUDES ILLUMINATION, SIGNALIZATION, ETC.

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<td>NEW M/H VS. INTERCHANGE</td>
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20-May-94  DBR1E.WK1
Conclusions

The results of the evaluation indicate that Revised Modified B and Alternative E both represent practical and feasible transportation solutions and although Alternative E has minor impacts on the natural environment, it provides desirable benefits to the social environment, heritage areas and scenic roads, and provides for a reasonable transportation network at a reasonable cost. Therefore, the Study Team has concluded that the preferred transportation network is Alternative E.

Revised Modified B has fewer impacts on the natural environment and has minor impacts on the social environment, heritage areas and scenic roads, and provides a more effective transportation network at a slightly reduced cost in comparison to Alternative E.

In summary Alternative E has the following advantages and disadvantages:

Advantages

• decreased traffic effects on scenic roads
• less property for roadway improvements is required
• minimizes fragmentation of Caryndale community
• provides superior transit accessibility
• less impacts on planning and development implications
• less environmental impacts associated with the implementation of an additional interchange

Disadvantages

• crossing of one cold water stream
• impact to a Priority Class 1 wetland
• increased neighbourhood infiltration in local communities
- a slight decrease in roadway and intersection level of service
- minor additional capital costs

It should also be noted that since Alternative E uses existing arterials as its major corridors, the additional interchange at Roseville Road and Highway 401 will be required to accommodate growth beyond the year 2011 time frame.

Recommendations

The following roadway infrastructure improvements are recommended for Alternative E:

- Upgrade the existing Homer Watson Boulevard and Highway 401 interchange to include a realigned New Dundee Road intersection (refer to Exhibit VI)
- Widen Homer Watson Boulevard to 4 lanes from Highway 401 to Bleams Road, however this section of Homer Watson Boulevard may have to be widened to 6 lanes if the River Road Extension is not available by year 2011
- Construct a partial interchange at the Huron Road and Homer Watson Boulevard intersection which prohibits eastbound left turns from Huron Road
- Construct a new West-South Collector Roadway from New Dundee Road to Strasburg Road as a 2 lane front lotted roadway with direct access within a 26 m right-of-way which allows for the provision of sidewalks, bicycle paths, and bus bays
- Extend Doon South Drive from Homer Watson Boulevard to the new West-South Collector Roadway as a 4 lane major collector roadway within a 26-28 m right-of-way
- Extend Strasburg Road within its planned alignment as a 4 lane arterial roadway from Battler Road to the New Dundee Road
- Widen New Dundee Road to a 4 lane arterial facility from Strasburg Road (Reidel Drive) to Homer Watson Boulevard
- Widen and realign Huron Road between Westmount Road and Homer Watson Boulevard to a 4 lane arterial within a 30 m right-of-way
• Widen Westmount Road from Block Line Road to Huron Road to 4 lanes and retain the 2 lane section south thereof
• Connect Biehn Drive to Strasburg Road
• Placement of cul-de-sac at the west end of Stauffer Drive
• Retain Stauffer Drive, Groh Drive and Dodge Drive in their current state allowing for the possibility of designating them "Scenic Roads" and thereby creating a Scenic Road Network
• Detailed planning for transit service should be conducted at the community plan stage

Refer to Exhibit VII for the recommended rights-of-way for Alternative E.

It is also recommended that the City of Kitchener conduct a detailed Environmental Assessment study, as required in Phases 3, 4, and 5 of the Environmental Assessment Process, to determine the exact location of the roads within the transportation corridor identified in Alternative E.

Since additional access to Highway 401 will be required beyond the year 2011 time frame it is recommended that additional detailed studies be carried out after the City’s and Region’s Official Plans have been updated to determine the exact location of this future interchange.
June 20, 1994.

Councillor Christina Weylie, Chair and Members
Planning and Economic Development Committee,

Re: Further Recommendations: Doon South - Brigadoon
Transportation Network Study

Staff have had discussions with several interested parties since the circulation of this Revised Network in late May. To accommodate comments and concerns received we would ask the Committee's indulgence to consider a revision to Recommendation 2.4 in Staff Report PD 94/52, and the consideration of the four additional Recommendations.

1. That Clause (b) of Recommendation 2.4 in Staff Report PD 94/52 be revised to include reference to the Stauffer Log Cabin.

2. That the following Recommendations be approved:

2.6 That Doon South Drive, from its current terminus to the West to South Collector be planned as two lane collector road with a right-of-way of 26 to 28 meters.

2.7 That the existing portion of New Dundee Road (east of Pinnacle Hill) not be closed, and that it meet the new realigned New Dundee Road with a "right-in, right-out" intersection.

2.8 That the City of Kitchener conduct a detailed Environmental Assessment Study, as required in Phases 3.4, 5 of the Environmental Assessment Process to determine the precise alignments for the following roadways:

i) West to South Collector Road, from Strasburg Road to New Dundee Road; and

ii) Strasburg Road from a point north of Stauffer Drive to Reidel Drive.

In addition to the normal requirements, the Environmental Assessment studies for these roadways will include a Heritage Impact Assessment, in accordance with Sections 5.3.15, 5.3.17, and 5.3.18 of the Kitchener Municipal Plan.
2.9 That the Alignment of Strasburg Road from its current terminus south of Trillium Drive to a point just north of Stauffer Drive be reconfirmed as:

i) concluded in the "Transportation Planning and Engineering Study - Huron Industrial Development" prepared by Marshall Macklin, Monaghan Limited August 1982;

ii) approved in the "Secondary Plan for Huron Business Park and Transportation and Engineering Study, Huron and Strasburg Roads" (PD 93/82), February 14, 1983 (City Council) and September 15, 1983 (Regional Council); and

iii) approved in the "Briagadoon Community Plan" (PD 54/88), April 15, 1991 (City Council) and June 13, 1991 (Regional Council).

All of which is respectfully submitted,

[Signature]

Terry H. Boutilier
Principal Planner.
CITY OF KITCHENER

DOON SOUTH - BRIGADOON
TRANSPORTATION NETWORK
AND CORRIDOR STUDY

ADDENDUM

FINAL REPORT

McCORMICK RANKIN
in association with
ECOPLANS LTD. and
LEHMAN AND ASSOCIATES

MAY 1994
Conclusions

The results of the evaluation indicate that Revised Modified B and Alternative E both represent practical and feasible transportation solutions and although Alternative E has minor impacts on the natural environment, it provides desirable benefits to the social environment, heritage areas and scenic roads, and provides for a reasonable transportation network at a reasonable cost. Therefore, the Study Team has concluded that the preferred transportation network is Alternative E.

Revised Modified B has fewer impacts on the natural environment and has minor impacts on the social environment, heritage areas and scenic roads, and provides a more effective transportation network at a slightly reduced cost in comparison to Alternative E.

In summary, Alternative E has the following advantages and disadvantages:

Advantages

- decreased traffic effects on scenic roads
- less property for roadway improvements is required
- minimizes fragmentation of Caryndale community
- provides superior transit accessibility
- less impacts on planning and development implications
- less environmental impacts associated with the implementation of an additional interchange

Disadvantages

- crossing of one cold water stream
- impact to a Priority Class 1 wetland
- increased neighbourhood infiltration in local communities
• Widen Westmount Road from Block Line Road to Huron Road to 4 lanes and retain the 2 lane section south thereof
• Connect Biehn Drive to Strasburg Road
• Placement of cul-de-sac at the west end of Stauffer Drive
• Retain Stauffer Drive, Groh Drive and Dodge Drive in their current state allowing for the possibility of designating them “Scenic Roads” and thereby creating a Scenic Road Network
• Detailed planning for transit service should be conducted at the community plan stage

Refer to Exhibit VII for the recommended rights-of-way for Alternative E.

It is also recommended that the City of Kitchener conduct a detailed Environmental Assessment study, as required in Phases 3, 4, and 5 of the Environmental Assessment Process, to determine the exact location of the roads within the transportation corridor identified in Alternative E.

Since additional access to Highway 401 will be required beyond the year 2011 time frame it is recommended that additional detailed studies be carried out after the City's and Region's Official Plans have been updated to determine the exact location of this future interchange.
CITY OF KITCHENER

DOON SOUTH - BRIGADOON
TRANSPORTATION NETWORK
AND CORRIDOR STUDY

FINAL REPORT

McCORMICK RANKIN
in association with
ECOPLANS LTD. and
LEHMAN AND ASSOCIATES

FEBRUARY 1994
EXECUTIVE SUMMARY

The purpose of this study is to establish a recommended transportation network which identifies the transportation corridors and existing roadway improvements required to meet the traffic and public transit demands forecast for the Doon South-Brigadoon area in year 2011. The specific study objectives include:

i) assessing the need for additional east-west access, including the feasibility of extending Doon South Drive from its current end to Westmount Road;

ii) assessing the need for additional access to the study area from Highway 401; and

iii) assessing the opportunities for realigning Strasburg Road south of Stauffer Drive so that Reidel Drive may be designated as a "Scenic Road".

Additional objectives that were developed during the course of the study include:

- minimize traffic impacts on the existing communities of Upper Doon, Doon South, Pioneer, Caryaaside and Brigadoon
- minimize impacts on identified significant environmental resource areas
- recognize the City's desire to promote more compact urban development and to accommodate changing travel characteristics, i.e. greater opportunity for non-vehicular travel
- recognize the City's desire to develop a scenic/heritage road network within the study area
- minimize the impacts on heritage areas
- provide a cost effective network that allows for traffic and transit planning flexibility as well as staging potential

This study was carried out in a similar format to Phases 1 and 2 of the Environmental Assessment Act for Municipal Road Projects in which the need and justification for, and general location of a recommended transportation corridor network is established. This study will be used as background to any subsequent Environmental Assessment Studies which will address the detailed design and construction of the recommended network alternative.
Following a review of the comments that were received at the second Public Open House as well as input from the Project Team members, alternative Modified B was revised with respect to the alignment of the West-South Arterial Facility west of Strasburg Road, the local collector road system in Huron Park, the Strasburg Road Extension; the Reidel Drive Corridor, and the local collector road system in Doon South. These changes were proposed by the members of the study team and landowners and were aimed at maximizing this alternative’s benefits. It should be noted that Revised Modified B was subsequently re-evaluated based on these changes and that its overall “points rating” increased slightly therefore reaffirming it as the most preferred transportation network alternative. A summary chart of the Evaluation Process is presented in Exhibit E.

It is therefore the recommendation of this study that alternative Revised Modified B be adopted as the Recommended Transportation Network for the study area and that the appropriate E.A. Studies be undertaken to determine the exact location of the west-south transportation facility in the identified corridor.

The following roadway infrastructure improvements are recommended for inclusion in the Recommended Alternative:

- Upgrade the existing Homer Watson Boulevard and Highway 401 interchange to include a realigned New Dundee Road intersection (refer to Exhibit F)
- Widen Homer Watson Boulevard to 4 lanes from Highway 401 to Bleams Road, however this section of Homer Watson Boulevard may have to be widened to 6 lanes if the River Road Extension is not constructed by year 2011
- Construct a partial interchange at the Huron Road and Homer Watson Boulevard intersection which prohibits eastbound left turns from Huron Road
- Construct a new West-South Arterial Facility from New Dundee Road to Westmount Road as a 2 lane arterial roadway with limited access within a 26-28 m right-of-way which allows for a future widening to 4 lanes, when necessary
- Extend Doon South Drive from Homer Watson Boulevard to the new West-South Arterial Facility as a 4 lane major collector roadway within a 26-28 m right-of-way
the Environmental Assessment Act, however as a requirement set forth in the Study Terms of Reference the study was structured to be carried out as an EA Study which is described in detail in Section 1.3.

1.3 Environmental Study Process

This study was carried out in a similar format to Phases 1 and 2 of the Environmental Assessment Process for Municipal Road Projects as presented in Exhibit 1. The need and justification for transportation improvements are established in Phase 1, while Phase 2 identifies alternative solutions which address the needs identified in Phase 1. The alternative solutions are evaluated based on social, environmental, and planning issues as well as comments from members of the public, landowners and external agencies. Upon completion of the analysis and evaluation of the alternative solutions, a preferred solution is selected to be carried forward to and used as background to any subsequent Environmental Assessment Studies.

As this study deals only with Phases 1 and 2 of the E.A. Act, a full E.A. Study which will determine the exact location and the detailed design and construction of the facilities within the recommended corridors is well beyond the scope of this study and will be required in the future.

1.4 Previous Related Studies

Several studies were reviewed throughout the course of this project. Of primary importance was input from the now complete Doon South Creek Subwatershed Study. This report was one of the main sources of data for the establishment of the Priority Class 1 and 2 environmentally significant areas throughout the study area. Other reports reviewed include:

* Kitchener West Side Study
* Huron Road/Homer Watson Boulevard Intersection Study
be coming up for discussion this date and that it was premature to make any changes to the recommendations unless the Committee does not accept the staff recommendations to refuse Official Plan Amendment Applications 80/6 and 91/6.

Mr. P. Britton, MacNaughton Herron Britton Clarkson, appeared as a delegation on behalf of Hallman-Aberdeen Limited. He advised that he was in support of recommendation 2.9, of the June 20 Addendum memorandum as it relates to his client's holdings. He also referred to his client's holdings on Tilt Drive and was in favour of recommendation 2.4 in Staff Report PD 94/51.

Mrs. Jean Hadfield appeared as a delegation on behalf of the Society for the Preservation of Upper Doon (S.P.U.D.) and noted that while they appreciate Alternative "E" now proposed, they had certain other concerns. These include the impact of a possible 6 lane Homer Watson Boulevard on the Heritage Conservation District, environmentally sensitive features of Doon South, several heritage issues, a future intersection affecting Tilt Drive and various visual heritage aspects along with environmental issues relative to the road system.

Councillor T. Galloway stated that he understood adoption of the Study would preclude a 6 lane Homer Watson Boulevard.

Mr. Ken Scott appeared as a delegation on behalf of the General Church of the New Jerusalem in Canada which owns a 380 acre land parcel situated between Reid/Stanley/Groff/Dodge and New Dundee Roads. He advised that the Church supports the Study conclusions respecting the major road systems but would rather hold back on the issue of scenic roads which could impede the planning process relative to their lands. Mr. T. Boutilier responded that recommendation 2.4 in Staff Report PD 94/51 would deal with such matters.

Mr. Douglas Cowley, a property owner on New Dundee Road, appeared as a delegation with regard to the proposal for a major road corridor and requested more thought be given to using Road #6 so that traffic could be taken straight down to Highway #401. Mr. T. Boutilier stated that the Study recommendation was based on policies of the Ministry of Transportation and Communications which objects.

Ms. Carole Wiebe, MacNaughton Herron Britton Clarkson, appeared as a delegation on behalf of 673069 Ontario Limited, which is owned by Freura and Kennmore Homes and has lands to the west of Straburg Road, south of Huron Road. She stated they support recommendation 2.9 and it was her understanding the alignment of Straburg Road was being confirmed by the Study. She noted it was important the Transportation Study be confirmed. Councillor T. Galloway stated that he was surprised that recommendation 2.9 was being considered this date and noted that he had been planning to debate the location of Straburg Road during consideration of the zone change and subdivision applications of Hallman Aberdeen.

Mr. Bob Black appeared as a delegation on behalf of Heathwood to support staff recommendation 2.9 confirming the location of the Straburg Road extension which resolves other outstanding issues. He noted that his client had worked on the subdivision for the last 2 years and that the second phase of development is dependent on Straburg Road.

Councillor C. Zehr advised that he supports the recommendations in Staff Report PD 94/51 and the Addendum memorandum dated June 20, 1994 distributed this date and tabled a motion to support the recommendations in both documents.

Councillor T. Galloway stated that generally, he was pleased with the outcome of this matter but he did have concern with the fact that there was no prior consultation with the project team and requested recommendation 2.9 be deleted from the Staff Report and from the motion. He
PLANNING & ECONOMIC DEVELOPMENT COMMITTEE MINUTES

JUNE 20, 1994

The Planning and Economic Development Committee met this date commencing at 5:00 p.m. under the Chairmanship of Councillor C. Weyde, with the following members present: Mayor D.W. Carriolo and Councillors J. Diefenbaker, T. Galloway, M. Yantzi, G. Leadson, J. Smeed, C. Zehetner, G.ertoire, B. Sturat and M. Wagneh.

Officials present: Mr. T. McCarthy, Mr. J. Gazzola, Mr. T. McCabe, Mr. B. Stanley, Mr. T. Boutilier, Mr. D. Mannell, Mr. Z. Janeski, Ms. C. Ladd, Mr. J. Wallace and Mr. L.W. Now.

1. PD 94/51 - DOON SOUTH-BRIGADOON TRANSPORTATION NETWORK AND CORRIDOR STUDY
   - EVALUATION OF ALTERNATIVE "E"
   - OFFICIAL PLAN AMENDMENT APPLICATION 94/2
   - SOUTH WARD

The Committee was in receipt of the following reports:

- Addendum memorandum dated June 20, 1994 - further recommendations re: Doon South-Brigadoon Transportation Network and Corridor Study
- PD 94/51 dated May 27, 1994 - Report of the Project Team regarding the evaluation of Alternative "E" for the Doon South-Brigadoon Transportation Network and Corridor Study
- PD 94/15 dated March 9, 1994 - Staff recommendations related to the Doon South-Brigadoon Transportation Network and Corridor Study
- Official Plan Amendment Application 94/2 Report

Mr. T. Boutilier advised that members of the Project Team were in attendance this date. He noted that at the Committee's March 21st meeting, reports respecting the Doon South-Brigadoon Transportation Network and Corridor Study and the West Side Study were referred to the meeting this date. Mr. Boutilier explained that as a result of discussions with several parties last week, he had prepared the memo dated June 20th proposing a revision to recommendation 2.4 in Staff Report PD 94/51 to add reference to the Staatler Log Cabin, and four additional recommendations. Mr. Boutilier then commented on the models considered within the report and noted that the only outstanding issue was the alignment of Windrush Trail. He pointed out that collector road alignments would be considered at the Community Plan Stage. He discussed the merits of the recommended Alternative "E" and stated that overall, it was a better plan than what was originally recommended, but was more costly to the extent of an additional $1.2 million capital cost, mostly for road widenings. He then explained each of the new recommendations contained in his June 20th memo.

The Committee was also in receipt of a memorandum advising that LACAC endorses Alternative "E" of the Doon South-Brigadoon Transportation Network Study.

Mr. T. Boutilier distributed a copy of a letter dated June 15, 1994 from Heather Guest requesting less than a 26 metre road right of way through Caryndale. As well, she favoured widening Westmount Road to New Dundee Road to facilitate access to Highway 401 at Highway 97.

Mr. T. Boutilier advised that he had received a copy of a tax from Ms. Pat Nippel that was transmitted just 30 minutes before the start of the meeting and he had not had an opportunity to review its contents. A copy was distributed to Committee members.

Mr. Mark Tutton, Monarch Construction appeared as a delegation in respect to the issue of the level of planning for local or minor road corridors. The Committee was in receipt of a letter dated June 17, 1994 from Mr. G. Scheels on Monarch's behalf. The only request Mr. Tutton made was to ask that the Committee delete local road corridors from their lands, as these should be the subject of consideration at the Community Plan Stage.

Mr. Glenn Scheels, Cumming-Cockburn Limited, appeared as a delegation on behalf of Cyba Holdings which owns approximately 400 acres of land in the southern portion of the Dundee community. The Committee was in receipt of a letter dated June 17, 1994 from Mr. Scheels. Essentially, it was requested that the Cyba lands become part of the planning process to ensure their long-term plans were not compromised. Mr. B. Stanley noted that the Cyba lands would
PLANNING & ECONOMIC DEVELOPMENT COMMITTEE MINUTES

JUNE 20, 1994

1. PD 94/51 - DOON SOUTH-BRIGADON TRANSPORTATION NETWORK AND CORRIDOR STUDY
   - EVALUATION OF ALTERNATIVE "E"
   - OFFICIAL PLAN AMENDMENT APPLICATION 94/2
   - SOUTH WARD (CONT'D)

suggested when residents become aware of the Strasburg Road alignment, objections would be
raised. Accordingly, he recommended an alignment study be done on Strasburg Road since a lot has changed in the last 10 years. Mr. S. Starkey pointed out that the Strasburg Road alignment had been determined by a study team after very detailed and comprehensive study and analysis. Further, he noted that land dedications have been taken based on the alignment and key decisions have been predicated on the alignment. Finally, he indicated that a re-confirmation was being requested.

Councillor C. Zehr commented that the entire planning process had been a good one and that recommendation 2.9 was neither new nor premature.

It was requested that Councillor Zehr's motion be split into 2 parts and a recorded vote taken.

It was resolved:

1. That the recommendations contained in Staff Report PD 94/15, and Official Plan Amendment Application 94/2 (Doom South - Brigadon Transportation Network Corridor) be relaxed.

2. That the network of Transportation Corridors, as recommended in Exhibit 1 of the Addendum to the Doon South - Brigadon Network and Corridor Study (May, 1994) and attached to this Staff Report, be approved.

3. That the Doon South - Brigadon Transportation Network and Corridor Study (January, 1994) together with the Addendum (May, 1994) be forwarded to the Region of Waterloo for endorsement, and inclusion in the current OPP review.

4. That Staff be directed to initiate a detailed design study of Tith, Stauffer, Dodge, and Groh Drives, in conjunction with representatives of LACAC and affected property owners of the Doon South Community Plan, to examine:

   a) the planned functions of the Scenic Roads including roadway volumes, geometrics, vehicular and pedestrian safety;

   b) the integration of the Scenic Road functions and the Stauffer Log Cabin with surrounding planned Doon South Community (land use, collector and local roadway pattern, landscape and tree saving plans, subdivision and development controls, etc.); and

   c) the integration of the recommendations of the Doon South Creek Sub-Watershed Study.

5. That an Amendment to the Kitchener Municipal Plan, and the Doon South Community Plan be initiated to incorporate the revised Collector Road system for the Doon South Community.

6. That Doon South Drive, from its current terminus to the West to South Collector be planned as two lane collector road with a right-of-way of 36 to 28 meters.

7. That the existing portion of New Dundee Road (east of Pinnacle Hill) not be closed, and that it meet with the new realigned New Dundee Road with a 'right-in, right-out' intersection.
1. PD 94/51 - DOON SOUTH-BRIGADOON TRANSPORTATION NETWORK AND CORRIDOR STUDY
   - EVALUATION OF ALTERNATIVE "E"
   - OFFICIAL PLAN AMENDMENT APPLICATION 94/2
   - SOUTH WARD (CONT'D)

   B. That the City of Kitchener conduct a detailed environmental assessment Study, as required in Phases 3, 4, & 5 of the Environmental Assessment Process to determine the precise alignments for the following roadways:

   i) West to South Collector Road, from Strasburg Road to New Dundee Road; and

   ii) Strasburg Road from a point north of Staufier Drive to Reidel Drive.

   In addition to the normal requirements, the Environmental Assessment studies for these roadways will include a Heritage Impact Assessment, in accordance with Sections 5.3.16, 5.3.17, and 5.3.18 of the Kitchener Municipal Plan.

   C. That the Alignment of Strasburg Road from its current terminus south of Trailium Drive to a point just north of Staufier Drive be reconfirmed as:

   i) concluded in the "Transportation Planning and Engineering Study - Huron Industrial Development", prepared by Marshall Macklin, Monaghan Limited, August 1982;

   ii) approved in the "Secondary Plan for Huron Business Park and Transportation and Engineering Study, Huron and Strasburg Roads" (PD 93/02), February 14, 1983 (City Council) and September 15, 1983 (Regional Council); and

   iii) approved in the "Bricotwin Community Plan" (PD 54/85), April 15, 1983 (City Council) and June 13, 1991 (Regional Council).

   It is the opinion of this Committee that the approval of these recommendations is proper planning for the City.

   Recommendations 2.1 to 2.6 inclusive were put to a recorded vote and carried. Mayor D.V. Caruolo and Councillors Wayne, Galloway, Yantzi, Leadson, Smola, Zehr, Lorentz, Stortz and Wagner voted in favour and none voted in the negative. Councillor J. Ziegler was absent.

   Recommendation 2.9 was then put to a recorded vote and carried. Mayor D.V. Caruolo and Councillors Weyko, Yantzi, Leadson, Smola, Zehr, Lorentz, Stortz and Wagner voted in favour while only Councillor T. Galloway voted in the negative. Councillor J. Ziegler was absent.

2. PD 94/54 - ADDENDUM TO UPDATE OF WEST SIDE STUDY PART 1 REPORT
   - OFFICIAL PLAN AMENDMENT 94/1 - WEST SIDE STUDY
   - OFFICIAL PLAN AMENDMENT 91/6 - HESCH FARM
   - OFFICIAL PLAN AMENDMENT 90/6 - CYBAL HOLDINGS INC.
   - SOUTH WARD

   Councillor G. Lorentz discloses a Conflict of Interest and abstained from all discussion as his parents live within the area affected by the West Side Study.

   At the March 21, 1994 meeting of the Committee, it was agreed to defer Official Plan Amendment 94/1, 91/6 and 90/6 and refer them to the meeting this date for reconsideration.

   In this regard, the Committee was in receipt of Planning & Development Staff Report PD 94/54 dated June 14, 1994. This report was prepared as an addendum to Planning Staff Report PD 93/93 and contains revisions to Official Plan Amendment Application 94/1.

   Staff report PD 93/93 dated February 5, 1994 was redistributed this date. This report provides
PLANNING & ECONOMIC DEVELOPMENT COMMITTEE MINUTES

JUNE 20, 1994

7. PD 94/54 - ADDENDUM TO UPDATE OF WEST SIDE STUDY PART 1: REPORT
   · OFFICIAL PLAN AMENDMENT 94/1 - WEST SIDE STUDY
   · OFFICIAL PLAN AMENDMENT 91/6 - HESCH FARM
   · OFFICIAL PLAN AMENDMENT 90/6 - CYBAU HOLDINGS INC.
   · SOUTH WARD (CONT'D)

An update of Kitchener West Side Study Part 1 Report: Existing Conditions and Land Needs, and staff recommendations concerning Official Plan Amendments for areas beyond the existing urban settlement boundary.

The Official Plan Amendment Report for the West Side Study was also redistributed this date. The study area consists of approximately 760.8 hectares (1,880 acres) and is generally bounded on the north by the KOW Expressway and Gleams Road; on the east by Westmount Road; on the south by Huron Road; and on the west by Trafalgar Road. The purpose of the amendment is to refine the boundary between Settlement Policy Areas "A" and "E" in the Regional Official Policies Plan; delete an existing "Special Study Area" designation and related specific policy and a portion of existing "Low Density Residential" designation and to add "Agricultural, Business Park, Major Open Space, Low Density Residential and Major Institutional land use designations to the Plan for Land Use.

The Committee was also in receipt of the report for Official Plan Amendment Application 91/6 - Hesch Farm. The purpose of the amendment is to change the land use designation from Agricultural to Low Density Residential for lands situated in the Dundee planning community comprising approximately 39.7 hectares (99 acres) located south of Huron Road and east of Westmount Road.

The Committee was also in receipt of the report for Official Plan Amendment Application 90/6 - Cybau Holdings Inc. The purpose of the Amendment is to change the land use designation from Agricultural to Low Density Residential for two areas situated in the Dundee planning community. The first parcel consists of approximately 48.5 hectares (120 acres) located in the vicinity of the southwest corner of Westmount and Plains Road. The second parcel consists of approximately 91.2 hectares (225 acres) located west of Staffa Drive.

It was pointed out that notice that the Committee would hold a public meeting this date to consider these matters had previously been given.

Mr. Y. Bouchard gave a presentation with respect to the reports. He noted that there were two issues of concern, being: the justification for additional residential designation and the justification for additional business park land. He pointed out that there was no justification statistically at this time for additional residential lands to be brought in. Further, he commented that there was no reliable method to project the need for Business Park designated lands and recommended that the city continue the principle of replacing such lands with the amount of lands lost as a result of revised designations. He then discussed the history of the Settlement Boundary Line and the approaches taken by the city and by the Region in this regard. Mr. Bouchard commented on the evolving issue and advised that there was an error in the background to the report. One area had been said to be unservicable by the Straburg Trunk; however, it had been found the area was servicable by either the Borden or Straburg Trunk. The other issue of significance to this matter was watershed studies. It was staff's opinion the settlement boundary line should be coincident with the natural gravity servicing line. Also, with a more compact urban form expected in future, it was appropriate to reserve capacity in the trunk sewer to accommodate changing land use trends. Accordingly, he suggested that lands outside the Settlement Boundary Line be reviewed in 10 years.

Mr. Bouchard then commented on the reasoning for recommendations to refuse the Official Plan Amendment Applications of Hesch Farms and Cybau Holdings Inc.

Mr. Chris Pidgeon, Cumming Cockburn Limited, appeared as a delegation on behalf of Mills, Weirlands, Shanks, landowners in opposition to the redefinition of the Settlement Line. His letter dated June 15, 1994 was distributed with the agenda. It was his view that designation of the
2. PD 94/54 - ADDENDUM TO UPDATE OF WEST SIDE STUDY PART 1 REPORT
   - OFFICIAL PLAN AMENDMENT 94/1 - WEST SIDE STUDY
   - OFFICIAL PLAN AMENDMENT 91/6 - HESCH FARM
   - OFFICIAL PLAN AMENDMENT 90/6 - Cybau Holdings Inc.
   - SOUTH WARD (CONT'D)

lands as Settlement Policy Area "A" in the Regional Official Policies Plan meant there was a commitment for urban land uses to apply and he reviewed the contents of his letter to justify this position.

Mr. Piccone advised that Mr. Mark Somerville was present earlier but had to leave and he wished to read notes of the presentation Mr. Somerville had planned to make. He advised that Wetlands, with reliance on the Official Plan, had acquired their property in July 1991. The purpose of the Official Plan in the eyes of the Ontario Municipal Board was described. Essentially, it was his view that it was grossly unfair for the City to now contract the urban form.

Mr. Mark Nowak appeared as a delegation on behalf of the owners as well as himself as part-owner, of a .75 acon land parcel presently under aggregate extraction at the corner of Beams and Tressler Roads. A submission dated June 17, 1994 was distributed this date. History of the subject property and related planning actions was reviewed and he requested that Business Park designation, as the only logical use, be extended to Tressler Road. City Council's resolution (2.1.3.2) of May 19, 1992 was referred to.

Mr. T. Bourlier commented that many circumstances had changed since 1992 since additional documents were now available. He then outlined what he had found after taking over this Amendment and reviewing the contents of the fee. Mr. S. Stanley commented that until the watershed study was completed, it was premature to designate urban land outside the watershed study. Mr. Nowak pointed out that the West Side Study was completed at substantial cost with a vision for the future and was now being discarded. He asked that the earlier commitment made be honoured. Mr. Bob Kieseweter asserted that basically, gravel was exhausted and they were now mining sand. He stated that originally it was indicated they would go much deeper for gravel and that is what the Paragon Engineering report was based on. Mr. Nowak stated they were only asking for what they had two years ago which was a commitment for Business Park designation.

Mr. Glenn Schells, Cumming Cockburn Limited, appeared as a delegation on behalf of Cybau Holdings Inc. Official Plan Amendments Applications 91/6 & 90/6. His submission dated June 17, 1994 was distributed with the Committee agenda. It was his view that supply issues should not be the only determinant of whether to designate additional lands for future residential purposes. He referred to other criteria and reasoning in this regard which justifies designating the Cybau lands at this time.

The recommendations in the staff reports were then considered.

On motion by Councillor M. Yamzi, it was resolved:

"That with respect to the staff recommendations in PD 94/54 as they affect the West End property et al in the vicinity of Tresslar Road and Orford Street, the line between the Rural/Urban Settlement Areas be coincident with the servicing line as defined by the "City of Kitchener - West Side Study Tresslar/South Pains Area - Servicing Study" prepared by Paragon Engineering Ltd."

On motion by Mayor D.V. Cardillo, it was resolved:

"1. That Official Plan Amendment 94/1 which recommends that the West Side Study Area be designated Agricultural, Major Open Space, Business Park, Major Institutional and Low Density Residential, be approved, subject to:
PLANNING & ECONOMIC DEVELOPMENT COMMITTEE MINUTES

JUNE 20, 1994

2. PD 94/54 - ADDENDUM TO UPDATE OF WEST SIDE STUDY PART 1 REPORT
   - OFFICIAL PLAN AMENDMENT 94/1 - WEST SIDE STUDY
   - OFFICIAL PLAN AMENDMENT 91/6 - INAGAM FARM
   - OFFICIAL PLAN AMENDMENT 90/8 - CYBAU HOLDINGS INC.
   - SOUTH WARD (CONT'D)

1) That OPA 94/1 be revised to recommend that the boundary between Settlement Policy Areas "A" & "E" in the Regional Official Policies Plan be revised to be coincident with the identified gravity sanitary servicing limits of the Straburg and the Borden Trunk Sewer Systems, as defined by the "City of Kitchener - West Side Study Trussler/South Plain Area - Servicing Study" prepared by Paragon Engineering Ltd., July 1994.

2) That OPA 94/1 be revised to designate those lands on the south side of Bannock Road, west of Gehr Place and within the identified gravity servicing limits of the Straburg Trunk Sewer System, as "Business Park". Further, that staff meet with representatives of Select Sand and Gravel to precisely determine the extent of lands presently in aggregate extraction which are within the natural gravity servicing limits of the Straburg Trunk Sewer System, and such lands to be designated "Business Park" in OPA 94/1.

3) That the attached revised Schedule "A" (which amends the Kitchener Municipal Plan) be incorporated into OPA 94/1, and the previous Schedule "A" (which amended the Official Plan) be deleted.

2. That the City of Kitchener request the Regional Municipality of Waterloo to incorporate this Amendment together with the revised Schedule "A" into the Kitchener Municipal Plan by Modification at the time of approval of the Municipal Plan.

3. That Official Plan Amendment 90/8 - Cybau Holdings Inc. and Official Plan Amendment 91/6 - Hesch Farm that seek to designate lands located in the Doncaster Planning Community as Low Density Residential be refused.

It is the opinion of this Committee that the refusal of these applications is proper planning for the City.

Councillor G. Lorentz previously disclosed a conflict of interest and abstained from all discussions and voting as his parents live within the area affected by the West Side Study.

3. PD 94/43 - HURON ROAD AND BIEHN DRIVE
   - ZONE CHANGE APPLICATION 88/237/H/24 - HALLMAN ABERDEEN LTD.
   - SUBDIVISION APPLICATION 397-93007
   - REVISION TO BRIGADOON COMMUNITY PLAN
   - SOUTH WARD

The Committee was advised that the Department of Planning & Development was in receipt of applications for zone change and subdivision submitted by Hallman Aberdeen Ltd., with regard to lands situated in the vicinity of Huron and Biehn Drive. The subject land comprise 29.55 hectares (73.0 acres) of undeveloped lands with minimal vegetation on both the south side of Huron Road and the west side of Biehn Drive. The proposed zoning change is from Agricultural (A) according to Township of Waterloo By-law 87/84 to Restricted Residential (R2A) with special regulations; Semi-Restricted Residential (R2B) with a special list of uses and special regulations, and Semi-Restricted Residential (R2) according to By-law 88/80, and Neighbourhood Shopping Centre Zone (C-2), Community Institutional Zone (I-2) and Hazard Land (7-5) according to By-law 85-1. In the regard, the Committee considered Staff Report PD 94/43 dated May 26, 1994 and two proposed by-laws each dated May 26, 1994 attached to the report.

It was noted in the report that the Subdivider proposes to rezone the 29.55 hectares (73.0 acres) parcel and create a subdivision consisting of 41 residential blocks, consisting of a mixture of approximately 400 single detached, semi-detached or townhouse units, a multiple dwelling block, a community institutional block, a nutrition block, a commercial block, a storm water...
3. PD 94/43 - HURON ROAD AND BIEHN DRIVE
   - ZONE CHANGE APPLICATION 88/28/41/21 - HALLMAN ABERDEEN LTD.
   - SUBDIVISION APPLICATION 307-98007
   - REVISION TO BRIGADOON COMMUNITY PLAN
   - SOUTH WARD (CONT'D)

management block, two open space blocks, two future development blocks as well as the
conveyance to the City of a large parcel of land within the Stradbroke Creek flood plain.
In concert with these applications, a revision to the Brigadoon Community Plan was proposed.
It was pointed out that notice that the Committee would hold a public meeting this year to
consider these matters had previously been given.

Mr. Y. McCabe introduced the applications and pointed out that the planning process had taken
some six to eight years to reach this stage. He noted that the only outstanding issue was the
intersection of Street Three with Biehn Drive and it was staff's view that the connection was critical.

Mr. Z. Jancek then summarized environmental and traffic issues that have been of concern and
pointed out that the main issue has been the Street Three location. He commented on the road
network and activities in that regard to benefit the environment. He distributed a memorandum
dated June 20, 1994 as an addendum report to Staff Report PD 94/43. The addendum contains
a recommended revision to the proposed by-law, a revision to Condition #60, and addition of a
new Condition #74, the purpose of each he explained in detail.

Mr. Ken Meininger appeared as a delegation and advised that he owned a property on Biehn
Drive and had lived in the Brigadoon area for six years. Mr. Meininger advised that all of his
concerns were submitted to staff and were itemized on pages A.16 and A.17 of the report. He
acknowledged that many of his environmental and traffic concerns had been addressed; however
he did have a concern in that during construction and very hilly terrain involved, a lot of soil/silt
could be washed into creeks and ponds and recommended there be a proactive approach to
avoid this situation. Further, he questioned who would be responsible for providing pedestrian
access via community trails to the existing ponds following the completion of development.

Mr. T. McCabe advised that the Department of Parks & Recreation was responsible for the timing
of the installation of pedestrian trails. He pointed out that concern was expressed earlier this year
at a Community Services Committee meeting with regard to the trail issue which has nothing to
do with the subdivision developer's responsibilities, but was related to the way the City funds the
construction of trails. He noted that the City policy was currently being reviewed.

In response to the concern expressed with regard to situation, Mr. D. Mansell advised that the
Public Works Department has been working with the Ministry of Natural Resources, the Grand
River Conservation Authority and applicant's engineer's to provide the best possible situation
controls.

Mr. Meininger then made the following comments: there was no active parkland in the
subdivision, he raised the question as to why the subdivision had three access points, requested
Street Three be eliminated and noted that the area should have been planned as a conservation
area many years ago.

Mr. P. Britton, MacNaughton Hamson Britton Clarkson, appeared as a delegation on behalf of
Hallman Aberdeen and commented that the applicant has been working with the most stringent
wastewater reports in order to develop this subdivision. He pointed out that Condition #53 details
measures requiring erosion/siltation controls, and Condition 58(d) deals with pond access. Mr.
Britton stated that the applicant was dedicating over 45 percent of the area of the plan of
subdivision over an above level in lieu dedications and stated that it has always been intended
that there would be a full connection to Biehn Drive and that the Street Three connection to Biehn
Drive had been the subject of at least three public meetings. He stated that he was very satisfied
that the street design and connection had the least impact option on the environment.

Councillor T. Galway stated that he was not satisfied that the Street Three connection to Biehn
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3. P0 94/43 - HURON ROAD AND BIEHN DRIVE
   - ZONE CHANGE APPLICATION 65/23/H/ZJ - HALLMAN ABERDEEN LTD.
   - SUBDIVISION APPLICATION 307-94097
   - REVISION TO BRIGADOON COMMUNITY PLAN
   - SOUTH WARD (CONT'D)

Drive was necessary. Councillor Galloway then posed a number of questions and comments pertaining to traffic routing, Street Three being contentious within the neighbourhood, environmental degradation resulting from the road connection, the terms of the development agreement not being strong enough with regard to erosion/siltation control, who was responsible if siltation measures failed, the need for a clause requiring the developer to assume any rehabilitative costs, and he questioned if condition 53(C) could be revised to cover responsibility on the part of the developer.

Mr. J. Wallace advised that through the subdivision agreement, the developer could be requested to rehabilitate provided there was some reasonableness as to what was being requested.

Mr. D. Mainsell stated that there were sufficient controls reflected in conditions 52, 53 and 54 requiring the developer to be responsible should there be a breach of erosion/siltation measures. Councillor B. Storz recommended that Messrs. J. Wallace and D. Mainsell address the question of a breach and report to Council.

Councillor T. Galloway then raised the issue of Community Trails and Mr. T. McCabe re-stated that staff were considering the matter of timing of trail development but could make recommendations to the Parks & Recreation Department. Councillor T. Galloway noted that a developer in Glencoe refuses to install curbside curbs and questioned if the City could stipulate they be installed. Mr. T. McCabe pointed out it was an issue respecting City standards and the Public Works Department could address it.

Councillor T. Galloway raised other issues including the lack of active parks and all possible delay of the infrastructure program took place. The subdivision not proceed until new Huron Road was in place to Strodes Road. These concerns were responded to by staff.

The recommendations in the staff reports were then considered and the revisions requested this date in Mr. Janeczki's memorandum were agreed to.

The recommendations, as revised, were then considered.

On motion by Councillor B. Storz,

IT WAS RESOLVED:

A) That the "Brigadoon Community Plan" be revised as follows:

   a) That a new section be added to the Brigadoon Community Plan immediately following Section 10 as follows:

   3.11  "Community Institutional"

   3.11.1 That Community institutional uses be located as shown on Map 1. This
   shows such uses as single detached dwellings, duplex dwellings, semi-
   detached dwellings, multiple dwellings, educational establishments, religious
   institutions, small and large residential care facilities, health offices, health
   clinics, veterinary services, social service establishments, artisans
   establishments, day care facilities, private non-day care and home
   businesses.

   b) That Map 1 dated April, 1994, Brigadoon Community Plan be revised to redesignate
   the 1.2 hectare parcel of land from Multiuse Residential (100 u/s) to Community
   Institutional and a second parcel of land from neighbourhood institutional to Low
3. PD 94/43 - HURON ROAD AND BIEHN DRIVE
   - ZONE CHANGE APPLICATION 86/20/H/ZI - HALLMAN ABERDEEN LTD.
   - SUBDIVISION APPLICATION 307-88007
   - REVISION TO BRIGADOON COMMUNITY PLAN
   - SOUTH WARD (CONT'D)

Density Residential.

8) That Zone Change Application 86/20/H/ZI (Hallman Aberdeen Limited) requesting a
change in zoning from Agricultural (A) according to Township of Waterloo By-law 878A
to Restricted Residential (R2A) with special regulations, Semi-Restricted Residential (R2B)
with a special list of uses and special regulations, and Semi-Restricted Residential (R2)
according to By-law 4330; and to Neighbourhood Shopping Centre (O-2), Community
Institutional (O-2) and Hazard Land (P-2) according to By-law 85-1 on Part Lots D, 13,
173, 174 and 181 and Part of William Street (closed by By-law 1008, Instrument Number
254297), Part of Road (closed by By-law 429-A, Instrument Number B-32291), Registered
Plan 640 and Blocks 64 and 67 of Registered Plan 1582, Block 150, Registered Plan
1540, and Part of Lots 7 and 11, Biehn's Tract in the form shown in the "Proposed By-
laws" attached dated May 24, 1984, as revised June 20, 1994, with respect to the
proposed by-law to amend By-law 4330, so as to add an additional phrase at the end of
subsection 2(1) of the maintaining clause differentiating part lots on Street Nine
that are subject to a 5 metre setback from the rear property line abutting the open space
lands zoned Hazard Land, be approved, subject to the Subdivision Agreement conditions
contained herein in C) below.

It is the opinion of this Committee that the approval of this application is proper planning
for the City and is in conformity with the City's Approved Official Plan

C) That subject to consideration by City Council of a report from the Department of
Public Works and the Legal Department respecting Condition 53, that Subdivision
Application 307-88007 (Hallman Aberdeen Limited) be recommended to the Regional
Municipality for Draft Approval subject to the following conditions:

1 That the Subdivider enter into a City Standard Form Residential Subdivision Agreement
as approved by City Council enacting those lands shown outlined in the attached
plan of the subdivision and that the following conditions shall be written therein.

The Subdivider covenants and agrees:

51. That the final plans for registration purposes shall be prepared in accordance with the
attached Plan of Subdivision dated 84 05 17, providing that minor amendments to said
plan, acceptable to the General Manager of the Department of Planning and Development
and not affecting the numbering of Lots or Blocks, may be permitted without an
amendment to this agreement.

52. To submit a Lot Grading Plan and a Drainage Control Plan for the approval of the City's
Commissioner of Public Works in consultation with the Department of Parks and
Recreation and the Grand River Conservation Authority, prior to each registration of the
Plan of Subdivision. The Subdivider agrees that grading provisions for community trails
to the satisfaction to the Department of Parks and Recreation shall be included in the
Grading and Drainage Control Plan.

53. To submit for the approval of the City's Commissioner of Public Works, in consultation
with the Department of Parks and Recreation and Grand River Conservation Authority, a
detailed engineering design for storm water management in accordance with the approved
concept plan. Said engineering design shall include provision for any required erosion and
siltation control features to be installed both during and after grading and construction
stages. The Subdivider further agrees to implement all required measures as outlined in
the approved final design.
3. PO 94/43 - HURON ROAD AND BIEHN DRIVE
   - ZONE CHANGE APPLICATION 88/28/11/21 - HALLMAN ABERDEEN LTD.
   - SUBDIVISION APPLICATION 90T-06037
   - REVISION TO BRIGADOON COMMUNITY PLAN
   - SOUTHWARD (CONT'D)

54. That the design and construction of the subdivision shall be undertaken in accordance
with the Environmental Implementation Report (EIR), prepared by MTE Consultants, dated
February 1993 and its Addendum dated November 12, 1993. In particular, the following special conditions shall apply:

a) The final Storm Water Management design shall meet the Storm Water Management
objectives, concepts and techniques included in the EIR. A final Storm Water Management Report demonstrating compliance with the EIR shall be prepared for the approval of the City and the Grand River Conservation Authority.

b) Site specific Storm Water Management criteria outlined in the EIR shall be included as conditions in Site Plan Approval for Block 1, Stage 5; Block 1, Stage 6; Block 1, Stage 7; Block 1, Stage 10. Additional requirements may be necessary if the development densities of these blocks exceed those assumed in the EIR. Further, any blocks developed within the Subdivision Plan at densities higher than those assumed in the EIR may require on-site Storm Water Management to meet the criteria of the EIR.

c) An Environmental Protection and Erosion Control Plan demonstrating how the existing fishery and wetlands are to be protected during construction shall be prepared to the satisfaction of the City and Grand River Conservation Authority.

d) The Subdivider shall install permanent markers defining all setback and environmentally sensitive areas prior to any grading taking place.

e) The slope stability of Street Three immediately west of Biehn Drive shall be addressed by geotechnical engineering consultant during final design.

f) The Subdivider will be responsible for submitting a final report demonstrating compliance with the EIR at the final design stage for the approval of the City and the Grand River Conservation Authority.

g) A phased groundwater elevation monitoring program shall be developed in conjunction with the Regional Municipality of Waterloo and the Grand River Conservation Authority. Ongoing responsibility of the monitoring program shall be the responsibility of the Region.

h) The Subdivider shall prepare an information package for inclusion in all Agreements of Purchase and Sale. The package will outline the environmental characteristics of the area and specific measures such as dry wells that homeowners shall implement and maintain in order to protect the Strasburg Creek Environment. The Subdivider shall submit the Information package to the Department of Public Works in consultation with the City's Director of Buildings and Inspections for review and approval prior to registration of Stage 1 of the Subdivision Plan.

55. To submit a Landscaping/Rehabilitation Plan demonstrating the protection measures and rehabilitation actions to be taken in and around Block 15 (Stage 1), Storm Water Management Pond to the Department of Parks and Recreation and the Grand River Conservation Authority, prior to registration of Stage 1 of the Subdivision Plan. Further, the Subdivider agrees to complete the landscaping/rehabilitation, at its cost, in accordance with the approved plans as part of the Storm Water Management project.

56. To construct 1.5 metre wide concrete sidewalks along the following streets to the satisfaction to the City's Department of Public Works:

3. PD 94/43 - HURON ROAD AND BIEHN DRIVE
   - ZONE CHANGE APPLICATION 08/20/H/2Z - HALLMAN ABERDEEN LTD.
   - SUBDIVISION APPLICATION 3DT-88067
   - REVISION TO BRIDGDOON COMMUNITY PLAN
   - SOUTH WARD (CONT'D)

a) Along both sides of Streets Two, Three, Four, Five and Six;

b) Along the northerly side of Street Seven from Street Five to Walkway Block 8 (Stage 5);

c) Along the southerly side of Street Eight from Street Five to Walkway Block 12 (Stage 1);

d) Along the southerly side of Street Nine from Street Three to Walkway Block 3 (Stage 3A);

e) Along the easterly side of Strasburg Road as it abuts the plan of subdivision.

57. That the street names within the Plan of Subdivision shall be approved by City Council prior to registration of Stage 1 of the Plan of Subdivision.

58. To convey to the City of Kitchener the following lands for the purposes stated therein, at no cost and free of encumbrance, concurrently with the registration of the relevant stage of the Subdivision Plan as noted:

Stage 1:

a) Block 15 for Open Space purposes;

b) Block 16 for Storm Water Management purposes;

c) Blocks 19-39 inclusive for 0.3 metre reserve purposes;

d) The wetland buffer/floodplain lands located immediately south of the plan extending generally to the south limit of the floodline of Strasburg Creek, and the immediately abutting section of Strasburg Road to this limit, to the City, prior to registration of Stage 1 of the Subdivision Plan.

Stage 2:

a) Block 11 for Open Space purposes;

Stage 3A:

a) Block 5 for 0.3 metre reserve purposes;

Stage 4:

a) Block 4 for 0.3 metre reserve purposes;

Stage 5:

a) Blocks 8-10 inclusive for 0.3 metre reserve purposes;

Stage 7:

a) Block 6 for 0.3 metre reserve purposes.
3. PD 94/43 - HURON ROAD AND BIEHN DRIVE
   - ZONE CHANGE APPLICATION 88/28/H/2J - HALLMAN ABERDEEN LTD.
   - SUBDIVISION APPLICATION 307-98007
   - REVISION TO BRIGADOON COMMUNITY PLAN
   - SOUTH WARD (CONT'D)

59. To notify all purchasers of Blocks 12-14 inclusive (Stage 1), Block 3 (Stage 2) and Block 1 (Stage 3A) by including in Offer of Purchase/Agreement of Sale a warning clause stating that due to slopes and environmental impact at the rear of the property and the potential for soil erosion that additional zoning restrictions have been imposed stipulating that no structures, buildings and/or swimming pools be located within 5 metres of the rear property line of Blocks 12 and 13 (Stage 1), Block 3 (Stage 2) and Block 1 (Stage 3A) and within 10 metres of the rear property line of Block 14 (Stage 1).

60. The construction traffic to and from the proposed subdivision for all stages shall be prohibited from using Huron Road east of the future Stresa Road or Biehn Drive. All construction traffic shall also be prohibited from using other internal residential streets in the existing community. The Subdivider agrees to advise all relevant contractors, builders and other persons of this requirement and the Subdivider being responsible for any signage where required, all to the satisfaction of the Director of Traffic and Parking Services.

61. That in consideration of the wooded character of portions of the subdivision lands and the City's desire to minimize the impact of development on certain tree areas worth saving, the Subdivider agrees to comply with the following two step process in development of the subdivision:

   a) Prior to the City releasing each stage of the Subdivision Plan for registration, the Subdivider shall submit the proposed Grading Control Plan for the approval of the General Manager of the Department of Parks and Recreation in consultation with the Department of Planning and Development. This approval shall be in addition to the Commissioner of Public Works approval required by Clause 39 of this agreement and the City agrees to coordinate engineering and tree saving objectives between the relevant City departments in order to reach a satisfactory Grading Control Plan.

The plan submitted to the General Manager of the Department of Parks and Recreation shall show:

   i) Existing and proposed grade elevations;
   ii) Indication of ground water and surface drainage;
   iii) Description of soil characteristics;
   iv) Definition of "work zones": being defined as areas to be disturbed due to area/rough grading, cut and fill, installation of roads and service or construction vehicular access;
   v) Location and description of tree protection measures to be implemented around specified work zones. The Subdivider agrees that no work, road construction or any grading within the subdivision shall occur until such time as all measures for the protection of trees effected by such construction or grading have been implemented to the satisfaction of the Department of Planning and Development.
   vi) Location of proposed stock piles of excavation materials.

b) Prior to the Subdivider applying for or being issued a building permits for any particular lot containing trees worth saving as shown on the Grading Control Plan approved by the General Manager of the Department of Parks and Recreation, a tree
3. PD 94/43 - HURON ROAD AND BIEHN DRIVE
- ZONE CHANGE APPLICATION 88/29/R/ZJ - HALLMAN ABERDEEN LTD.
- SUBDIVISION APPLICATION 307-89007
- REVISION TO BRIGADOON COMMUNITY PLAN
- SOUTH WARD (CONT'D)

saving/site plan for the particular lot shall be submitted to and approved by the Department of Planning and Development. Said plan plans shall show:

i) Definition of "work zones" being defined as areas to be disturbed due to site, final grading, excavation, installation of services or construction of vehicular access.

ii) Approximate location, size, species and condition of all existing trees greater than 100 DBH which are required within a 5.0 metre band around the defined work zones.

iii) Indication of which trees are to be saved within a 5.0 metre band around the work zones, such trees being tagged, or similarly identified in the field by the Subdivider.

iv) Location and description of tree protection measures to be implemented within each particular for around the work zones. The Subdivider agrees to implement at his cost, approved tree protection measures prior to any site grading, excavation, or construction occurring on the particular lot.

v) The location of proposed stock piles of excavation materials.

vi) Existing and proposed elevations.

vii) Location of proposed stock piles of excavation materials.

c) The Subdivider agrees to develop the subdivision in accordance with all approved plans and agrees that no trees shall be removed from the subdivision lands except those trees approved for removal as shown on the Grading Control Plan approved by the General Manager of the Department of Parks and Recreation or as shown on the approved tree saving/site plan(s) without the permission of the City. Furthermore, the Subdivider agrees to provide the relevant builders and prospective purchasers a copy of the Grading Control Plan approved by the General Manager of the Department of Parks and Recreation and a copy of the approved tree saving/site plan(s) where applicable.

62. To install a permanent 1.2 metre high, pavior wire fence or an alternate marking system to the satisfaction of the City's Department of Parks and Recreation along the tangle and/or rear lot lines of Blocks 1, 12-14 inclusive (Stage 1), Blocks 1-5 inclusive (Stage 2), Block 2 (Stage 4), Block 5 (Stage 5), Blocks 6 and 8, (Stage 7) and Blocks 1-5 (Stage 8) where such lot lines abut Open Space or Storm Water Management blocks.

63. That as no parkland dedication or cash-in-lieu contributions are being required from this Plan of Subdivision, the subdivider agrees to provide a minimum 1.39 hectare park dedication in the next subdivision development located to the south of Strasburg Creek within Subdivision Application 307-89006, in addition to the park dedication required from those lands. An auxiliary agreement setting out this requirement shall be registered on said southerly lands prior to registration of Stage 1 of this Plan of Subdivision.

64. To install a 1.2 metre high temporary snow fencing along the limits of residential lots/Blocks and Street Three which abuts Blocks 15 and 16 (Stage 1), Block 11 (Stage 2) and Strasburg Creek and between Storm Water Management Block 16 (Stage 1) and the open space lands. The Subdivider shall be responsible for installing the appropriate
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3. PD 94/43 - HURON ROAD AND BLEINING DRIVE
   - ZONE CHANGE APPLICATION 86/28/H/21 - HALLMAN ABERDEEN LTD.
   - SUBDIVISION APPLICATION 397-88007
   - REVISION TO BRIGADOON COMMUNITY PLAN
   - SOUTH WARD (CONT'D)

signs every 45 metres noting that there shall be no dumping in this area, with installation to the satisfaction of the Department of Parks and Recreation prior to any area grading or building permits being issued. The Subdivider shall be responsible for the removal of all material dumped in this area and the temporary fencing shall be removed following completion of all construction within the plan area.

65. That the Plan of Subdivision shall be registered in ten (10) separate registered plans shown as Stages 1 through 10 on the attached Plan of Subdivision and the following special conditions shall apply in addition to the normal City requirements and other conditions contained herein:

Stage 1:

a) That prior to the issuance of any building permits for Stage 1, and subject to the prevailing provisions of Clause 57, the Subdivider shall be responsible for the extension of Strasburg Road from its present terminus southerly to the intersection of Street Two all to the satisfaction of the City's Commissioner of Public Works. Any part of this section of Strasburg Road not dedicated as 'public highway' by plan registration shall be opened by By-law prior to building permits being issued.

b) That the City of Kitchener agrees to sign the Stage 1 plan to dedicate as 'public highway' a parcel of land being 0.02 hectares which is to be included as part of Street Three.

c) That the design of Street Three be a 20 metre right-of-way and that it taper down to an 18 metre right-of-way immediately west of Blein Drive to the satisfaction of the Commissioner of Public Works.

d) That the full 26 metres right-of-way of Strasburg Road north of Huron Road to its present terminus be acquired and conveyed to the City of Kitchener prior to registration of Stage 1 of the Plan of Subdivision.

Stage 2:

a) That Stage 2 shall be registered immediately consecutively with or subsequent to the registration of Stage 1. In the event that Stage 2 is registered consecutively with Stage 1, .3 metre reserves, Blocks 3B and 3A, (Stage 1) will not be required.

Stages 3A and 3B:

a) Further, Stages 3A and 3B may be registered in any order following the registration of Stage 1.

b) To construct a temporary turning circle to City standards on Block 3 (Stage 3B) as shown on the attached Subdivision Plan. Said turning circle shall be designed, constructed and ultimately removed to the satisfaction of the Department of Public Works once Street Two is extended northerly. No building permits shall be issued for Block 3 until the turning circle is removed.

Stage 4:

a) That Stage 4 shall be registered immediately consecutively with or subsequent to the registration of Stage 1. In the event that Stage 4 is registered consecutively with Stage 1, .3 metre reserve Block 3A, Stage 1 will not be required.
3. **PD 94/43 - HURON ROAD AND BIEHN DRIVE**
   - ZONE CHANGE APPLICATION 88/28/H/ZJ - HALLMAN ABERDEEN LTD.
   - SUBDIVISION APPLICATION 301-88/007
   - REVISION TO BRIGADOON COMMUNITY PLAN
   - SOUTH WARD (CONT'D)

**Stage 5:**

a) That Stage 5 shall be registered immediately consecutively with or subsequent to the registration of Stage 4. In the event that Stage 5 is registered consecutively with Stage 4, .3 metres reserve Block 4 (Stage 4) will not be required.

b) To construct a temporary turning circle to City standards on Block 7 as shown on the attached Subdivision Plan. Said turning circle shall be designed, constructed and ultimately removed to the satisfaction of the Department of Public Works once Street 5 has been extended westerly.

c) To construct a temporary/emergency access across Block 6 (Stage 5) and Block 16 (Stage 1) prior to issuance of any building permits for Stage 5. Said temporary/emergency access shall be removed only upon the completion of Street Five westerly to a completed Strasburg Road from Street Two to Street Five (Stages 1 and 5) to the satisfaction of the Commissioner of Public Works.

**Stage 6:**

a) That Stage 6 shall be registered immediately consecutively with or subsequent to the registration of Stage 1. In the event that Stage 6 is registered consecutively with Stage 1, .3 metre reserve Block 34, Stage 1 will not be required.

67. That Block 2 be reserved for future development purposes and merged with the abutting lands either to the east or the west to form a consolidated land parcel for development.

**Stage 7:**

a) That Stage 7 shall be registered immediately consecutively with or subsequent to the registration of Stage 5. In the event that Stage 7 is registered consecutively with Stage 5, .3 metres reserve Blocks 28 and 23 (Stage 1), Block 4 (Stage 4) and Block 8 (Stage 5) will not be required.

b) To construct Strasburg Road from its terminus at Street Two in a southerly direction to the southern limit of the Subdivision Plan to the satisfaction of the Department of Public Works prior to any building permits being issued for Stage 7.

**Stage 8:**

a) That Stage 8 shall be registered immediately consecutively with or subsequent to the registration of Stage 7. In the event that Stage 8 is registered consecutively with Stage 7, .3 metre reserve Block 9 (Stage 5) and Block 6 (Stage 7) will not be required.

**Stage 9:**

a) That Stage 9 shall be registered immediately consecutively with or subsequent to the registration of Stage 1. In the event that Stage 9 is registered consecutively with Stage 1, .3 metre reserve Blocks 26, 28-30 inclusive (Stage 1), Block 4 (Stage 4), and Block 8 (Stage 5) will not be required.

**Stage 10:**

a) That Stage 10 shall be registered immediately consecutively with or subsequent to the
3. PD 94/43 - HURON ROAD AND BIEHN DRIVE
   - ZONE CHANGE APPLICATION 85/28/H/ZJ - HALLMAN ABERDEEN LTD.
   - SUBDIVISION APPLICATION 307-888097
   - REVISION TO BRIGADOON COMMUNITY PLAN
   - SOUTH WARD (CONT'D)

   Sewer in a manner satisfactory to the City's Commissioner of Public Works, the Subdivider shall provide evidence to the City, satisfactory to the City Solicitor and the Commissioner of Public Works, as to the payment in full for said works including evidence that there are no claims or a possibility of claims under the Construction Lien Act.

68. To pave all residential driveways for all single family detached housing with less than 9.1 meters of lot width within the plan, where possible, in order to maximize on-street parking opportunities and boulevard landscaping areas.

69. That division of lands in respect to all residential Blocks within the plan except for Block 1 (Stage 3) will be permitted subject to sequential compliance with the following:

   i) To submit for the approval of the Department of Planning and Development and the Department of Public Works plans for each block illustrating lotting, building envelopes, driveway locations, maintenance easements, easements, service connections, street utility hardware, proposed grades, together with the plans showing typical building elevations where required.

   a) To apply for and receive final approval of a Part Lot Control Exemption By-law in respect to the division of said blocks and that the Part Lot Control Exemption By-law not be presented to Council until the Department of Public Works has confirmed that the the lotting pattern is in conformity with the approved engineering drawings.

   b) That subsequent to receiving Plan Approval and an exemption from Part Lot Control, building permits may be applied for and issued for said blocks, subject to full compliance with the Approved Plan and the normal requirements of the building by-law or any other by-law and subject to plans being submitted to the satisfaction of the Director of Building and Inspections.

   v) That a Reference Plan with respect to the division of said blocks showing all required maintenance easements and earth embankments, shall be prepared and presented to the Department of Planning and Development for examination. Further, the Subdivider agrees not to transfer title of any part of said blocks until such time as said Reference Plan has been deposited in accordance with the Registry Act.

   v) The Subdivider agrees that the Part Lot Control Exemption By-law shall be repealed after the last dwelling unit is sold in each block and the Subdivider agrees further to be responsible for advising the Department of Planning and Development when the last dwelling unit has been sold.

70. To fit, compact and grade 2.4 both preliminary and finished form top soil and seed/sod Block 15 (Stage 1) and Block 11 (Stage 2) to the satisfaction of the Department of Parks and Recreation. Said works are to be completed in conjunction with the grading of the surrounding residential development and not to exceed two years from the registration of the Subdivision Plan or an alternate time approved in writing by the Department of Parks and Recreation.

71. To provide temporary turning circles for transit turn arounds at the intersections of proposed Strasburg Road and Street Two and at the intersection of proposed Strasburg Road and Street Five at any one time to the satisfaction of the Directors of Traffic and Parking Services and Transit.

72. To relocate the existing fencing along the north side of Street Three abutting the Region
3. PD 94/43 - HURON ROAD AND BIEHN DRIVE
   - ZONE CHANGE APPLICATION 88/28/H/ZI - HALLMAN ABERDEEN LTD.
   - SUBDIVISION APPLICATION 307-89007
   - REVISION TO BRIGADOON COMMUNITY PLAN
   - SOUTH WARD (CONT'D)

of Waterloo water well in order to allow for the shifting of the proposed right-of-way of Street Three northward.

73. That all zero setback housing shall provide 1.5 metre wide maintenance easements and a maximum .3 metre deep access easement.

74. To grant easements to the City for sanitary sewer service along the future street right-of-way, within Stages 6 and 7 to service adjacent lands west of Strasburg Road in the event said stages are not registered by the subdivider prior to the timing of the extension of sanitary sewers being needed for such adjacent development.

II. That an exemption to Council’s Redwood Road Allowance Policy be granted in order to allow the tapering of Street Three just west of Biehn Drive from a 20 metre right-of-way to an 18 metre right-of-way in order to provide increased setbacks and protection from Brigadoon Pond immediately to the south.

III. That prior to registration of Stage 1 of Plan 307-89007, the Subdivider shall enter into a supplementary agreement pertaining to both the conveyance to the City of the balance of new Strasburg Road and dedication of the 5% park dedication to its abutting land to the south with said agreement registered prior to the City’s release to Stage 1 of the subdivision plan for registration against title of Lots 173, 174, 176 to 186 inclusive and 182 to 184 inclusive, and part of Road (Closed by By-law 423-A) Instrument No. B-33291, Registered Plan No. 640, and part of Lots 11, 12 and 13, Biehn’s Tract by adding the following clauses:

a) The Owner shall provide a further 1.39 hectare park dedication in addition to the 5% park dedication of registration of the future plans of subdivision.

b) The Owner shall convey the lands required for Strasburg Road from the south limit of the roadway of Strasburg Creek, as dedicated as per Clause 58 with Stage 1, to the limit of Part 5, Plan SBR-5762. Said conveyance shall occur immediately upon both Draft Plan Approval of Subdivision Application 307-89007 and the implementing Zoning By-law being approved, in unappealable form, for these lands.

It is the opinion of this Committee that the approval of this application is proper planning for the City.

D) That the implementing Zoning By-law for Zone Change Application 88/28/H/ZI (Hallman Aberdeen Limited) shall not be presented to City Council and Subdivision Application 307-89007 has received Regional Draft Approval and the revisions to the Brigadoon Community Plan have been approved by the Region whereupon the Amending Zoning By-law shall be presented to City Council for all three readings. Alternatively, three readings of the Amending Zoning By-law may be given if the City Clerk is provided with a letter from the Regional Municipality of Waterloo advising that the Region has no objection to the passing of the Zoning By-law in the form shown in Staff Report PD 94/43.

3. BREMBEL STREET TOWNHOUSES

The Committee was advised that the delegation would attend the next meeting of the Planning & Economic Development Committee.

It was requested that this issue be listed first on the July 4th agenda.
4. ADJOURNMENT

On motion, the meeting adjourned at 10:00 p.m.

L.W. Neil, AMCT
Assistant City Clerk
COUNCIL MINUTES

JUNE 27, 1994

CITY OF KITCHENER

REPORTS ADOPTED BY COUNCIL

PLANNING & ECONOMIC DEVELOPMENT COMMITTEE

1. That the Recommendations contained in Staff Report PO 94/15, and Official Plan Amendment Application 84/2 (Doon South - Brimigdon Transportation Network Corridor) be refused;

2. That the network of Transportation Corridors, as recommended in Exhibit A of the Addendum to the Doon South - Brimigdon Network and Corridor Study (May, 1994) and attached to this Staff Report, be approved.

3. That the Doon South - Brimigdon Transportation Network and Corridor Study (January, 1994) together with the Addendum (May, 1994) be forwarded to the Region of Waterloo for endorsement, and inclusion in the current ROPP Review.

4. That Staff be directed to initiate a detailed design study of Tili, Stauffer, Dodge, and Graven Drives, in conjunction with representatives of LACAG and affected property owners of the Doon South Community Plan, to examine:

   a) the planned functions of the Scenic Roads including roadway volumes, geometric, vehicular and pedestrian safety;

   b) the integration of the Scenic Road junctions and the Stauffer Log Cabin with surrounding planned Doon South Community (land use, collector and local roadway pattern, landscape and tree saving plans, subdivision and development controls, etc.); and

   c) the integration of the recommendations of the Doon South Creek Sub-watershed Study.

5. That the City of Kitchener request the Regional Municipality of Waterloo to modify the Kitchener Municipal Plan to incorporate the revised Collector Road System for the Doon South Community. Further, that the Doon South Community Plan be amended to incorporate the revised Collector Road System.

6. That Doon South Drive, from its current terminus to the West to South Collector be planned as two lane collector road with a right-of-way of 26 to 28 meters.

7. That the existing portion of New Dundee Road (east of Pinnacle Hill) not be closed, and that it meet with the new realigned New Dundee Road with a "right-in, right-out" intersection.

8. That the City of Kitchener conduct a Class 3 Environmental Assessment in accordance with the Environmental Assessment Act to determine the precise alignments for the following roadways:

   i) West to South Collector Road from Strasburg Road to New Dundee Road;

   ii) Strasburg Road from a point north of Stauffer Drive to Roaden Drive

In addition to the normal requirements, the Environmental Assessment Studies for these roadways will include a Heritage Impact Assessment, in accordance with Sections 5.3.15, 5.3.17, and 5.3.18 of the Kitchener Municipal Plan.

9. That the Alignment of Strasburg Road from its current terminus south of Tiliun Drive to a point just north of Stauffer Drive be recommenced as:

   i) concluded in the "Transportation Planning and Engineering Study - Huron Industrial Development", prepared by Marshall MacInnis, Moreygham Limited, August 1982;
1. (Cont'd)

   i) approved in the "Secondary Plan for Huron Business Park and Transportation and Engineering Study, Huron and Strasburg Roads" (PD 93/82), February 14, 1983 (City Council) and September 15, 1983 (Regional Council), and

   ii) approved in the "Bingadoon Community Plan" (PD 54/88), April 15, 1991 (City Council) and June 13, 1991 (Regional Council).

It is the opinion of this Committee that the approval of these recommendations is proper planning for the City.

(As Amended)

2. That with respect to the staff recommendations in FD 94/54 as they affect the Wetland property et al in the vicinity of Trussler Road and Chatham Street, the line between the Rural-Urban Settlement Areas be coincident with the servicing line as defined by the City of Kitchener - West Side Study Trussler/South Parks Area - Servicing Study, prepared by Paragon Engineering Ltd.

   (Dealt with under Delegations and Carried)

3. That Official Plan Amendment 94/1 which recommends that the West Side Study Area be designated Agricultural, Major Open Space, Business Park, Major Institutional and Low Density Residential, be approved, subject to:

   1) That OPA 94/1 be revised to recommend that the boundary between Settlement Policy Areas "A" and "E" in the Regional Official Policies Plan be refined to be coincident with the identified gravity sanitary servicing limits of the Strasburg and the Borden Trunk Sewer Systems, as defined by the City of Kitchener - West Side Study Trussler/South Parks Area - Servicing Study, prepared by Paragon Engineering Ltd. July, 1994.

   2) That OPA 94/1 be revised to designate those lands on the south side of Beacons Road, west of Gehr Place and within the defined gravity servicing limits of the Strasburg Trunk Sanitary Sewer System, as "Business Park". Further, that staff meet with representatives of Select Sand and Gravel to precisely determine the extent of lands presently in aggregate extraction which are within the natural gravity servicing limits of the Strasburg Trunk Sanitary Sewer System, and such lands to be designated "Business Park" in OPA 94/1.

   3) That the attached revised Schedule "A" (which amends the Kitchener Municipal Plan) be incorporated into OPA 94/4, and the previous Schedule "A" (which amended the Official Plan) be deleted.

2. That the City of Kitchener request the Regional Municipality of Waterloo to incorporate this Amendment together with the revised Schedule "A" into the Kitchener Municipal Plan by Modification at the time of approval of the Municipal Plan.

3. That Official Plan Amendment 90/6 - Cygau Holdings Inc., and Official Plan Amendment 91/6 - Hesch Farm that seek to designate lands located in the Dundee Planning Community as Low Density Residential, be refused.

   It is the opinion of this Committee that the refusal of these applications is proper planning for the City.

4. A) That the "Bingadoon Community Plan" be revised as follows:

   B) That a new section be added to the Bingadoon Community Plan immediately following Section 10 as follows:
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Land Use Map

Appendix 1 – Transit Routes

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1.0 INTRODUCTION

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

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

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

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

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

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

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

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

3.0 GENERAL POLICIES

3.1 That the Huron Community Plan shall conform to and implement the Regional Official Policies Plan and the City of Kitchener Municipal Plan.

3.2 That the Huron Community Plan Land Use Map shall comprise the land use plan for the Community.

3.3 That the Huron Community Plan shall conform to all applicable development and implementation standards adopted by the City of Kitchener.

3.4 That all business park development be subject to the Standard Terms of agreement with Land Purchasers in Huron Business Park, as approved by City Council.

3.5 That prior to Draft Plan Approval, any alteration, filling construction within a watercourse, floodplain, pond or wetland will require a "Fill, Construction and Alteration to Waterway Permit" from the Grand River Conservation Authority prior to any registration of Plans of Subdivision or approval of severance.

3.6 That the exact boundary of lands designated as being within the "Limit of Fill" line be established by submission of a permit as outlined in Policy 1.5. Further, should the area of these lands be reduced through this process, the underlying development oriented land use shall apply.

3.7 That Net Residential Density be calculated by dividing the number of residential units by the area of residential land. Residential land includes all internal roads, one half bounding roads and one quarter of boundary intersections but does not include bounding truck roads.

4.0 RESIDENTIAL

4.1 That the Low Density Residential use permit singles, semis, duplexes, street townhouses and multiples at a maximum net density of 25 units per hectare.

4.2 That no new Low Density Residential lots have direct vehicular access to Westmount, Huron or Strasburg Road.
4.3 That a wide range of housing types be provided in the Huron Community to satisfy varying housing needs. The intended housing mix shall consist of 25% to 40% multiple residential units.

4.4 That residential development and landscaping give consideration to energy policies contained in the Municipal Plan.

4.5 That to encourage a variety of housing forms, residential land use designations shall be based on density as well as structure type. Where appropriate, integration of residential densities shall be encouraged throughout the community.

4.6 That multiple residential sites be encouraged where natural features such as topography or woodlots would be best accommodated or preserved by fewer buildings rather than extensive site coverage with one and two unit dwellings.

5.0 INSTITUTIONAL

5.1 That Neighbourhood Institutional uses be located as shown on the Land Use Map. This use includes schools, day care and small residential care facilities.

5.2 That a public elementary school site of approximately 3.3 hectares be located on the east side of Street B, north of Street A.

5.3 That a public elementary school site of approximately 3.3 hectares be located on the east side of Street B, north of Street A.

5.4 That a separate elementary school of approximately 3.3 hectares be located on the north side of Street C immediately west of a neighbourhood park.

5.5 That school sites next to wetlands be situated so as to separate active and passive use areas. This is protecting sensitive natural areas and protect students from potentially hazardous areas such as open water.

5.6 That should any designated school site be declared surplus, alternate land uses will be restricted to singles, semis, duplexes or Neighbourhood Institutional uses.

5.7 That the Steckle Heritage Homestead be recognized as a major institutional use due to its role as a working educational heritage farm.

6.0 COMMERCIAL

6.1 That Convenience Commercial facilities be located as shown on the Land Use Map. Section 3.2.1 of the Municipal Plan provides the locational criteria for these
uses with regard to size, configuration, access and land use compatibility. Housing will be allowed above these facilities at a maximum density of 40 units per hectare.

6.2 That a distribution of more, smaller, Convenience Commercial sites be encouraged to bring them into walking distance of the majority of residents.

6.3 That the Business Park Service Centres as shown on the Land Use Map and described in Policy 5.3 be recognized for their commercial potential.

7.0 BUSINESS

7.1 That the Business Park designation permit a wide range of business/industrial uses in a planned business community. Accessory retail uses are permitted subject to the provisions of Zoning By-law 85-1. Examples of business uses permitted include manufacturing, warehousing and wholesaling.

7.2 That the Restricted Business Park designation governs business land use adjacent to residential areas. As with the Business Park, this designation permits a full range of business uses with accessory retail but prohibits uses incompatible with residential areas. This restriction includes uses that emit noise, odour or other pollution.

7.3 That the Business Park Service Centre allows commercial services to be combined with the restricted range of business uses permitted in the Restricted Business Park designation described in Policy 5.2. Additional uses such as restaurants, banks, convenience retail and office uses are included.

7.4 That any business uses adjacent to residential development be planned with adequate separation and buffering between the two uses. However, the plan recognizes the important of maintaining the viability and economic attractiveness of the business areas as the major industrial/business area of the City.

7.5 That further to Municipal Plan policy 12.17ii, the Business Park designations marked with a star on Westmount Road at Street A will also allow free standing office uses.

7.6 That all uses in Huron meet Ministry of Environment and Energy requirements under the Environmental Protection Act regarding pollution, vibration and noise.

7.7 That to protect the areas of natural environment in the Huron Community, uses that may lead to groundwater contamination be controlled by standards of the Ministry of the Environment and Energy. Further, business uses surrounding the Huron Natural Area will also be restricted by the provisions of a study to be undertaken to protect the Natural Area from groundwater or other contamination.
8.0 NATURAL ENVIRONMENT AND PARKS

8.1 That park dedication from residential land be calculated as 5% of land to be subdivided, alternatively, dedication may be taken at once hectare per 300 units with an option for cash payment in lieu of land conveyance, all further to Municipal Plan Policy 3.1.2.

8.2 That park dedication from institutional land be calculated as 5% of land to be subdivided.

8.3 That park dedication from commercial land be calculated as 2% of land to be subdivided.

8.4 That all lands identified to the Land Use Map as Flood Plain or Fill Lone be reserved from development. These lands are in addition to the 5% park dedication. The boundaries of the Draft Fill Line may be refined by the Grand Policy 1.5. Further, if the draft Fill Line is reduced by this process the underlying land use will apply, as described in Policy 1.6.

8.5 That open space links be established between flood plain areas, school, parks and recreational facilities to provide an open space walkway and cycling network throughout the community.

8.6 That to protect sensitive areas of the Huron Natural Area, public access will be restricted to suitable entrance points. These will be determined as part of the overall plan for the natural area.

8.7 That the cost of primary walk links and bridges providing direct links to schools, parks and transit be paid for by the developers.

8.8 That a district park of approximately 4 hectares be located south of Street B between the elementary school site and the flood plain area.

8.9 That a neighbourhood park of approximately 2 hectares be located on the north side of Street C between the two elementary school sites.

8.10 That the width of the buffers around the wetlands shall conform to the Strasburg Creek Master watershed Plan and Provincial Wetland Guidelines as well as being determined by submission of an Environmental Implementation Report during the Draft Plan of Subdivision process.

8.11 That the Huron Community Plan recognize the Huron Natural Environmental Area as a significant natural resource. The boundaries of this area will be determined by City Council based on the following criteria:
8.12 That a comprehensive Environmental Impact Statement be undertaken by the City through the Development Charges Fund to establish the boundary setting out the limits of developable from the non-developable lands along the residential/open space boundary extending between Huron and Westmount Roads. This is to allow rezoning of these lands from their current Business Park zone to Residential, Open Space and Hazard Land zoning under By-law 85-1.

8.13 That with the approval of Ontario Hydro and the local electrical utility, the hydro rights-of-way be utilized as open space linkage to connect the Huron Community to the City’s walking and cycling paths.

8.14 That the Schneider Creek Floodline Mapping Study, prepared by Paragon Engineering Limited be the basis for floodline definition in the Huron Community. The exact boundaries will be determined on site in conjunction with area developers and the Grand River Conservation Authority.

8.15 That the Strasburg Creek Master Watershed Plan and Huron environmental Area Co-operative project be the governing documents in all matters related to protection and maintenance of the woodlots, wetlands and other natural features within the Community.

8.16 That to accommodate the collector road system, some outlying wetland pockets identified in Huron may not be identified as Flood Plain in the Community Plan.

8.17 That prior to the beginning of grading, a temporary fence be installed along the boundaries of all areas of environmental sensitivity. Signs will be placed every 45 metres stating that there will be no dumping, grading, excavation or fill within the enclosed area.

8.18 That at the time of submission of Draft Plan of Subdivision the developer submit a general Vegetation Overview for the subdivision. Further, prior to any rough grading or tree removal, the developer's environmental consultant shall submit a Detailed Vegetation Plan in accordance with the City’s Tree Management Policy. This plan will describe vegetative communities to be retained and methods by which vegetative areas will be protected.
8.19 That where feasible, existing topography and vegetation be incorporated into the design and development of the Huron Community.

9.0 TRANSPORTATION

9.1 That transportation choices such as bicycle and pedestrian links be provided for residents in the community through street design to provide alternate routes between locations.

9.2 That the planning, design and construction of all roads and walkways within Huron be accomplished with regard to protection of existing environmental features.

9.3 That a street pattern be developed that discourages traffic cutting through the community while allowing route choices for internal traffic. Neo traditional street designs or other innovative street layouts are encouraged.

9.4 That a full interchange be built at Homer Watson Boulevard and Huron Road to provide access from the south portion of the Huron Community to the Downtown and Highway 401. The completion of this interchange is required prior to residential development in the community as outlined in Policy 12.1.

9.5 That Westmount Road be recognized as Regional Road No. 50 and be designed as a Secondary Collector with a right-of-way of 30.5 metres.

9.6 That Blewett Road be recognized as Regional Road No. 56 and designed as a Secondary Collector road with a right-of-way of 30.5 metres.

9.7 That all collector road be designed with standard right of way of 20 meters. An increase to 26m may be required where necessary.

9.8 That local roads be designed with a standards right of way of 20 metres. Reductions in accordance with Council Policy will be considered for minor roads.

9.9 That no new Low Density Residential lots have direct vehicular access onto Westmount, Huron or Strasburg Road.

9.10 That the 1982 Transportation and Engineering Study for the Huron Industrial Development and the 1989 Huron Road/Homer Watson Boulevard Intersection Study prepared by McCormick Rankin Limited be the basis for the location for the location of realigned Huron Road between Homer Watson Boulevard and Strasburg Road.

9.11 That further to the recommendation of the Doon south Brigadoon Transportation Network and Corridor Study, the existing collector road system in the west side of
the City will be used to handle any traffic increase. This means no construction of any new arterial roads through the Huron community.

9.12 That in the development of a transportation network, consideration be given to alternate forms of transportation. These would include public transit, walking and cycling through measures such as:

- The creation of street networks and pedestrian links suitable to alternate transportation modes.
- The use of site planning and urban design techniques to foster attractive pedestrian streetscapes and environments.
- Minimizing walking distances between housing, schools, transit stops, parks, open space and other local destinations.

10.0 TRANSIT

10.1 That public transit in Huron be recognized as essential. Accordingly, community design that shall conform to the Subdivision Design Guidelines of Kitchener Transit.

10.2 That site design in Huron have regard for convenient and safe pedestrian access between on street transit facilities and buildings.

10.3 That consideration be given to reduced building setback or off street transit facilities for large transit generators.

10.4 That land uses generating higher transit usage such as office, commercial or institutional uses be located adjacent to transit routes.

10.5 That local streets and walkways be designed to provide convenient and direct pedestrian access to transit routes.

10.6 That although three separate major land use areas have been defined in this Plan, the Huron area is still considered a single community with regard to internal links, access and transit routing.

11.0 SERVICING AND UTILITIES

11.1 That new development be serviced by municipal water, sanitary and storm sewers.
11.2 That all Site Plans meet the criteria of the Ontario Ministry of Environment and Energy as a Certified Storm Water Plan. A certificate of approval from the M.O.E.E. will be required.

11.3 That the Strasburg Creek Master Watershed Study, prepared by Paragon Engineering and recommendations made to its revision by the Huron Environmental Area Co-operative Project, prepared by Geomatics International be the governing documents for servicing, storm water management and environmental protection within the Huron Community.

11.4

11.5 That where feasible, the existing storm water management upstream of Huron Road, discharging into the Middle and North branch of the Strasburg Creek, be retrofitted to enhance the storm water quality for the Huron Natural Area in accordance with the Strasburg Creek Master Watershed Plan.

11.6 That individual at-source controls for storm water quality be incorporated into the site design for new development where existing ponds cannot be retrofitted for water quality enhancement or no central quality control facilities exist.

11.7 That any industrial operation that may discharge materials into the environment obtain necessary approvals from the Ministry of Environment and Energy and other appropriate agencies.


11.9 That the location of the Middle Strasburg Creek trunk sanitary sewer be determined in accordance with the Class Environment Assessment process as outlined in the Environmental Assessment Act.

11.10 That with the approval of Ontario Hydro, the local electrical utility and the City of Kitchener, the hydro rights-of-way may be used in conjunction with adjacent uses.

11.11 That an electrical transformer station of approximately 1ha be located on Huron or Strasburg Road adjacent to the Ontario Hydro Easement.
12.0 NOISE

12.1 That attention be given to noise attenuation on residential lands located near Westmount Road and Huron Road.

12.2 That site plans, acoustical barriers, architectural design and building construction features be used in attenuating noise impact.

12.3 That where necessary, site design of business uses take into consideration ways to protect users of the Huron Natural Area from noise pollution from the Business areas.

13.0 HERITAGE RESOURCES

13.1 That further to Policy 5.3.17 of the Kitchener Municipal Plan, consideration be given to the effects of public works on the heritage resources of the Community.

13.2 That recognition be given to Heritage Resources and potential significant archaeological sites within the plan area. Provision is hereby made for any required study and possible designation of such sites under the provisions of The Ontario Heritage Act prior to development or grading.

13.3 That the Steckle Farm at 811-831 Bleams Road be recognized as a designated property under the Ontario Heritage Act and a significant historical landmark in the community.

13.4 That under the guidelines of the Ontario Heritage Act, the site of former New Aberdeen on Huron Road be the focus of archaeological assessment prior to development.

13.5 That the “Archaeological Resource Assessment of the Huron and Strasburg Road Alignments – Huron Industrial Park” by the Museum of Indian Archaeology in September 1982 provide guidance to any archaeological work.

13.6 That Huron Road be recognized as a Heritage Highway due to its significant role in the early settlement of this area.

14.0 STAGING

14.1 That no residential plans of subdivision be developed in the Huron Community until the realigned (new) Huron Road is constructed from Strasburg Road to Homer Watson Boulevard, including completion of the interchange at Homer Watson Boulevard.
Appendix 2

Population/Unit Estimates

When fully developed, the residential portion of the Huron Community Plan is expected to comprise of approximately 2,000 homes with an estimated population of 7,000 people.
July 20, 1995

Paul Britton, 171 Victoria Street North, Kitchener
Jean Haalboom, 1165 Doon Village Road, Kitchener
Ralph Hill, 55 Chapel Hill Drive, Kitchener
Barb Gubler, 230 Tilt Drive, Kitchener
Patricia Nippel, 560 Mill Park Drive, Kitchener
Glenn Scheels, 5-745 Bridge Street West, Waterloo
Ivan Scott, 1350 Wealthy Place, Mississauga
Vern Tarbut, 131 Forest Hill Drive, Kitchener

Re: DOON SOUTH SCENIC ROADS STUDY

The next meeting of the Scenic Roads Subcommittee will be held on August 16, 1995 at 5:00 p.m. in the Pipe Room, 6th Floor, City Hall. This meeting will allow the committee an opportunity to gain an understanding of the scenic roadways in the context of future development and a proposed alternative transportation system. Time permitting, we will also discuss the road segment ratings and potential road crossing locations.

Attached, please find the following:

1) Minutes of the June 21, 1995 meeting.

2) Scenic road rating sheets prepared for each of the various road segments identified. These ratings were conducted by Larry Masseo (Planner), Julie Dean (Landscape Architect), Dave Schmidt (Senior Forester) and Rob MacNeil (Student Planner) on July 6th and 7th. Major vegetation and landforms within the rights-of-way were evaluated and ratings were arrived at through group discussion and consensus.

3) A map of the Doon South area showing the road segments which were rated and identifying the least impact crossing points based on those ratings.

Should you have any questions or comments, please feel free to contact the undersigned at 741-2305.

Yours truly,

Larry Masseo, M.C.I.P., R.P.P.
Intermediate Planner

c. Councillor Tom Galloway
Terry Boutilier
The Scenic Roads Subcommittee met this date commencing at 7:05 p.m. in the Pipe Room of City Hall, chaired by Larry Masseo with the following present: Leon Bensason, Paul Britton, Councillor Tom Galloway, Jean Haalboom, Rob MacNeil, Larry Masseo, Glen Scheels, Roger Schnaur, Ivan Scott, Vern Tarbut, and JoAnn Woodhall.

Larry Masseo welcomed everyone present and went over the agenda for the meeting.

1. **NEW EVALUATION SHEETS**

Larry Masseo provided an overview of the new evaluation sheets and compared these both to the system formerly agreed to by the committee as well as to the system used by the student study and the Region. In doing so, Larry made the following points in regard to the new evaluation sheets:

- Scoring is now restricted to the right-of-way;
- Double-counting has been eliminated;
- Unnecessary items have been removed;
- Categories have been reduced from eight to five in number;
- Categories (A,B,C) are granted even weights and the items within them as well;
- The methodology for rating remains the same; and
- Trial scoring has revealed that scores will likely be quite similar to those found by the students.

2. **SEGMENTATION OF ROADWAYS**

Larry Masseo went on to propose the idea of segmenting the roadways for evaluation purposes. Scoring this way will do better justice to the roadways, the site specifics, and the general area as well. Larry said that the roadways are not homogeneous entities. There are areas where specific tree species appear in abundance and others where there are only several. Segmentation will reflect such patterns if and where they occur.

Jean Haalboom questioned whether or not evaluations would consider the potential for improving the road right-of-ways rather than simply assessing their current states.

Larry Masseo responded that improving the corridors would be a consideration but detailed plans would only occur when and if designation takes place.

Councillor Tom Galloway asked what liabilities the City of Kitchener faced by not following the same rating system as the Region.

Larry Masseo replied that this is not a major problem. Our methodology is different, yet the same basic elements are shared by both.

Councillor Tom Galloway asked whether separate segments could be designated.

Larry Masseo replied that this was not the intention of segmentation, but that it certainly could be a possibility.

Vern Tarbut said that he supported the idea of segmenting roadways. It seems to be more reflective of character changes in the roadway and is more realistic as well.
JoAnn Woodhall questioned the telephone/utility poles scoring.

Larry Masseo indicated that this element rates the presence, amount and impact of telephone and utility poles on the scenic roadway. Generally, the more visually intrusive these structures are, the lower the rating given.

Jean Haalboom asked whether all telephone poles would be scored the same. In other words, would wooden poles be considered just as intrusive as cement ones in respective areas?

Larry Masseo explained that in the Doon South area all of the telephone/utility poles are wooden. Therefore, they would all be scored on the same even basis.

Leon Bensason noted that regardless, these sorts of issues would be likely be decided on a site-specific basis.

Vern Tarbutt stated that essentially we know what roads should and are to be designated. The evaluations have already been done once by the students. Let’s move expeditiously. The question is - where do we go from here?

Paul Britton asked whether or not anyone has objected to date to scenic roads in general or to the possibility of certain roads being designated. What kind of impact will designation have on adjoining land uses?

Larry Masseo confirmed that it would not regulate neighbouring lands specifically. Designation would only impact issues such as urban design for example.

Paul Britton stated that although there is merit in studying segments in order to find out what is important to protect, what we are doing is trying to make an objective exercise out of something that’s completely subjective.

Councillor Tom Galloway said that the process may be cumbersome, yet there is value in it. He agreed with Paul in principle yet reminded everyone that the evaluation process will enable the subcommittee to “back-up” its reasoning to future critics which may arise.

Paul Britton replied that we are simply rationalizing what’s already been done by LACAC and staff. The bottom line is what are the implications on adjoining lots and crossings?

Councillor Tom Galloway indicated that this study and its items are important in evaluating those crossings.

Roger Schnaur agreed.

Leon Bensason indicated the importance of moving on with re-scoring the roadways. This is necessary because we now have to evaluate according to elements which are only within the R.O.W. and it has also been demonstrated that there is a need for segmentation.

Glen Scheels stated that we have to inventory key environmental features when we go out to evaluate. This must be documented for future reference.

Jean Haalboom questioned how we could best go about creating a comprehensive inventory.

Larry Masseo replied that we can only be expected to inventory the major species that are present at the time of the site visit. It will not be possible to inventory every single species present or those present only in other seasons.

Ivan Scott interjected stating that he thought we were asking too much of ourselves. We can only be expected to do so much.
Paul Britton said that there could be merit in going back for subsequent inventories of species. However, this is likely to have little or no impact on the ultimate designations.

Jean Haalboom expressed her concern over the future of the roadways. Jean doesn't want the roadways to develop into more typical examples of harsh streets. Let's do it right.

Larry Masseo indicated that everyone shared Jean's concerns, yet that it would not be possible for absolutely everything to be documented.

Larry Masseo reminded everyone that it is possible for areas to actually improve when developed. Plant species can in fact be added to scenic roadways to build even further upon their qualities.

Vern Tarbut stated that the City did not have a good track record to date. Let's fully understand the issues and do this right.

Larry Masseo asked the members for their input as to where segmentation should take place for evaluation purposes.

Roger Schnaur indicated that it would be a good idea to designate roads which abutted ESPAs, rather than simply trying to designate everything.

Councillor Tom Galloway questioned whether segmentation would take place at physical junctures in roadways, or in a fashion which would highlight homogeneous vegetation.

Larry Masseo responded that it would be along the former. Using the map, Larry then highlighted ESPAs, where future development is likely to occur, and where continuous hedgerows were located.

Through group consensus, physical roadway segments were agreed upon by the subcommittee. These are shown on the attached map of the Doon South area.

Paul Britton questioned who the City was planning to have conduct the evaluations. Would this be done as a group or individually by evaluators?

Larry Masseo responded that it would be done by internal staff who are qualified in such matters and evaluations would be made as a group.

Paul Britton indicated that Hallman-Brierdale has retained an environmentalist to inventory its property for significant plant species.

Jean Haalboom asked when the evaluations would take place.

Larry Masseo indicated that some time was required but that they would be completed by mid-August.

Paul Britton questioned the relevance of the "Curves/Turns in Roadway" item in Category (C) of the evaluations. With roadways divided into segments, essentially along these curves/turns, this item would no longer be relevant.

Jean Haalboom asked Paul exactly what their environmentalist would be doing.

Paul Britton indicated that the environmentalist would be preparing an inventory of species and establishing the best place for a crossing.

Ivan Scott went on record stating the General Church in Canada opposes the designations. He is essentially concerned with what restrictions will be imposed if and where designations take place.

Glen Scheels questioned what lay ahead for the subcommittee.
Larry Masseo responded that after the re-evaluations are complete, road crossings will have to be studied. How many need to take place and where this is possible. Corridor plans will also have to be drafted.

Jean Haelboom questioned how it was that a greenspace plan could be currently underway without taking viewsheds into consideration.

Larry Masseo responded that viewsheds will be dealt with at the community plan stage.

Jean Haelboom mentioned that she would like to re-examine the viewsheds and look at the students photos once more. Jean said that there must be something that can be done to assess the viewsheds in the interim period.

Glen Scheels pointed out that it is important to give some thought to the transportation network so that we can gain a better appreciation of how everything else fits into to place.

Councillor Tom Galloway asked whether anything else could be done in the meantime before the next meeting other than the evaluations themselves.

Paul Britton indicated that Hallman-Brierdale’s environmentalist’s work would be underway on the inventory and the crossings.

Roger Schnurr indicated that the General Church in Canada would like to know at the next meeting what the potential limitations of a designation may be on future development.

Jean Haelboom questioned the engineering importance of two means of access to the Hallman-Brierdale property.

Larry Masseo indicated that this was general practice for a development of that size primarily for safety reasons and convenience was not the primary motive.

Meeting adjourned at 8:45 pm.

The next meeting of the subcommittee is scheduled for Wednesday, August 16th, at 5:00 in the Pipe Room at City Hall. The subcommittee will look at the proposed designation of scenic roads in the context of the future transportation network and ultimate development of the Doon South community.
City of Kitchener Scenic Roads Data Sheet

Road: **Tilt Drive**
Date: 

From: Point A B C (circle one) Location: **Doon Village Road**
To: Point B C D (circle one) Location: **Tilt Bush**
Observer: 
Segment Length: 

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SEGMENT SCORE: (SUM OF ELEMENT SCORES 10 / 15) X 100 = **60** %
City of Kitchener Scenic Roads Data Sheet

Road: **TILT DRIVE**
Date:

From: Point 1 A (X) C (circle one) Location: **TILT BUSH**
To: Point 1 B (O) D (circle one) Location: **DOON SOUTH CREEK**
Observer: [Blank]
Segment Length: [Blank]

### A. HUMAN MADE/MAN INFLUENCED ELEMENTS

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### B. VEGETATION

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Score (0-4) **2**

### C. LANDFORM & SPECIES

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Score (0-4) **2**

### D. ITEMS OF ADDITIONAL IMPORTANCE

- ESPAs (presence, size, and proximity)
- Resources of Heritage Significance
- Historical Significance of Roadway

Score (0-3) [Blank]

**SEGMENT SCORE:** (SUM OF ELEMENT SCORES) **7 / 15** x 100 = **47%**
**City of Kitchener Scenic Roads Data Sheet**

Road: **TILT DRIVE**

Date: 

From: Point  |  A  |  B  | (C)  (circle one)  | Location: **DOON SOUTH CREEK**
To:  Point  |  B  |  C  | (D)  (circle one)  | Location: **HARVEY DRIVE STAUFFER DRIVE**
Observer:  

**A. HUMAN MADE/INFLUENCED ELEMENTS**

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- Structural Character (engineered)
- Ditches and Banks
- Surface Condition/Treatment
- Signage
- Telephone / Utility Poles
- Human / Cultural Activities

Score (0–4) **4**

**B. VEGETATION**

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- Diversity
- Maturity
- Quality (collective & individual species)
- Structure / Edge
- Visual Texture and Colour

Score (0–4) **2**

**C. LANDFORM AND SCENE**

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- Landform and Relief  
  - Rolling / Undulations of Roadway
  - Curves/Turns In Roadway
  - Visual Quality of Terrain
  - Vista Within R.O.W.

- Water (presence and aesthetic value)

Score (0–4) **3**

**D. ITEMS OF ADDITIONAL IMPORTANCE**

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Score (0–3)

**SEGMENT SCORE: (SUM OF ELEMENT SCORES) 13 / 15 X 100 = 87%**
City of Kitchener Scenic Roads Data Sheet

Road: **STAUFFER DRIVE**

Date: 

From: Point **A** (circle one) Location: **TILTT DRIVE**
To: Point **B** (circle one) Location: **HYDRO CORRIDOR**
Observer: 

**A. HUMAN MADE/INFLUENCED FEATURES**

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Score (0–4) **4**

**B. VEGETATION**

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Score (0–4) **3**

**C. LANDFORM & RELIEF**

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Score (0–4) **2.5**

**D. ITEMS OF ADDED IMPORTANCE**

- **ESPAs** (presence, size, and proximity) +1 Value
- **Resources of Heritage Significance**
- **Historical Significance of Roadway**

Score (0–3)

**SEGMENT SCORE:** (SUM OF ELEMENT SCORES $10.5/15 \times 100 = 70\%$)
City of Kitchener Scenic Roads Data Sheet

Road: STAUFFER DRIVE
Date: 

From: Point A (circle one) Location: HYDRA CORRIDOR
To: Point B (circle one) Location: ESFA
Observer: 
Segment Length: 

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Score (0-4) 

B. VEGETATION

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</tr>
<tr>
<td>- Quality (collective &amp; individual species)</td>
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<td></td>
<td>✓</td>
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<tr>
<td>- Structure / Edge</td>
<td></td>
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<td>✓</td>
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<tr>
<td>- Visual Texture and Colour</td>
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</table>

Score (0-4) 3.5

C. LANDFORM-RELIEF

<table>
<thead>
<tr>
<th>- Landform and Relief</th>
<th>L</th>
<th>M</th>
<th>H</th>
<th>Score (0-4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling / Undulations of Roadway</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curves/Turns in Roadway</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visual Quality of Terrain</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Vista Within R.O.W.</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

Score (0-4) 2.5

D. ITEMS OF ADDED IMPORTANCE

| - ESPAs (presence, size, and proximity) | +1 Value |
| - Resources of Heritage Significance  |          |
| - Historical Significance of Roadway  |          |

Score (0-3) 

SEGMENT SCORE: (SUM OF ELEMENT SCORES) 10 (15) X 100 = 64 %
City of Kitchener Scenic Roads Data Sheet

Road: STAUFFER DRIVE
Date: 

From: Point 1 B C (circle one) Location: ESPA
To: Point 1 B C (circle one) Location: CARYNDALE DRIVE
Observer: 
Segment Length: 

<table>
<thead>
<tr>
<th>ELEMENTS</th>
<th>L</th>
<th>M</th>
<th>H</th>
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</thead>
<tbody>
<tr>
<td>Structural Character</td>
<td>V</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ditches and Banks</td>
<td>V</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Condition/Treatment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signage</td>
<td></td>
<td>V</td>
<td></td>
</tr>
<tr>
<td>Telephone / Utility Poles</td>
<td></td>
<td>V</td>
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<td>Human / Cultural Activities</td>
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Score (0–4) 4

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<tr>
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<tr>
<td>Maturity</td>
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<td>V</td>
<td></td>
</tr>
<tr>
<td>Quality (collective &amp; individual species)</td>
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</tr>
<tr>
<td>Structure / Edge</td>
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<td>V</td>
<td></td>
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<tr>
<td>Visual Texture and Colour</td>
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Score (0–4) 4

<table>
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<th>H</th>
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</thead>
<tbody>
<tr>
<td>Landform and Relief</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Rolling / Undulations of Roadway</td>
<td>V</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curves/Turns in Roadway</td>
<td></td>
<td></td>
<td>V</td>
</tr>
<tr>
<td>Visual Quality of Terrain</td>
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<td></td>
<td>V</td>
</tr>
<tr>
<td>Vista Within R.O.W.</td>
<td></td>
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<td>V</td>
</tr>
<tr>
<td>Water (presence and aesthetic value)</td>
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Score (0–4) 3

<table>
<thead>
<tr>
<th>ITEMS OF ADDED IMPORTANCE</th>
<th>+1 Value</th>
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</thead>
<tbody>
<tr>
<td>ESPAs (presence, size, and proximity)</td>
<td>+1</td>
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<tr>
<td>Resources of Heritage Significance</td>
<td></td>
</tr>
<tr>
<td>Historical Significance of Roadway</td>
<td></td>
</tr>
</tbody>
</table>

Score (0–3) 

SEGMENT SCORE: (SUM OF ELEMENT SCORES 12 / 15) x 100 = 80 %
# City of Kitchener Scenic Roads Data Sheet

**Road:** STAUFFER DRIVE  
**Date:**  
**From:** Point C | **Location:** CARYNDALE DRIVE  
**To:** Point D | **Location:** REIDEL DRIVE  
**Observer:**  
**Segment Length:**

## A. HUMAN-MADE INFLUENCE - ELEMENTS

<table>
<thead>
<tr>
<th></th>
<th>L</th>
<th>M</th>
<th>H</th>
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</thead>
<tbody>
<tr>
<td>Structural Character</td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Ditches and Banks</td>
<td>✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Condition/Treatment</td>
<td>✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signage</td>
<td></td>
<td>✔</td>
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</tr>
<tr>
<td>Telephone / Utility Poles</td>
<td>✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Human / Cultural Activities</td>
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</table>

**Score (0-4):** 4

## B. VEGETATION

<table>
<thead>
<tr>
<th></th>
<th>L</th>
<th>M</th>
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</thead>
<tbody>
<tr>
<td>Diversity</td>
<td></td>
<td>✔</td>
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</tr>
<tr>
<td>Maturity</td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Quality (collective &amp; individual species)</td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Structure / Edge</td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Visual Texture and Colour</td>
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<td>✔</td>
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**Score (0-4):** 3

## C. LANDFORM/RELIEF

<table>
<thead>
<tr>
<th></th>
<th>L</th>
<th>M</th>
<th>H</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landform and Relief</td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Rolling / Undulations of Roadway</td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Curves/Turns In Roadway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visual Quality of Terrain</td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Vista Within R.O.W.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water (presence and aesthetic value)</td>
<td>≈</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Score (0-4):** 2.5

## D. ITEMS OF ADDED IMPORTANCE

+1 Value

- ESPAs (presence, size, and proximity)
- Resources of Heritage Significance
- Historical Significance of Roadway

**Score (0-3):**

**SEGMENT SCORE:** (SUM OF ELEMENT SCORES \( \frac{14.5}{15} \) \times 100 = 77 \%)
City of Kitchener Scenic Roads Data Sheet

Road: GROH DRIVE

Location: STRUTTER DRIVE

From: Point A  B  C  D (circle one)
To: Point B  C  D (circle one)
Observer:  Segment Length:

## A. HUMAN MADE / INFLUENCED ELEMENTS

<table>
<thead>
<tr>
<th></th>
<th>L</th>
<th>M</th>
<th>H</th>
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<tbody>
<tr>
<td>Structural Character (engineered)</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Ditches and Banks</td>
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<td>✓</td>
<td></td>
</tr>
<tr>
<td>Surface Condition/Treatment</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signage</td>
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<td></td>
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</tr>
<tr>
<td>Telephone / Utility Poles</td>
<td></td>
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<tr>
<td>Human / Cultural Activities</td>
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Score (0-4)  2.5

## B. VEGETATION

<table>
<thead>
<tr>
<th></th>
<th>L</th>
<th>M</th>
<th>H</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diversity</td>
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<td></td>
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</tr>
<tr>
<td>Maturity</td>
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<td>✓</td>
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<td>Quality (collective &amp; individual species)</td>
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<tr>
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<td></td>
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<tr>
<td>Visual Texture and Colour</td>
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<td>✓</td>
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Score (0-4)  2.0

## C. LANDFORM & RELIEF

<table>
<thead>
<tr>
<th></th>
<th>L</th>
<th>M</th>
<th>H</th>
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<tbody>
<tr>
<td>Landform and Relief</td>
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<td>✓</td>
<td></td>
</tr>
<tr>
<td>Rolling / Undulations of Roadway</td>
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<td></td>
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<tr>
<td>Visual Quality of Terrain</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Vista Within R.O.W.</td>
<td></td>
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</table>

- Water (presence and aesthetic value) |  

Score (0-4)  2.0

## D. ITEMS OF ADDED IMPORTANCE

<table>
<thead>
<tr>
<th></th>
<th>+1 Value</th>
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<tr>
<td>ESPAs (presence, size, and proximity)</td>
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<td></td>
</tr>
<tr>
<td>Historical Significance of Roadway</td>
<td></td>
</tr>
</tbody>
</table>

Score (0-3)

SEGMENT SCORE: (SUM OF ELEMENT SCORES 7.5/15) X 100 = 50 %
City of Kitchener Scenic Roads Data Sheet

Road: GR0H DRIVE
Date: 

From: Point A [B] C (circle one) Location: END OF ESPA
To: Point B [C] D (circle one) Location: DO GPE DRIVE
Observer: 
Segment Length:

A. HUMAN MADE/INFLUENCED ELEMENTS

<table>
<thead>
<tr>
<th></th>
<th>L</th>
<th>M</th>
<th>H</th>
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<tbody>
<tr>
<td>Structural Character (engineered)</td>
<td></td>
<td></td>
<td>X</td>
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<tr>
<td>Ditches and Banks</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Surface Condition/Treatment</td>
<td></td>
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<td>X</td>
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<tr>
<td>Signage</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Telephone / Utility Poles</td>
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Score (0-4) 4

B. VEGETATION

<table>
<thead>
<tr>
<th></th>
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<tr>
<td>Diversity</td>
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<tr>
<td>Maturity</td>
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<tr>
<td>Quality (collective &amp; individual species)</td>
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<tr>
<td>Structure / Edge</td>
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<tr>
<td>Visual Texture and Colour</td>
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Score (0-4) 2.5

C. LANDFORM AND RELIEF

<table>
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<tr>
<th></th>
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<tbody>
<tr>
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<td></td>
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<tr>
<td>* Curves/Turns in Roadway</td>
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<tr>
<td>* Visual Quality of Terrain</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>* Vista Within R.O.W.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water (presence and aesthetic value)</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

Score (0-4) 2.0

D. ITEMS OF ADDED IMPORTANCE

- ESPAs (presence, size, and proximity)
- Resources of Heritage Significance
- Historical Significance of Roadway

Score (0-3) +1 Value

SEGMENT SCORE: (SUM OF ELEMENT SCORES \( \frac{8.5}{15} \) x 100 = 57 %)
# City of Kitchener Scenic Roads Data Sheet

**Road:** DODGE DRIVE  
**Location:** DODGE DRIVE

**Observer:**  
**Segment Length:**

## A. HUMAN MADE/INFLUENCED ELEMENTS

<table>
<thead>
<tr>
<th>Element</th>
<th>L</th>
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<tbody>
<tr>
<td>Structural Character (engineered)</td>
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<td>Ditches and Banks</td>
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<tr>
<td>Surface Condition/Treatment</td>
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<tr>
<td>Signage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Telephone / Utility Poles</td>
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<tr>
<td>Human / Cultural Activities</td>
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**Score (0-4):** 1.5

## B. VEGETATION

<table>
<thead>
<tr>
<th>Element</th>
<th>L</th>
<th>M</th>
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<tr>
<td>Diversity</td>
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</tr>
<tr>
<td>Maturity</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quality (collective &amp; individual species)</td>
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<td>✓</td>
<td></td>
</tr>
<tr>
<td>Structure / Edge</td>
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<tr>
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**Score (0-4):** 2

## C. LANDFORM / RELIEF

<table>
<thead>
<tr>
<th>Element</th>
<th>L</th>
<th>M</th>
<th>H</th>
</tr>
</thead>
</table>
| Landform and Relief  
  - Rolling / Undulations of Roadway            |   |   | ✓ |
  
  - Curves/Turns in Roadway                      | ✓ |   |   |
  
  - Visual Quality of Terrain                    |   |   | ✓ |
  
  - Vista Within R.O.W.                          |   |   | ✓ |
| Water (presence and aesthetic value)           |   |   | ✓ |

**Score (0-4):** 0

## D. ITEMS OF ADDED IMPORTANCE

- **ESPAs (presence, size, and proximity):**  
- **Resources of Heritage Significance:**  
- **Historical Significance of Roadway:**

**Score (0-3):**

**Segment Score:**  
(SUM OF ELEMENT SCORES 5.5 / 15) x 100 = 37%
## City of Kitchener Scenic Roads Data Sheet

**Road:** DODGE DRIVE  
**Date:**  

**From:** Point A (circle one)  
**To:** Point C (circle one)  
**Location:** CURVE  
**Location:** NEW DUNDEE ROAD  
**Observer:**  
**Segment Length:**  

### A. Human Made/Influenced Elements

<table>
<thead>
<tr>
<th>Element</th>
<th>L</th>
<th>M</th>
<th>H</th>
</tr>
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<tbody>
<tr>
<td>Structural Character (engineered)</td>
<td></td>
<td></td>
<td>✓</td>
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<tr>
<td>Ditches and Banks</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Condition/Treatment</td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Signage</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Telephone / Utility Poles</td>
<td></td>
<td>✓</td>
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<tr>
<td>Human / Cultural Activities</td>
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**Score (0-4): 2.5**

### B. Vegetation

<table>
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</thead>
<tbody>
<tr>
<td>Diversity</td>
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<td></td>
</tr>
<tr>
<td>Maturity</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quality (collective &amp; individual species)</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Structure / Edge</td>
<td>✓</td>
<td></td>
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</tr>
<tr>
<td>Visual Texture and Colour</td>
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</table>

**Score (0-4): 1.5**

### C. Landform & Relief

<table>
<thead>
<tr>
<th>Element</th>
<th>L</th>
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<th>H</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landform and Relief</td>
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<td>✓</td>
<td></td>
</tr>
<tr>
<td>Rolling / Undulations of Roadway</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curves/Turns in Roadway</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visual Quality of Terrain</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vista Within L.O.W.</td>
<td>✓</td>
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<table>
<thead>
<tr>
<th>Element</th>
<th>L</th>
<th>M</th>
<th>H</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water (presence and aesthetic value)</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

**Score (0-4): 1.5**

### D. Items of Added Importance

- ESPAs (presence, size, and proximity)  
- Resources of Heritage Significance  
- Historical Significance of Roadway

**Score (0-3):**

**SEGMENT SCORE:** (SUM OF ELEMENT SCORES \( \frac{5.5}{15} \times 100 = 37\% \)
City of Kitchener Scenic Roads Data Sheet

Road: **REIDEL DRIVE**

Date:

From: Point **A**
Location: **STAUFFER DRIVE**

To: Point **B**
Location: **BLAIR CREEK SYSTEM**

Observer:
Segment Length:

### A. HUMAN MADE/INFLUENCED ELEMENTS

<table>
<thead>
<tr>
<th>Element</th>
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<tr>
<td>Structural Character (engineered)</td>
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<td>Ditches and Banks</td>
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<td>Surface Condition/Treatment</td>
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<td>Telephone / Utility Poles</td>
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<tr>
<td>Human / Cultural Activities</td>
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Score (0-4): **3**

### B. VEGETATION

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<th>Element</th>
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<td>Diversity</td>
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<td>Maturity</td>
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<td>Quality (collective &amp; individual species)</td>
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<td>Visual Texture and Colour</td>
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Score (0-4): **2.5**

### C. LANDFORM & RELIEF

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<tr>
<td>Landform and Relief * Rolling / Undulations of Roadway</td>
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<td>* Curves/Turns in Roadway</td>
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<td>* Visual Quality of Terrain</td>
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<td>* Vista Within R.O.W.</td>
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<td>Water (presence and aesthetic value)</td>
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Score (0-4): **2**

### D. ITEMS OF ADDED IMPORTANCE

+1 Value

- ESPAs (presence, size, and proximity)
- Resources of Heritage Significance
- Historical Significance of Roadway

Score (0-3)

SEGMENT SCORE: (SUM OF ELEMENT SCORES $\frac{7.5}{15} \times 100 = 57\%$)
# City of Kitchener Scenic Roads Data Sheet

**Road:** **REIDEL DRIVE**

**Date:**

**From:** Point [A] (circle one) **Location:** **BLAIR CREEK SYSTEM**

**To:** Point [B] (circle one) **Location:** **NEIN DUNDEE ROAD**

**Observer:**

**Segment Length:**

## A. HUMAN MADE/INFLUENCED ELEMENTS

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**Score (0-4): 2**

## B. VEGETATION

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**Score (0-4): 1.5**

## C. LANDFORM & RELIEF

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**Score (0-4): 2**

## D. ITEMS OF ADDED IMPORTANCE

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<td>Historical Significance of Roadway</td>
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**Score (0-3):**

**SEGMENT SCORE:** (SUM OF ELEMENT SCORES $6.5/15 \times 100 = 43\%$)
City of Kitchener Scenic Roads Data Sheet

Road: **Pinnacle Drive**

Date: 

From: Point [A B C D] (circle one) Location: **Pine Hill Place**

To: Point [B C D] (circle one) Location: **End of EPA**

Observer: 

Segment Length: 

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**A. HUMAN MADE / INFLUENCED ELEMENTS**

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**Score (0-4)**: **2.5**

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**B. VEGETATION**

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**Score (0-4)**: **3.5**

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**C. LANDFORM & RELIEF**

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| Water (presence and aesthetic value) | |   |   |

**Score (0-4)**: **2.5**

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**D. ITEMS OF ADDED IMPORTANCE**

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**Score (0-3)**: 

**SEGMENT SCORE: (SUM OF ELEMENT SCORES)**

**9.5 / 15** × **100 = 63 %**
1. **SUBJECT**

Municipal Plan Amendment - MP 97/1/D/LM

Doon South Community Plan - PD 97/16

2. **EXPLANATION OF PROPOSAL**

The attached reports represent a new Community Plan for the Doon South area and a Municipal Plan Amendment which will revise the Municipal Plan to include the results of the detailed community planning process, the Doon South-Brigadoon Transportation Network and Corridor Study and the Doon South Creek Subwatershed Management Plan.

3. **RECOMMENDATION**

3.1 That City Council approve the attached Municipal Plan Amendment, being an amendment to the Kitchener Municipal Plan to:

(i) revise Map 5 - Land Use by refining the delineation of the Open Space, Low Rise Residential, Limited Service Residential and Neighbourhood Commercial districts within Doon South, as shown in Schedule "A" attached;

(ii) revise Map 4 - Transportation by deleting the transportation network within Doon South and replacing it with the revised transportation network, as shown on Schedule "B"; and,
(iii) add the following new policy (iii) to Part 3, Policy 12.5:

"Further to Part 2, Section 7.5.2, in order to reduce development impacts on other significant natural, cultural and heritage features, a new local road crossing of the Doon South Creek provincially significant wetland complex shall be permitted west of Tilt Drive and north of the proposed West-South Collector Road. Construction of this road crossing shall be subject to the preparation of appropriate environmental and design studies which emphasize mitigation but shall not be subject to further review of alternatives."

4. **PUBLIC NOTIFICATION**

Notice of the Public Meeting to be held by the Planning and Economic Development Committee was advertised in "The Record" on February 14, 1997. In addition, all persons who either signed the register at previous community open house meetings or who otherwise participated in the community planning process, were mailed both a copy of the proposed Municipal Plan Amendment and the Doon South Community Plan. Those persons receiving a copy of these documents were also given notice of the Public Meeting to be held on March 17, 1997. Staff not aware of any outstanding issues or concerns with respect to the Community Plan.

5. **DEPARTMENT OF PLANNING AND DEVELOPMENT COMMENTS**

5.1 **Location and Description of Area**

The Doon South Community is a large, mostly undeveloped area of land located in the southernmost portion of the municipality. The community plan area exhibits varied topography and encompasses portions of three separate subwatersheds. The largest area of developable lands lies within the Doon South Creek subwatershed, however significant amounts of developable land also lie within the Strasburg Creek subwatershed to the north and west and the Blair Creek subwatershed located to the south and west. Together the three creek valley systems contain an array of provincially significant wetlands, sensitive wildlife habitats and significant upland natural areas.

In addition to the array of significant natural features, the Doon South Community is characterized by the presence of many cultural and heritage features associated with the early settlement of the Kitchener (Doon) area. Among these cultural features are the Stauffer Log Cabin on Tilt Drive, various other structures identified on the City's Inventory of Heritage Buildings and a network of high quality scenic roadways. In addition, the Upper Doon Heritage Conservation District, comprising a number of individual dwellings associated with the pioneer settlers, abuts the Doon South community plan area immediately to the north.
5.2 Existing Planning Policy Framework

The Doon South area has been designated for urban development within both the Regional Official Policies Plan and the former Kitchener Official Plan for many years. Many of the significant environmental and heritage features of the area were designated for development within the former Official Plan and those designations were further refined in the existing 1978 Doon South Community Plan. In addition to the above, the entire length of Tilt Drive and abutting lands comprise part of the Upper Doon Heritage Conservation District Plan.

In 1994 the City adopted the new Kitchener Municipal Plan to replace the former Official Plan. However, at the time the Municipal Plan was adopted by City Council, the Doon South Creek Subwatershed Study and the Doon South-Brigadoon Transportation Network and Corridor Study had only recently been completed and detailed open space boundaries and road networks within Doon South had not yet been determined. Accordingly, areas within the Doon South Community, as shown on Map 4 - Transportation and Map 5 - Land Use, were deferred pending the resolution of land use and transportation issues in accordance with new provincial, regional and municipal planning policies. Subsequent to the adoption of the Municipal Plan, the City embarked upon a community planning process to resolve the specific planning issues and establish a new Community Plan for the Doon South area.

5.3 Community Planning Process

As noted above, upon the completion of the Doon South Creek Subwatershed Management Plan, the Doon South-Brigadoon Transportation Network and Corridor Study and the Kitchener Municipal Plan, it was apparent that the existing Doon South Community Plan would need to be revised in order to resolve specific planning issues and conform to the requirements of new provincial, regional and municipal planning policies. Accordingly, the community planning process was initiated by the Department of Planning and Development in November, 1994.

Two public open house meetings, to which all landowners in Doon South and Upper Doon were invited, were held in January, 1995 and April, 1996. In addition, an informal walk of the area was organized by staff in May, 1995. This allowed residents of the community to walk the area with staff members in order to appreciate some of the existing natural features and to better understand the likely impacts of future development.

Specific landowner input was also obtained through having landowner representation on two subcommittees which were struck to resolve detailed community plan issues. In this case several community residents and major landowners sat on the Scenic Roads Subcommittee and one resident sat on the Doon South Technical Committee which was made up of municipal and agency staff.

After more than two years of significant landowner, resident and public agency input, a new Community Plan for Doon South has now been prepared. This Amendment will incorporate
the detailed land use boundaries and road alignments established through the Community Plan process, thereby allowing for implementation of the Community Plan, the Subwatershed Study and the Doon South-Brigadoon Transportation Network and Corridor Study. This Amendment will also resolve Deferrals 2(d) and 3(c) as set out in Regional Council's approval of the Kitchener Municipal Plan.

While the proposed changes to Map 5 - Land Use appear to be extensive, it should be noted that many of the land use district refinements were necessitated by the Planning and Development Department's move from a conceptual based, hand drawn mapping system to a more accurate digitally based mapping system. While the land use designation for some properties did not in fact change, the discrepancy between the former mapping and the new digitally based mapping was so great that staff are of the opinion that the changes to rectify the situation should occur by way of a Municipal Plan Amendment. Only the delineation of the Open Space boundary within the Monarch lands, subject to Deferral 3(c), and the enlargement of the Open Space boundaries south of Stauffer Drive and New Dundee Road are recommended as a result of the Community Plan review process.

Larry Masseo, M.C.I.P., R.P.P.
Intermediate Planner

Carla Ladd, M.C.I.P., R.P.P.
Manager of Community Planning and Development Review

Tim McCabe, M.C.I.P., R.P.P.
General Manager, Planning and Development

List of Attachments:

Newspaper Advertisement
Municipal Plan Amendment 97/1
Doon South Community Plan
Notice of Public Meeting of Kitchener
Committee of Council Dealing with Planning and Economic Development Matters

Advertised in the K-W Record - February 14, 1995

CITY OF KITCHENER
PUBLIC NOTICES

COMMITTEE OF COUNCIL DEALING WITH PLANNING
MATTERS INVITES PROPERTY OWNERS AND
INTERESTED PARTIES TO ATTEND A
PUBLIC MEETING

TO DISCUSS A PROPOSED AMENDMENT TO THE CITY
OF KITCHENER MUNICIPAL PLAN UNDER SECTIONS 17
AND 21 OF THE PLANNING ACT, 1996

DOON SOUTH COMMUNITY

The purpose of the proposed Municipal Plan Amendment is to accomplish the following:

a) establish the extent of the Open Space district within the Doon South area based
on the recommendations of the Doon South Creek Environmental Master Plan, the
Brock, Reesor and Davenport Conservation Master Plan, and detailed
environmental reviews undertaken as part of the community planning process;
b) establish a new Westcliff Road extension within the Doon South area based on
the recommendations of the 1994 Doon-Steele-Bedrock Transportation Network
and Corridor Study, the Doon South Board: Rouge Gorge and the community planning
process;
c) establish a land use baseline of the Doon South District, including significant
natural features and natural spaces, in order to protect the development option, which has
the least overall impact on the environment, social and economic resources of the area, and

2.

ADDICOTT, 782 and 784 are shown on Map 4 - Transportation and Map 5 -
Land Use Mapping. The Recommendation of the Kitchener Municipal Plan and the Regional
Council's approval of the Kitchener Municipal Plan.

The Public Meeting will be held at the meeting of COMMITTEE OF COUNCIL,
DEALING WITH PLANNING MATTERS on Monday, March 7, 1995 at 2:30 p.m.
IN THE COUNCIL CHAMBERS, CITY HALL, 200 KING STREET WEST,
KITCHENER.

Any person may offer the Public hearing and make written and/or verbal
representation. Statements to support or, as to oppose, the proposed Official Plan
Amendment, if a person or bodies of interest does not submit written comments to the
Committee prior to the adoption of an Amendment by City Council, the Committee may
determine the draft.

ADDITIONAL INFORMATION relating to the proposed Official Plan Amendment
and Zoning By-law is available for inspection between 8:00 a.m. and 8:00 p.m. at the
Department of Planning and Development, 8th Floor, City Hall, 200 King Street West,
Kitchener.

Larry Hines, A.C.I.P., R.P.P.
Intermediate Planner
741-8505 (2170) 21-9599

[Map and diagram showing boundaries of subject lands]
AMENDMENT NO. TO THE MUNICIPAL PLAN
OF THE CITY OF KITCHENER

DOON SOUTH COMMUNITY
AMENDMENT NO. TO THE MUNICIPAL PLAN
OF THE CITY OF KITCHENER

DOON SOUTH COMMUNITY

INDEX

SECTION 1  TITLE AND COMPONENTS
SECTION 2  PURPOSE OF THE AMENDMENT
SECTION 3  BASIS OF THE AMENDMENT
SECTION 4  THE AMENDMENT
SECTION 5  IMPLEMENTATION AND INTERPRETATION

APPENDICES

APPENDIX 1  Notice of Public Meeting of Planning and Economic Development Committee - February 17, 1997
AMENDMENT NO. TO THE MUNICIPAL PLAN
OF THE CITY OF KITCHENER

SECTION 1 - TITLE AND COMPONENTS

This Amendment shall be referred to as Amendment No. to the Municipal Plan of the City of Kitchener. Sections 1 to 5 inclusive of this document shall constitute this Amendment.

SECTION 2 - PURPOSE OF THE AMENDMENT

The purpose of the proposed Municipal Plan Amendment is to accomplish the following:

i) establish the extent of the Open Space district within the Doon South area based on the recommendations of the Doon South Creek Subwatershed Master Plan, the Blair, Bechtel and Baumen Creeks Subwatershed Master Plan, and detailed environmental review undertaken as part of the community planning process;

ii) establish a new Collector and Scenic Road network within the Doon South area based on the recommendations of the 1994 Doon South-Brigadoon Transportation Network and Corridor Study, the Doon South Scenic Roads Study and the community planning process;

iii) establish a local road crossing of the Doon South Creek provincially significant wetland complex in order to provide for a development scenario which has the least overall impact on the environmental, social and heritage resources of the area; and,

iv) resolve Deferrals 2(d) and 3(c) as shown on Map 4 - Transportation and Map 5 - Land Use respectively of the Kitchener Municipal Plan.

SECTION 3 - BASIS OF THE AMENDMENT

3.1 Location and Description of Area

The Doon South Community is a large, mostly undeveloped area of land located in the southernmost portion of the municipality. The community plan area exhibits varied topography and encompasses portions of three separate subwatersheds. The largest area of developable lands lies within the Doon South Creek subwatershed, however significant amounts of developable land also lie within the Strasburg Creek subwatershed to the north and west and the Blair Creek subwatershed located to the south and west. Together the three creek valley systems contain an array of provincially significant wetlands, sensitive
wildlife habitats and significant upland natural areas.

In addition to the array of significant natural features, the Doon South Community is characterized by the presence of many cultural and heritage features associated with the early settlement of the Kitchener (Doon) area. Among these cultural features are the Stauffer Log Cabin on Tilt Drive, various other structures identified on the City's Inventory of Heritage Buildings and a network of high quality scenic roadways. In addition, the Upper Doon Heritage Conservation District, comprising a number of individual dwellings associated with the pioneer settlers, abuts the Doon South community plan area immediately to the north.

3.2 Existing Planning Policy Framework

The Doon South area has been designated for urban development within both the Regional Official Policies Plan and the former Kitchener Official Plan for many years. Many of the significant environmental and heritage features of the area were designated for development within the former Official Plan and those designations were further refined in the existing 1978 Doon South Community Plan. In addition to the above, the entire length of Tilt Drive and abutting lands comprise part of the Upper-Doon Heritage Conservation District Plan.

In 1994 the City adopted the new Kitchener Municipal Plan to replace the former Official Plan. However, at the time the Municipal Plan was adopted by City Council, the Doon South Creek Subwatershed Study and the Doon South-Brigadoon Transportation Network and Corridor Study had only recently been completed and detailed open space boundaries and road networks within Doon South had not yet been determined. Accordingly, areas within the Doon South Community, as shown on Map 4 - Transportation and Map 5 - Land Use, were deferred pending the resolution of land use and transportation issues in accordance with new provincial, regional and municipal planning policies. Subsequent to the adoption of the Municipal Plan, the City embarked upon a community planning process to resolve the specific planning issues and establish a new Community Plan for the Doon South area.

After more than two years of significant landowner, resident and public agency input, a new Community Plan for Doon South has been prepared. This Amendment will incorporate the detailed land use boundaries and road alignments established through the Community Plan process, thereby allowing for implementation of the Community Plan, the Subwatershed Study and the Doon South-Brigadoon Transportation Network and Corridor Study. This Amendment will also resolve Deferrals 2(d) and 3(c) as set out in Regional Council's approval of the Kitchener Municipal Plan.
3.3 Background Studies

3.3.1 Doon South-Brigadoon Transportation Network and Corridor Study

In 1994, prior to the adoption of the new Municipal Plan, City Council adopted recommendations of the Doon South-Brigadoon Transportation Network and Corridor Study. The purpose of the study was to establish a recommended transportation network within the southwest area of the municipality to meet traffic and public transit demands forecast for the area in the year 2011. Among the specific objectives of the study were the following:

- **Assess the need for additional east-west access.**
- **Assess the need for additional access to the study area from Highway 401.**
- **Assess the opportunities for realigning Strasburg Road south of Stauffer so that Reidel Drive may be designated as a "Scenic Road".**
- **Minimize traffic impacts on the existing communities of Upper Doon, Doon South, Pioneer Park, Caryndale and Brigadoon.**
- **Recognize the desire to develop a "Scenic Roads" network and minimize impacts on heritage resources.**

As it relates to the Doon South area, the transportation study recommended the extension of Doon South Drive from its present terminus at Windrush Trail, the Diversion of Doon Village Road south in the vicinity of Bechtel Drive to meet Doon South Drive and the construction of a west-south collector road from Strasburg Road to New Dundee Road. The recommended transportation network was reflected in the new Municipal Plan, with the exception of the deferred area, and was to form the basis of the Community Plan review and the Doon South Scenic Roads Study. The transportation study established rights-of-way ranging from 26 to 28 metres in width for each of the above collector roads.

As a result the community planning process, this Amendment will establish more detailed road alignments for the roads identified in the transportation study and would implement the network of scenic roads as originally envisioned. In addition, the community planning process has determined that ultimate collector road widths will be sufficient at 20 metres rather than the 26 to 28 metres as currently set out. These reduced widths will ensure less of an impact on existing residential areas and will provide for a more neighbourhood oriented streetscape.

3.3.2 Doon South Creek Subwatershed Study

The Doon South Creek Subwatershed Study was also completed in 1994. The report details
the natural resources within the subwatershed and presents an overall management plan to
ensure protection of those resources as development proceeds. A key component of the
report was to fulfill the requirements of a Comprehensive Environmental Impact Study as
required by the Provincial Wetlands Planning Policy Statement and accomplish three things.
These were:

- Identify the level and scope of future studies required for development of lands
  adjacent to the provincially significant wetland complex.
- Incorporate a Transportation Corridor Study to preferred locations for crossings of
  woodlots and wetland areas.
- Conduct a Sanitary Trunk Sewer Routing Study to identify the approximate route of
  the future Doon South Trunk Sanitary Sewer.

The final subwatershed study identified the most appropriate locations for transportation and
other infrastructure crossings of the creek and wetland systems and set out general
recommendations for environmental protection and overall stormwater management. These
recommendations formed the basis for the development of the Doon South Community Plan
and provided detailed direction for the preparation of environmental reviews during the
development approvals process.

3.4 Community Plan Review

3.4.1 Doon South Greenspace Management Plan

Among the various recommendations of the Doon South Creek Subwatershed Study was for
the City to undertake a Greenspace Management Plan for the area in conjunction with the
preparation of a new Community Plan. The specific objectives identified in the Doon South
Creek Subwatershed Study are as follows:

- Develop a conceptual plan for the enhancement of Doon South Creek and the
  riparian vegetation in the vicinity of Tilt Drive and certain tributaries.
- Develop a conceptual plan for the enhancement of the linkage of Topper Swamp to
  Doon South Creek.
- Address the issue of sustainable community access to the natural area, including the
development of a trail network.
- Determine the status, and develop a management strategy for, the woodlot located
to the northeast of the intersection of Caryndale Drive and Stauffer Drive.
• Evaluate existing terrestrial linkages within the Doon Creek watershed and adjacent watersheds (Strasburg Creek and Blair Creek), and make recommendations with respect to the long term protection and enhancement of essential linkages.

• Develop a monitoring program, focusing on semi-annual or annual inspection of land use changes, bank stability, sedimentation and aquatic and riparian vegetation, to aid in determining whether objectives of the Doon South Creek Subwatershed Management Plan are being achieved.

• Make recommendations with respect to the removal of the beaver dam located within Doon South Creek at Even’s Pond.

• Determine opportunities for enhancing fish habitat through appropriate stream rehabilitation.

The Greenspace Management Plan draws from the conclusions and recommendations of the Doon South Creek Subwatershed Study and the not yet finalized Blair Bechtel and Baumen Creeks Subwatershed Study and makes further, more specific recommendations for the protection and management of the natural environment and the establishment of the community trail network. Environmental implementation reports prepared in conjunction with development applications will be required to conform to the recommendations of the Greenspace Management Plan.

The Open Space boundaries proposed through this Amendment reflect the recommendations of the Greenspace Management Plan in terms of core area requirements, linkages and significant rehabilitation areas. Any additional setbacks or buffer areas which may be required are not included within the boundaries proposed through this Amendment. These additional buffer areas will be determined through the development approvals process and be zoned appropriately at that time.

3.4.2 Doon South Scenic Roads Study

The Doon South Community exhibits a number of significant environmental, topographic, cultural and heritage features which contribute to the unique character of the area. Among the most significant features is a network of rural roads which date back to the early pioneer settlement of the area. These roads have for many years been recognized by the residents of Doon South for their scenic qualities and the unique experience gained through travelling these roadways.

While many of the roads within the Doon South Area have long been recognized by residents for their scenic qualities, only Tilt Drive was given formal designation as such. The entire length of Tilt Drive, from Stauffer Drive to its intersection with Doon Village Road, is designated as a Scenic Road both by the City of Kitchener Municipal Plan and by
the Upper Doon Heritage Conservation District Plan. This designation relates not only to the roadway itself, but also landforms and vegetation immediately abutting the right-of-way.

The Kitchener Municipal Plan recognizes several roads within the Doon South Community as being "potential" scenic roads. These roads are Stauffer Drive, Reidel Drive, Groh Drive, the westerly leg of Dodge Drive between Groh Drive and New Dundee Road, and Pinnacle Drive between the northerly leg of New Dundee Road and Pine Hill Place. The Municipal Plan indicates that these roadways would be studied prior to potential recommendations regarding designation as Scenic Roads.

The concept of a network of "Scenic Roads" was also included within the Doon South-Brigadoon Transportation Network and Corridor Study. The specific objectives of the Doon South Scenic Roads Study as required by City Council is its resolution with respect to the Doon South Brigadoon Transportation Network and Corridor Study were:

- Develop criteria for the designation of scenic roads.
- Determine the planned functions of scenic roads in the Doon South Community and in particular, roadway volumes, geometrics, and vehicular and pedestrian safety.
- Integration of the scenic road functions and the Stauffer Log Cabin with the surrounding Doon South Community. This to include future land use, collector and local roadway pattern, landscape and tree saving plans, subdivision and development controls, etc.
- Integration of the recommendations of the Doon South Creek Subwatershed Management Plan and the Doon South Greenspace Management Plan.

After a comprehensive review of the proposed scenic roads in relation to other community planning issues, it is recommended that Tilt Drive, Stauffer Drive and the upper portions of Groh Drive and Reidel Drive be designated as "Scenic Roads" on Map 4 of the Municipal Plan, be closed to vehicular traffic and be incorporated into the City's community trail system. The roads and vegetation immediately abutting the rights-of-way should be preserved in their existing state and, where necessary, enhanced through replanting and acquisition of lands immediately abutting the rights-of-way. It is also proposed that corridor specific enhancement schemes would be devised to address interim road maintenance, ultimate trail maintenance, timing for road closures, and identification of areas in need of vegetative enhancement.

The remaining portion of Reidel Drive was considered in the evaluation of the proposed scenic road network but was discounted due to long term plans to use the Reidel Drive right-of-way for the future extension of Strasburg Road. Strasburg Road is proposed to be constructed as a Secondary Arterial Road with a right-of-way of 26 metres. This would inhibit the preservation of the existing Reidel roadway as well as most existing landforms.
and vegetation immediately abutting the right-of-way.

Pinnacle Drive, Dodge Drive and the remainder of Groh Drive are not recommended for inclusion within the proposed community trail network primarily due to the need to provide access to present and future uses on abutting lands. These roads are however still recognized as possessing some of the scenic qualities exhibited by the other scenic roads and policies are included in the Doon South Community Plan to ensure that all future development and road improvements are sensitive to the roadside vegetation and landforms.

The specific recommendations of the study which will be implemented through the Doon South Community Plan are:

- That the proposed Scenic Road Community Trail Network be closed to vehicular traffic in segments when an alternative transportation system is constructed in conjunction with the development of adjacent lands. New development on adjacent lands should be permitted to use the scenic roads for temporary access until alternative access becomes available.

- That the scenic roads be maintained in their existing state, with no engineering improvements allowed to permit access for adjacent development. Therefore, where temporary use of the scenic roads is proposed, it should be recognized that the number of new residential units may be limited until an alternative means of access is provided. In this respect, it is recommended that development proponents be required to submit a road base assessment to the Department of Public Works to determine how many units could be permitted to use the existing roadways without requiring engineering improvements.

- That corridor specific enhancement plans be used to determine treatment and design of temporary access connections and the intersection of the new transportation network with the scenic roadways. These plans will also address the suitability of lighting, etc. when such roads are to be used for temporary access.

- A plan outlining specific enhancement opportunities and management techniques is to be developed for each road corridor recommended for designation as a scenic road. These plans will be completed by development proponents on abutting lands and shall be consistent with the recommendations of the Doon South Creek Subwatershed Study and the Doon South Greenspace Management Plan.

3.4.3 New Local Road Crossing of Doon South Creek

It is proposed that a local road crossing be constructed across Doon South Creek to provide access to the Hallman Brierdale lands located to the west of Tilt Drive. The existing Municipal Plan policies respecting Tilt Drive seek to reduce the number and impact of
proposed new road crossings of that road. One local road crossing is recommended to cross Tilt Drive and provide access to the Hallman Brierdale lands through the Monarch lands to the east. However, to allow development of the Hallman Brierdale lands, a second means of access must be provided. Provision for a second means of access from the south would allow development to occur, but reduce the development impacts on Tilt Drive. This road would cross Doon South Creek at a recognized "least impact" location and connect with the proposed West-South Collector Road. Policies are also included within the Doon South Community Plan to require rehabilitation and enhancement of Doon South Creek in conjunction with the proposed road crossing.

In its efforts to balance all of the environmental, social and cultural issues in the development of a Community Plan, a new local road crossing of Doon South Creek is proposed immediately to the west of Tilt Drive. This proposal was made after weighing the benefits of avoiding another creek crossing with the potential impact on the scenic road network, the cultural resources, other undesignated but high quality natural areas, and the overall transportation system within the Doon South Community. With acceptance of this recommendation, a number of opportunities arise to rehabilitate and enhance Doon South Creek both at the proposed crossing location and at the existing Tilt Drive crossing.

A number of policy requirements must be addressed before any recommendation for a new road right-of-way may be approved within a provincially significant wetland. The City of Kitchener Municipal Plan, in conformity with the provincial wetlands planning policy statement requires that new municipal infrastructure be located outside of provincially significant wetlands wherever possible.

In addition to the City of Kitchener Municipal Plan, a number of policy requirements are also contained within the Regional Official Policies Plan. The Regional Plan requires that where the construction of a new road right-of-way is proposed within or adjacent to a provincially significant wetland, the submission of an Environmental Impact Statement (E.I.S.) or other appropriate study must be submitted for approval. However, the R.O.P.P. also specifies that where alternative environmental reviews are being undertaken as part of a comprehensive planning process, an Environmental Impact Statement will not be required provided the environmental review fulfils requirements such Environmental Impact Statement. The requirements for the E.I.S. would be similar to those required by the City of Kitchener Municipal Plan.

The detailed review of impacts and alternatives conducted through the Community Plan and the Greenspace Management Plan process, together with the detailed environmental study completed with the Doon South Creek Subwatershed Study is intended to satisfy the policy and review requirements of an "alternative study" as required by Policy 3.2.8 of the Regional Official Policies Plan.

The proposed creek crossing location is identified in the Doon South Creek Subwatershed Management Plan as a "least impact" crossing location. The subwatershed study focused
on grouping the existing wetland communities into low, medium and high constraint areas based on tolerance to fluctuations in moisture, susceptibility to impacts associated with clearing for road construction, baseflow tributaries and water discharge, as well as the actual width of the wetland and its relationship to the overall greenspace system. This particular segment of wetland is identified as a low constraint area.

The Doon South Creek Subwatershed Study classified the entire length of Doon South Creek as a provincially significant wetland. However, an analysis of the detailed work completed during the subwatershed study indicates that this particular wetland section consists primarily of wet meadow vegetation with open agricultural fields bordering on either side and contains no rare or Regionally significant vegetation. Given the above, mitigation of the road construction impacts could be easily achieved. The Doon South Subwatershed Study included a sufficient level of study to determine that a road crossing in the proposed location would not cause a loss of wetland functions or contiguous wetland area.

The proposed new crossing also provides a number of opportunities to rehabilitate and enhance Doon South Creek in several locations. Use of a appropriate bridge design for the proposed road would allow for the retention of the creek channel and adjacent flood plain as a terrestrial linkage and would allow for enhancements of the riparian vegetation in the creek channel. At such time as Tilt Drive is closed to vehicular traffic and incorporated into the community trail network, the existing bridge and culvert at Tilt Drive can be removed. This would allow for construction of a pedestrian bridge over the creek and permit channel improvements and enhancement of the riparian vegetation, both of which would benefit the existing baitfish environment. Recommendations regarding the above rehabilitation have been included within the Doon South Community Plan and Greenspace Management Plan.

In summary, the proposed new road crossing is being recommended for the following reasons:

- It allows the preservation of the scenic roadways as community trails, best protects the natural and topographic features within the road rights-of-way and maintains the City’s objective to consider the scenic roads as a part of the community’s future greenspace network.

- It implements Part 2, Policy 8.3.3.9 (iii) of the Municipal Plan by reducing the number of required road crossings of Tilt Drive, a designated Scenic Road, and part of the designated Heritage Conservation District Plan which was adopted pursuant to the Ontario Heritage Act.

- It provides for a more efficient community road network by directly linking the Hallman Aberdeen lands to the future West-South Collector Road, providing for better Transit and resident access.

- It takes advantage of a "least impact" crossing point identified in Doon South Creek
Subwatershed Study and provides for reduced impact on significant vegetation.

- It provides significant opportunities to rehabilitate and enhance Doon South Creek both at the proposed crossing location as well as at the existing Tilt Drive crossing.

SECTION 4 - THE AMENDMENT

The Municipal Plan for the City of Kitchener is hereby Amended as follows:

1) Map 5 - Land Use is revised by refining the delineation of the Open Space, Low Rise Residential, Limited Service Residential and Neighbourhood Commercial districts within Doon South, as shown on Schedule "A" attached.

2) Map 4 - Transportation is revised by deleting the transportation network within Doon South and replacing it with the revised transportation network, as shown on Schedule "B" attached.

3) Part 3, Policy 12.5 is amended by adding the following new policy, 12.5.iii):

"iii) Further to Part 2, Section 7.5.2, in order to reduce development impacts on other significant natural, cultural and heritage features, a new local road crossing of the Doon South Creek provincially significant wetland complex shall be permitted west of Tilt Drive and north of the proposed West-South Collector Road. Construction of this road crossing shall be subject to the preparation of appropriate environmental and design studies which emphasize mitigation but shall not be subject to further review of alternatives."

SECTION 5 - IMPLEMENTATION AND INTERPRETATION

The provisions of the Municipal Plan of the City of Kitchener regarding the implementation and interpretation of that Plan shall apply to this Amendment.
APPENDIX 1

Notice of Public Meeting of Kitchener Committee of Council Dealing with Planning and Economic Development Matters

Advertised in the K-W Record - February 14, 1995

CITY OF KITCHENER
PUBLIC NOTICES

COMMITTEE OF COUNCIL, DEALING WITH PLANNING MATTERS INVITES PROPERTY OWNERS AND INTERESTED PARTIES TO ATTEND A

PUBLIC MEETING

TO DISCUSS A PROPOSED AMENDMENT TO THE CITY OF KITCHENER MUNICIPAL PLAN UNDER SECTIONS 17 AND 21 OF THE PLANNING ACT, 1996

DOON SOUTH COMMUNITY

The purpose of the proposed Municipal Plan Amendment is to accomplish the following:

e) establish the extent of the Open Space district within the Doon South area based on the recommendations of the Doon South Community Master Plan, the Doon Space and Doon South Community Master Plan, and the findings of the Doon South Community Planning Study;

f) establish a new Community Road network within the Doon South area based on the recommendations of the Doon South Community Planning Study, and the Doon South Community Planning Study;

g) establish a new grading of the Doon South Community Master Plan for the purpose of preparing a new development plan which is consistent with the intended use of the area and

The Public Meeting will be held at the meeting of COMMITTEE OF COUNCIL, DEALING WITH PLANNING MATTERS on WEDNESDAY, MAR. 17, 1993, AT 3:00 P.M., IN THE COUNCIL CHAMBERS, CITY HALL, 180 KING STREET WEST, KITCHENER.

Any person may attend the Public Meeting and make written or oral comments either in support of, or in opposition to, the proposed Official Plan Amendment. It is a person's responsibility to make their comments known at the public meeting or make written submissions to the City prior to the submission of the Amendment to City Council. The Kitchener Municipal Board may consider the submissions.

ADDITIONAL INFORMATION relating to the proposed Official Plan Amendment and Zoning By-law is available for inspection between 8:00 a.m. and 5:00 p.m. at the Department of Planning and Development, 180 King Street West, Kitchener.

Linda Lassiter, M.C.I.P., R.P.P.
Interim Director
271-2300 (FAX) 271-2398
PLANNING & ECONOMIC DEVELOPMENT COMMITTEE MINUTES

MARCH 17, 1997

CITY OF KITCHENER

Ms. Livingston noted that the standards portion of the Urban Design Guidelines forms the second part of the document. She indicated that many of the Standards exist while others are new and stressed that the Standards should be negotiable in consideration of the fact that each site and potential development was unique. Finally, she stated that it was intended that similar presentations would be made over the next few weeks to various groups with an interest in design issues.

Councillor Jake Smola entered the meeting at this point.

Mr. T. Boullier introduced the individuals who had been responsible for production of the draft document. He advised that the Urban Design Team expects to receive detailed comments as a result of its presentations to various groups and to bring the matter back to Committee and Council for final approval in September. Councillor M. Wagner referred to the commentary regarding the draft reports and expressed concern there was an appearance of too much flexibility and questioned if the Standards would actually be adhered to. Mr. Boullier responded that the document was a statement of planning policy and that there were various mechanisms to ensure that the City obtains the land of development that it favours. Mr. Boullier noted that the Urban Design policies referred to in the new Municipal Plan had to be developed after approval of the Plan.

On motion by Councillor J. Ziegler -
It was resolved:

"That the draft "Urban Design Guidelines and Standards" attached to Planning and Development Staff Report PD 97/22 be tabled for information, and the Departments of Planning and Development and Parks and Recreation be directed to circulate the draft document to all City Departments, appropriate Advisory Committees, the development/consulting industry, and other interested parties for input."

6. PD 97/17 - 890 KING STREET WEST
   - REQUEST FOR EXTENSION OF DEADLINE TO FULFILL CONDITIONS
   - ZONE CHANGE APPLICATION 94/06/KCL
   - DR. V.B. RAO - BRIDGEPORT-NORTH WARD

The Committee was in receipt of Planning and Development Staff Report PD 97/17 dated March 10, 1997 revised advising that the owner of 890 King Street West has requested an extension to Council's approval of Zone Change Application 94/06/KCL to allow for the finalization of conditions attached to the Zone Change.

It was noted in the staff report that planning staff support a six month extension.

Mr. T. McCabe advised that staff had nothing further to add to the report under consideration other than to point out that the Regional Clearance letter has been received and the recommendation in the staff report should be revised to delete the two conditions referred to.

No delegations were registered respecting this matter.

On motion by Councillor M. Yantz -
It was resolved:

"That Kitchener Council support an extension to the deadline for fulfilling conditions of approval for Zone Change Application 94/06/KCL (Dr. V.B. Rao) to August 8, 1997."

6. PD 97/21 - BLAIR-BECHTEL-BAUMAN CREEKS SUBWATERSHED STUDY
   - FINAL REPORT: STATUS AND IMPLEMENTATION
   - GRAND RIVER CONSERVATION AUTHORITY - SOUTH WARD
The Committee was in receipt of Planning and Development Staff Report PD 97/21 dated March 10, 1997 dealing with the Blair, Bechtel and Bauman Creeks Subwatershed Study Status and Implementation. Attached to the staff report was the Blair-Bechtel-Bauman Creeks Subwatershed Plan Summary Report of the Grand River Conservation Authority dated January 1997.

It was noted in the staff report that the purpose of the Subwatershed Study was to develop an integrated subwatershed plan that will provide guidance to the local and regional municipalities in planning future land use, infrastructure and resource development while at the same time protecting and enhancing the environment. The major findings of the Subwatershed Study had been summarized by the GRCA staff in the Summary Report. As a result of the major findings, the Subwatershed Study Final Report recommends three steps be taken to ensure ecosystem survival. These steps are itemized in PD 97/21.

Mr. L. Masseo commented on the Study and the staff report. He noted that planning staff anticipate major system impact if typical urban impact was to occur and that the recommendations on page 2 of the staff report address such situation. Mr. Masseo pointed out that the Implementation Plan will have significant impact on property owners and this is addressed through the recommendations contained in the staff report.

In response to Councillor M. Wagner, Mr. Masseo advised that since the Study has now been completed there was a need to convey an adequate level of knowledge of the effects respecting development. Also, he pointed out that the Phase II area of Doon South was currently designated either Open Space or Limited Service Commercial. However, in view of the Subwatershed Study, staff recommend this portion of the Municipal Plan Amendment not be dealt with at this time.

Mr. R. Hargreave appeared as a delegation representing the majority of land owners in South Kitchener comprising Doon South "Phase II Area" and beyond. His clients' lands consists of over 1000 acres and are generally located north of New Dundie Road and are within the Blair Creek Watershed. The Committee was in receipt of a submission dated March 11, 1997 from Mr. Hargreave that was circulated with the Committee Agenda. In his submission Mr. Hargreave supports the staff addendum report to PD 97/13 deferring consideration of Municipal Plan Amendment affecting the Phase II area of Doon South. Also in his report Mr. Hargreave made reference to "impervious cover limits" and other comments respecting the Blair-Bechtel-Bauman Creeks Subwatershed Study. He stressed that the document was very difficult to analyze and adequate time was required to make a determination of impacts. Mr. Hargreave indicated that he was in agreement with recommendation contained in staff report PD 97/23.

No other delegations were registered respecting this matter.

On motion by Councillor M. Wagner - it was resolved:

"1) That the Blair, Bechtel and Bauman Creeks Subwatershed Plan Summary Report (January, 1997) be received for information.

2) That Kitchener Council formally request the Regional Municipality of Waterloo to conduct a suitable land owner consultation process as part of the preparation and approval of the Implementation plan for the Blair, Bechtel and Bauman Creeks Subwatershed Study."

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 87/1/FDLIM
CITY OF KITCHENER INITIATED - SOUTH WARD
The Committee was in receipt of Planning and Development Staff Reports PD 97/16 - Doon South Community Plan, PD 97/13 - Municipal Plan Amendment Application MP97/1/DLM and PD 97/23 - an Addendum Report to PD 97/13. These reports represent a new Community Plan for the Doon South area and a Municipal Plan Amendment which will revise the Municipal Plan to include some of the results of the detailed community planning process, the Doon South-Brigadoon Transportation Network and Corridor Study and the Doon South Creek Subwatershed Management Plan.

The purpose of the Proposed Municipal Plan Amendment is to accomplish the following:

i) establish the extent of the Open Space district within the Doon South area based on the recommendations of the Doon South Creek Subwatershed Master Plan, the Blair, Bechtel and Bauman Creeks Subwatershed Master Plan, and detailed environmental review undertaken as part of the community planning process;

ii) establish a new Collector and Scenic Road network within the Doon South area based on the recommendations of the 1994 Doon South-Brigadoon Transportation Network and Corridor Study, the Doon South Scenic Roads Study and the community planning process;

iii) establish a local road crossing of the Doon South Creek provincially significant wetland complex in order to provide for a development scenario which has the least overall impact on the environmental, social and heritage resources of the area; and,

iv) resolve Deferrals 2(2) and 3(c) as shown on Map 4 - Transportation and Map 5 - Land Use respectively of the Kitchener Municipal Plan.

The proposed new Doon South Community Plan is intended to guide future development in the Doon South Area of Kitchener. In guiding such development, the Community Plan sets out detailed policies respecting permitted land uses, residential densities, environmental preservation, parks and open space requirements, transportation networks and heritage preservation. The Community Plan is being given together with the Municipal Plan Amendment for the Doon South Community.

It was pointed out that notice that the Committee would hold a public meeting this data to consider these matters had previously been given.

Councillor C. Wayte, Chair, read the following statement to those in attendance:

"This is a Public Meeting under The Planning Act, 1990 to consider Municipal Plan Amendment Application 97/1/DLM (Doon South Community).

Section 17(15) of the Planning Act allows the Ontario Municipal Board to dismiss all or part of an appeal without holding a hearing if the appellant did not make oral submissions at a public meeting or did not make written submissions to the council before the plan was adopted and, in the opinion of the Board, the appellant does not provide a reasonable explanation for having failed to make a submission.

In order to ensure the record includes all the names of those individuals who are making verbal submissions today for this Municipal Plan Amendment, please ensure that you clearly identify yourself before you begin your submissions and the Clerk will record your name for the record. If your name does not appear on the record, you may jeopardize any further involvement you wish to have in these matters.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/DLM
CITY OF KITCHENER INITIATED - SOUTH WARD (CONT'D)

Any recommendation made by Planning Committee on these matters today will be considered by City Council on March 24, 1997 if City Council sits the same day.
they will proceed to the Regional Municipality of Waterloo who has the final approval authority for Municipal Plan Amendments. They are also the body to whom appeals are sent.

Further information on these procedures is available from the City's Department of Planning and Development or the Region's Department of Planning and Culture."

Mr. Richard Haasboom advised the Committee that he understood a copy of his March 17th correspondence had been distributed wherein he requested deferral of the matters before the Committee for the reasons outlined in his letter. Primarily the reason relates to inadequate time to consider all the issues being considered by the Committee. Mr. C. Ladd advised that the process staff followed adhered to the usual Community Plan process and noted that a Draft Community Plan had been in circulation for over one year. She recommended that the Committee hear staff's presentation following which it could consider Mr. Haasboom's deferral request. Councillor T. Galloway indicated that he favoured hearing the presentations of staff and all delegations and after these were completed the Committee could deal with the deferral request.

Mr. L. Masseo distributed a consolidated summary of recommendations pertaining to Doon South containing the recommendations in the previously distributed staff reports as well as a recommended response in regard to the resolutions of both Heritage Kitchener and the Environmental Committee.

In response to Mr. Haasboom's deferral request, Mr. Masseo pointed out that the draft Community Plan has been available for over one year and has not changed substantially since being presented to an Open House Information Meeting one year ago. He described the process in respect to processing of the plan and indicated that those residents who had attended the information meetings were kept informed of proceedings. He also clarified that the reports had been distributed about February 18th, to all known interested parties. However, he stated that there are other residents who became aware of the proposals in the last several weeks. As part of the presentation for the Doon South Area, Mr. Masseo characterized the area, noted that it encompasses three watersheds, was adjacent to the Upper Doon Heritage Conservation District and pointed out that a number of background studies had been done over the last several years which he itemized. He reviewed the community planning process that has taken place and pointed out that a network of scenic roads were designated and would eventually be closed and protected from development, but that the closures would take place in a staged fashion. He suggested that the Community Plan was very progressive noting that the fundamental planning principles for the area had changed from earlier plans.

Mr. Masseo then reviewed the comments and requests of Heritage Kitchener with respect to the Plan and provided staff's response to each of the issues. In reference to the recommendations before the Committee, Mr. Masseo asked that it consider an additional recommendation as outlined in his consolidated summary of recommendations that pertains to Draft Plan of Subdivision SDT-99025 that deals with one lot proposed to remain on private septic system. Mr. Masseo stated that there were two other items of a housekeeping nature that he wished the Committee to address. The first was a request from Heritage Kitchener that had not been included in their correspondence but asks the plan to reflect the boundaries of the Upper Doon Heritage Conservation Area. Secondly, he was in receipt of correspondence from Mr. Ian Ormston requesting that 508 New Dundie Road be deleted from Schedule 3 - Heritage Resources.

In response to Councillor T. Galloway and Mr. Masseo indicated that the addition of policy 3.6.14 of the existing Doon South Community Plan neither adds nor subtracts anything to the proposed plan.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
   PD 97/23 - ADDENDUM TO PD 97/13
   PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/D/LIM

    CITY OF KITCHENER INITIATED - SOUTH WARD (CONT'D)

Councillor Galloway questioned the request regarding the Ormston Property and if the city accepts such requests to have homes deleted from the Schedule. Mr. B. Stanley advised that it would be no problem with deletion with respect to the Plan but noted that the City has a Heritage Inventory which might be of concern.
Councillor T. Galloway advised that Recommendation No. 3 of the Heritage Kitchener response was one that he had put forward and his intent was to try to recognize that at different stages of development there may be different solutions with regard to traffic issues affecting Doon Village Road. He noted that his actual intent was to undertake a more comprehensive look into the future realizing that the ultimate road design. Mr. L. Mancuso stated that he did not view the request as a temporary solution noting that it has been recommended Doon Village Road be closed very soon to address existing problems and review impacts of closure. Councillor Galloway commented that he would prefer it something be in the Community Plan that lends credence to the idea of alternative solutions to traffic issues as development proceeds. Further discussion of the road closure and the Doon Village Road Diversion took place and its method of funding with Councillor Galloway insisting that the road diversion is required to alleviate traffic in the Village. Mr. J. Shivas noted that the timing of the road diversion would be subject to budgetary consideration of a future Council and Mr. D. Mansell advised that it could be constructed only through the capital budget process. Councillor M. Wagner suggested a resolution be developed to strongly urge the future Council to proceed with the Doon Village Road Diversion in 1993. In response to Councillor M. Wagner, Mr. D. Snow advised that the temporary road closure addresses the immediate traffic problem on Doon Village Road and allows time to develop a final solution subject to required legal procedures with respect to road closures being followed.

For the record, Mr. Richard Harris appeared as a delegation relative to the Doon South Community Plan and Municipal Plan Amendment but made his presentation within the preceding item dealing with Belfo, Belford, Bauman Creek Subwatershed Study.

Mr. Richard Hailbom appeared as a delegation in opposition to certain aspects of the plans as described in detail in his March 7th submission distributed with the Committee Agenda. He indicated that his main concerns were protection of the Heritage Conservation District and the fact that residents of Doon Village Road were now faced with development of the Hallman Aberdeen lands in addition to the Monarch lands. In this regard, he pleaded for completion of the Doon Village Road Diversion and budgetary provision noting that the proposed diversion was in certain plans many years ago. He questioned the reference to temporary access within Policy 6.10 of the Community Plan noting that temporary was undefined and asked that the first part of Policy 6.10 be deleted.

Ms. Jane Ayers appeared as a delegation representing the Society for the Preservation of Upper Doon to support the concerns expressed in the letter dated March 7, 1993 from Mr. David Jones that was distributed with the agenda. The issues raised in the letter dealt with containment of Doon South development spillover into the Upper Doon area.

Mrs. Jean Hailbom appeared as a delegation on behalf of Heritage Kitchener and submitted a letter dated March 17, 1997 which was distributed to the Committee. Her concerns dealt with preservation of scenic vistas, increasing traffic and road patterns to prevent the residents of Doon Village Road from being impacted by such traffic. She also expressed concern regarding the temporary approval for vehicular access referenced in Policy 6.10 of the Community Plan and requested that this be revised. Councillor T. Galloway questioned if Mrs. Hailbom's concern with respect to Doon Village Road would be alleviated with the proposal to close it in the near term. She advised that to some extent it would address concerns but left the matter of the Doon Village Road Diversion outstanding.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/D/LM
- CITY OF KITCHENER INITIATED - SOUTHWARD (CONT'D)

Mr. Jeff Ola appeared as a delegation in regard to traffic volumes on Doon Village Road and distributed a presentation and map on this regard. Mr. Ola provided his estimates with respect to increased traffic flow that would impact Doon Village Road as a result of adjacent development and on his map indicated which roads would add to the traffic problems on Doon Village Road. He did note that an ideal solution to Doon Village Road problem was to close it at Doon Ninth.
Mr. Paul Britton appeared as a delegation on behalf of Halman Aberdeen in support of the Doon South Planning Applications. He distributed a hand-out itemizing the Heritage objectives that the Doon residents have achieved as a result of the planning process in comparison to the access objective in respect to temporary use of Tilt Drive being maintained as a result of the planning process. Mr. Britton indicated that he was appearing largely in response to Recommendation No. 2 of Heritage Kitchener and to request that the Committee endorse the staff comments and conclusions. He pointed out that the question of access had a complicated history dating back to 1968 but that his clients approach has been consistent in this regard to ensure there be continued road access. He commented that his clients participation in the planning process resulted in the striking of a balance of party's positions which was carried forward in Policy 6.8, 6.9, 6.10 and 6.13 of the Community Plan. Councillor M. Wagner questioned if Mr. Britton could predict how long the temporary use of Tilt Drive will be required in terms of the anticipated rate of development. Mr. Britton responded that, realistically, use would not be required prior to 1999 but that it was expected the next three to four years would be a good market for development of residential properties. Also in response to Councillor Wagner, Mr. Britton advised that if the Doon Village Road Diversion was to proceed, temporary use of Tilt Drive to the diversion would be required.

Mr. Frank Merci was registered as a delegation but left the meeting early.

Mr. Edon Weber was registered as a delegation on behalf of The Waterloo Presbyterian Council but left the meeting early.

Mr. Glenn Scholes appeared as a delegation on behalf of Monarch Construction Ltd. which has 355 acres under Plan of Subdivision in the Phase I area. He made reference to the series of studies that had been done and acknowledged the uniqueness of the Doon area. He pointed out that many trade-offs had taken place on development issues and that the Community Plan was responsive to the area. He indicated that he endorsed the consolidated summary of recommendations prepared by Mr. Massaro. Mr. Scholes referred to the concerns expressed with regard to traffic volumes and roadways and pointed out that through the planning process staff had recommended a way to deal with short-term traffic issues and that in the long-term the proposed road network was viable. Accordingly, he requested that the Committee approve the Community Plan and the Official Plan Amendment and stated that he was not in favour of a deferral of these matters as there has been sufficient study.

For the information of the Committee, a copy of the letter dated March 15, 1997 from Ruth and Verna Schwindt was distributed.

No other delegations responded to an invitation from the Chair to address the Committee on these matters.

Councillor M. Wagner raised the issue of a buffer between the Village of Upper Doon and Mr. L. Massaro advised that the new Community Plan does not address the issue given that the Village of Upper Doon is not within the Plan and other documents contain appropriate policies relative to buffering.

Further comments were made by Massaro. Tim McCabe, D. Snow and Councillor Jake Smols with regard to the issue of temporary closure of Doon Village Road.

7. PD 97/18 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/12 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/14/LILM
- CITY OF KITCHENER INITIATED - SOUTHWARD (CONT'D)

On the matter of archaeology, Councillor M. Wagner suggested a policy be added to provide due diligence be given to any archaeological issues in any potential development of the Fisher residence on Oregon Drive and the Staluffer log house on Tilt Drive.

Councillor T. Galloway indicated that he was prepared to deal with the recommendations before the Committee and commented that the reports that had been developed set a new standard for Community Plans given their attention to environmental issues, heritage issues and scenic roads...
as well as the matters involving the Greenspace Management Plan and Subwatershed Studies.

On motion by Councillor T. Galloway -

It was resolved:

"That City Council approve Municipal Plan Amendment MP 97/1/DVLW (Doon South Community), with the revised Schedule "A" dated March 5, 1997, being an amendment to the Kitchener Municipal Plan to:

(i) revise Map 5 - Land Use by refining the delineation of the Open Space, Low Rise Residential, Limited Service Residential and Neighbourhood Commercial districts within Doon South, as shown on Schedule "A";

(ii) revise Map 4 - Transportation by deleting the transportation network within Doon South and replacing it with the revised transportation network, as shown on Schedule "B"; and,

(iii) add the following new policy as iii) to Part 3, Policy 12.5:

"Further to Part 2, Section 7.5.2, in order to reduce development impacts on other significant natural, cultural and heritage features, a new local road crossing of the Doon South Creek provincially significant wetland complex shall be permitted west of Till Drive and north of the proposed West-South Collector Road. Construction of this road crossing shall be subject to the preparation of appropriate environmental and design studies which emphasize mitigation, but shall not be subject to further review of alternatives."

It is the opinion of this Committee that approval of this Amendment to the City's Municipal Plan is proper planning for the City."

On motion by Councillor T. Galloway -

It was resolved:

"That City Council adopt PD 97/16, being a new Community Plan for the Doon South area, as outlined hereunder:

The following policies will guide the development of the Doon South Community. They will provide the basis for the evaluation of proposals for the future development of the area.

1. GENERAL POLICIES

1.1 That the Doon South Community Plan shall conform to and implement the Regional Official Policies Plan and the City of Kitchener Municipal Plan.

1.2 That the Doon South Community Plan Land Use Map shall comprise the land use plan for the Community.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/DVLW
- CITY OF KITCHENER INITIATED - SOUTH WARD (CONT'D)

1.3 That development within the Doon South Community shall conform to all applicable development and implementation standards adopted by the City of Kitchener. Exceptions may be considered where feasible to implement specific urban design proposals which incorporate the unique topographic and cultural characteristics of the Doon South Community.

1.4 That as a condition to any Draft Plan of Subdivision, any alteration, filling or construction within a watercourse, flood plain, pond or wetland will require a "Fill, Construction and Alteration to Waterway Permit" from the Grand River Conservation
PLANNING & ECONOMIC DEVELOPMENT COMMITTEE MINUTES
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CITY OF KITCHENER

Authority prior to any grading or construction and prior to the registration of plans of subdivision.

1.5 That the Net Residential Density be calculated by dividing the number of residential units by the area of residential land. Residential land excludes all E.S.P.A. areas and hazard lands but includes all internal roads, one half of bounding roads and one quarter of boundary intersections but does not include bounding trunk roads.

1.6 That through the Blair, Bechtel and Bauman Creeks Subwatershed Study, the City of Kitchener and the Regional Municipality of Waterloo will explore alternative servicing options and increased residential densities for the lands designated Limited Service Residential within Phase 2 of the Doon South Community. However, the pending resolution of servicing and density issues for Phase 2 shall not preclude the processing of plans of subdivision on lands within the Blair Creek subwatershed but designated within Phase 1 of this Community Plan.

1.7 That buried services within Phase 1 shall be of sufficient capacity to accommodate Phase 2 lands should it prove necessary through the outcome of the Blair, Bechtel and Bauman Creeks Subwatershed Study.

1.8 That the widely recognized, publicly accessible and panoramic views obtained from the Neighbourhood Park located at the Intersection of Street C with Street D be considered in any decisions regarding the placement, height and massing of new buildings and structures within the Doon South Community. Further, that new development give consideration to the creation of new views and vistas through road lay out, use of natural topography, preservation of environmental, heritage and cultural features, and the strategic siting of new community landmarks.

1.9 That notwithstanding the Low Density Residential designation given to the Carynsdale settlement located east of Carynsdale Drive and north of Street E, existing undeveloped lots and blocks of record may develop with private individual sanitary services subject to the approval of the Regional Medical Officer of Health.

2. RESIDENTIAL

2.1 That the Low Density Residential category permit single detached, semi-detached, duplex, street townhouse and multiple dwellings at a maximum net residential density of 25 units per hectare.

2.2 That the Multiple Residential category permit street townhouse and multiple dwellings at a net residential density range of 25 to 50 units per hectare.

2.3 That the Limited Service Residential category permit single detached, semi-detached and duplex dwellings with private septic systems and piped municipal water services as specified in the City's Municipal Plan on an individual site basis.

7. PD 87/18 - DOON SOUTH COMMUNITY PLAN
PD 87/23 - ADDENDUM TO PD 87/13
PD 87/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 87/12/LM
- CITY OF KITCHENER INITIATED - SOUTH WARD (CONT'D)

The creation of new lots shall not be permitted within the Limited Service Residential designation until the completion of the Blair, Bechtel and Bauman Creeks Subwatershed Study and the resolution of density and servicing issues for Phase 2 of the Community.

2.4 That no new residential lots be created which require direct vehicular access to Staatriver Drive or those portions of Tilt Drive, Gosh Drive and Reidel Drive which are shown on Map 1 as part of the Scenic Road Community Trail Network and which are scheduled to be closed to vehicular traffic.

2.5 That multiple residential sites be encouraged where there is direct access to public transit service and where natural features such as topography, woodlots or recharge
areas would be best accommodated or preserved by development with fewer buildings and minimal site coverage rather than development with one or two unit dwellings which require extensive site coverage.

2.6 That multiple residential uses, including street townhouse be permitted within the Neighbourhood Commercial designation to a maximum density of 100 units per hectare and a maximum floor space ratio of 1.0. The maximum height shall be 18 metres or six storeys. Where development is proposed at or near the maximum height, consideration shall be given to maintaining views from the Neighbourhood Park located at the intersection of Street C with Street D as well as the preservation of visual skylines from the Upper Doon Heritage Conservation District.

2.7 That private home day care, home businesses and small residential care facilities shall be permitted within all residential land use categories.

2.8 That within the Limited Service Residential designation located south of New Dundie Road, passive recreational uses and facilities which are private or open to members only may be permitted provided that they are compatible with limited service residential uses and conserve the functions and features of E.S.P.A. 39 and the provincially significant wetlands. Permitted outdoor recreational uses shall include commercial riding stables, equine boarding services, tennis, lawn bowling, shuffleboard, swimming pools, and horse shoe pits. Recreational uses which shall not be permitted include snow mobiling, trail biking, go-carting, arcades, miniature golf, golf driving ranges, water slides, wave machines, amusement parks and other similar uses.

All such development envisioned by this policy shall only be permitted subject to the approval of an Environmental Implementation Report in accordance with the Doon South Greenspace Management Plan and will be subject to site plan or subdivision approval. Calculation and consultation with property owners within 500 metres shall occur on any recreational development proposal prior to consideration for approval by City Council.

3. INSTITUTIONAL

3.1 That Neighbourhood Institutional uses be located as shown on the Land Use Map. Permitted uses shall include elementary schools, religious institutions, day care facilities, small residential care facilities, single detached dwellings, semi-detached dwellings, duplex dwellings and street townhouse dwellings.

3.2 That a public elementary school site of approximately 3 hectares be located on the north side of Street F adjacent to Tilt Drive. Should the designated school site be declared surplus in the future, alternate land uses will be restricted to other permitted Neighbourhood Institutional uses.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/DLM
CITY OF KITCHENER INITIATED - SOUTH WARD (CONTD)

4. COMMERCIAL AND BUSINESS PARK

4.1 That Convenience Commercial facilities be located as shown on the Land Use Map.

4.2 That the Restricted Business Park category permit a full range of business uses together with accessory retail and office components. Those uses which benefit from the high exposure of this area to Highway 401 will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development. Uses considered to be incompatible with high exposure business park locations and adjacent residential areas, including those uses which emit noise, odour or other pollutants, shall be prohibited.

4.3 That any business park uses to be located adjacent to an aviation or transportation...
residential areas shall be planned with adequate separation and buffering between the two uses.

4.4 That the Service Commercial category shall permit service commercial and office uses as well as computer, electronic or data processing businesses, research and development establishments, and scientific, technological or communications establishments. Those uses which benefit from the high exposure of this area to Highway 401 and Homer Watson Boulevard will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development.

4.5 That the Neighbourhood Commercial category shall permit a broad range of retail, commercial, office and institutional uses as well as multiple residential uses up to 100 units per hectare and a floor space ratio of 1. The Neighbourhood Commercial designation as shown on the Land Use Map shall function as a multi-use, community focal point to be planned and developed as a unit. It is recognized that while the Neighbourhood Commercial designation is comprised of three distinct land areas around the intersection of Street A and Street B, permitted uses may be mixed or developed independently within any of the three land areas. The amount of gross allowable commercial floor space for the entire designation shall range from a minimum of 5,000 square metres to a maximum of 13,500 square metres and may be developed in phases.

5. NATURAL ENVIRONMENT AND PARKS

5.1 That park dedication in the amount of 5 percent of the total of all land being developed be required for development or subdivision of land for residential and institutional purposes.

5.2 That park dedication in the amount of 2 percent of the total of all land being developed be required for the development or subdivision of land for commercial purposes.

5.3 That where parks or eligible open space areas are to be provided on lands other than those subject to a particular development application, as determined by the Land Use Map, the City of Kitchener may require a cash in lieu dedication in the amount of 5 percent for residential and institutional development and 2 percent for commercial development.

5.4 That all hazard lands and wetlands, including specified buffers, shall be reserved from development. These lands shall not be accepted towards fulfillment of the required parkland dedication as set out above.

7. PD 87/16 - DOON SOUTH COMMUNITY PLAN
   PD 87/23 - ADDENDUM TO PD 87/13
   PD 87/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 87/1/DVM
   CITY OF KITCHENER INITIATED - SOUTH WARD (CONTD.)

5.5 That open space linkages be established between the Strasburg Creek, Doon South Creek and Blair Creek subwatersheds to provide recreational opportunities for residents, visual amenities for communities, and to provide habitat and suitable movement corridors for small wildlife. These linkages shall, where feasible, make use of upland woodlots, Environmentally Sensitive Policy Areas, hedgerows, storm water management areas, and the vegetation within and adjacent to the Scenic Road Community Trail Network.

5.6 That a Neighbourhood Park of approximately 2 hectares be located at the southwest corner of Stauffer and Groh Drives in conjunction with the Ontario Hydro corridor as shown on the Land Use Map.

5.7 That a Neighbourhood Park of approximately 2.5 hectares be located at the northwest intersection of Street C with Street D as shown on the Land Use Map.
5.8 That a Neighbourhood Park of approximately 2 hectares be located in conjunction with the Ontario Hydro corridor at Street H, as shown generally on the Land Use Map.

5.9 That a lot lot of approximately 0.5 hectares be established in conjunction with the open space designation generally within the area located west of Tilt Drive and south of Strasburg Creek, as shown on the Land Use Map.

5.10 That play facilities and other recreational and/or sports facilities be developed in conjunction with the public elementary school site.

5.11 That the width of protective wetland buffer areas and specific implementation methods and management techniques for tributary enhancement, wetland and creek crossing mitigation, and terrestrial linkages, as identified in the Doon South Greenspace Management Plan, shall be determined through a scoped Environmental Implementation Report prepared by the development proponent and required during the development approval process.

5.12 That the scoped Environmental Implementation Report required by Policy 5.11 above, shall be completed for all development proposals within 120 metres of high constraint wetland edges, 30 metres for medium constraint wetland edges, and 15 metres for all other wetland edges as specified in the Doon South Greenspace Management Plan.

5.13 That the requirements and content of any scoped Environmental Implementation Report shall be governed by the Doon South Creek Subwatershed Management Study and the Doon South Greenspace Management Plan and will be approved by the City of Kitchener Department of Planning and Development in consultation with the affected Agency.

5.14 That it be recognized that the Hallman Aberdeen lands west of Tilt Drive and the portion of the Chalon Estates land holdings north of Everton Avenue shall be serviced by municipal sanitary sewer and water connections in a westerly direction to existing trunk sewer and water main facilities. The exact alignment and any necessary mitigation measures shall be established through appropriate environmental study or studies.

5.15 That the cost of primary walk links and bridges providing direct links from residential areas to schools, parks and transit routes be funded by the development proponent. Such primary links will be identified through the subdivision review process.

7. PD 97/18 - DOON SOUTH COMMUNITY PLAN
   PD 97/23 - ADDENDUM TO PD 97/13
   PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/DLM

   CITY OF KITCHENER INITIATED - SOUTH WARD (CONTD)

5.16 That upland forest areas, excluding required wetland buffer areas, which are designated within the City of Kitchener Municipal Plan for urban development but designated on the Community Plan Land Use Map as Open Space in accordance with the Greenspace Management Plan, shall be considered eligible as part of the required parkland dedication provided all active park areas, as shown on the Land Use Plan, can be satisfied through the required parkland dedication for each respective subdivision.

5.17 That with the approval of Ontario Hydro, the hydro corridor be utilized as open space linkage to connect the Scenic Road Community Trail Network with park facilities and other designated community trails.

5.18 That where feasible and appropriate, existing topography and vegetation be incorporated into the design and development of the Doon South Community.
5.19 That the Environmental Implementation Report submitted by the proponent at the time of submission of development applications include an overview of tree areas. Further, prior to any site grading or tree removal, the proponent shall submit a Grading and Tree Management Plan in accordance with the City's Tree Management Policy and the Doon South Greenspace Management Plan. This plan will describe tree areas to be saved and methods by which tree areas will be protected.

5.20 That prior to grading or construction on any site, the development proponent shall prepare plans to illustrate how topsoil or silt will be prevented from entering any wetland or water body for the approval of the City's Department of Public Works in consultation with the Grand River Conservation Authority.

5.21 That development within or contiguous to any Environmentally Sensitive Policy Area shall be subject to the requirements of the Regional Official Policies Plan and the City's Municipal Plan. Accordingly, any Environmental Implementation Report required by the Doon South Greenspace Management Plan shall also satisfy the Regional policy requirements with respect to Environmentally Sensitive Policy Areas.

5.22 That the City may require the dedication of up to 5 metres of land adjacent to the designated Scenic Road Community Trail Network in order to protect and/or enhance significant existing vegetation located beyond the road right-of-way. Such land shall be considered eligible towards fulfillment of the required parkland dedication.

5.23 That, where feasible and appropriate, all terrestrial linkages/rehabilitation areas identified in the Doon South Greenspace Management Plan shall be designated as Open Space on the attached Land Use Map and shall be subject to the City’s Tree Management Policy and specific management techniques as determined through the preparation of a scoped Environmental Implementation Report for abutting lands.

5.24 That the community trail network generally identified in the Doon South Greenspace Management Plan be implemented at the time of development of the lands in which the proposed community trail are located or at the time of development of lands immediately abutting the proposed community trail. Subject to appropriate amendments to the Development Charges By-law being approved by City Council, if sufficient funds are not available to the City to construct such community trails at the time new development is underway, the development

7. PD 97/13 - DOON SOUTH COMMUNITY PLAN  
    PD 97/23 - ADDENDUM TO PD 97/13  
    PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/13/DLM  
    - CITY OF KITCHENER INITIATED - SOUTHWARD (CONT'D)

proponent may be required to front-end finance and construct such trails with credits to be granted through the provisions of the Development Charge By-law. Failing the approval of the required amendments to the Development Charges By-law, the community trail system shall be implemented by the City subject to the availability of sufficient funds.

5.25 That the Neighbourhood Park located at the northwest intersection of Street C with Street D be recognized for its provision of publicly accessible, distant panoramic views of the City and the Grand River valley.

6. TRANSPORTATION

6.1 That the planning, design and construction of all roads and walkways within the Doon South Community have regard to protection of existing environmental features and the creation of a continuous linked open space system.
8.2 That Homer Watson Boulevard be recognized as Regional Road No. 28 and be designated as a Primary Arterial Road with a right-of-way of 45.7 metres. It is recognized that Homer Watson Boulevard is further designated as a Controlled Access - Prohibited roadway by the Regional Municipality of Waterloo.

8.3 That New Dundie Road be recognized as Regional Road No. 12 and designated as a Primary Arterial Road with a right-of-way of 30.5 metres.

8.4 That Major and Minor Collector Roads be designed and constructed as front-footed roads accommodating on-street parking and public transit and with a standard right-of-way of 20 metres. The width of the carriageway within the right-of-way will be determined at the time of detailed road design.

8.5 That the rights-of-way for Street A and Street B be permitted to exceed the established width of 20 metres within the Neighbourhood Commercial designation at the developer's cost in order to achieve urban design objectives and attractive streetscapes.

8.6 That Reidel Drive, with the exception of that portion designated as part of the Scenic Roads Community Trail Network and proposed to be closed to vehicular traffic, shall be reconstructed as the future southward extension of Straburg Road and shall be designated as a Secondary Arterial Road with a right-of-way of 28 metres.

8.7 That local roads be designed with a standard right-of-way of 20 metres. Reductions in accordance with Council policy will be considered for minor roads and cul de sacs.

8.8 That the portions of Tilt Drive, Steufer Drive, Groh Drive and Reidel Drive identified on the Land Use Map as being part of the Scenic Roads Community Trail Network shall be closed to vehicular traffic and incorporated into the open space system as Community Trails. The closure of these roads will be staged in sequence with the development of abutting lands and the construction of the new collector road network as identified on the Land Use Map. The staging of such road closures will generally occur in conformity with sequence and requirements set out in Schedule 1, "Staging of Scenic Road Closures".

8.9 That the roadways within the Scenic Roads Community Trail Network identified in Policy 8.8 above may be used to access new subdivision development on a temporary basis until such time as a permanent collector and local road network is in place to access such development in accordance with City policy. Where access is permitted on a temporary basis, it is recognized that such roads will be maintained as close as possible to their existing state. With the exception of new tar and chip road treatments in keeping with the scenic road designation, no engineering improvements shall be permitted. Development proponents for abutting lands requiring temporary access to these roads shall submit a detailed road base assessment of the scenic road up to and including the intersection of Tilt Drive and Doon Village Road, for the approval of the General Manager of Public Works prior to issuance of draft plan approval. The number of new residential units may be limited until permanent alternative access is provided if, in the opinion of the General Manager of Public Works, after a review of the required road base assessment, the existing roadways cannot accommodate the projected increase in traffic.

8.10 That temporary vehicular access to the Hallman Aberdeen lands west of Tilt Drive may be obtained via Tilt Drive and existing Doon Village Road subject to the approval of a road base assessment as identified in Policy 8.9 above. The primary permanent means of access to these lands shall be through a local road connection.
across Tilt Drive from the terminus of Street E. Further, a second temporary connection shall be permitted from the Hallman Aberdeen lands to Tilt Drive in order to provide a second means of access until such time as a permanent connection is achieved southward to connect with Street E.

6.11 That, through the review of subdivision applications for the lands west of Tilt Drive and north of Street E, the City shall seek to achieve a road system which provides an efficient and direct public transit link between Tilt Drive and Street E.

6.12 That at the time of the development of lands abutting the Scenic Road Community Trail Network, signage be erected at the developer's cost which clearly sets out the City's intention to close the affected road at some point in the future and include the right-of-way within the community trail network.

6.13 That through traffic be diverted around the village of Upper Doon by way of the Diversion of Doon Village Road (Street A) southerly to cross Strasburg Creek and Tilt Drive to connect with the extension of Doon South Drive (Street B). The exact location of the Doon Village Road Diversion crossing of Strasburg Creek will be determined by the Municipal Class Environmental Assessment process as outlined in the Environmental Assessment Act. Further, the construction of the portion of this road between Becket Drive and Tilt Drive will be considered as a high priority in the City's Ten Year Capital Forecast/Development Charge Fund.

6.14 That a local road crossing of Doon South Creek be permitted to the west of Tilt Drive and to the north of Street E subject to the completion of a design study for mitigation and the provisions of suitable creek enhancements in accordance with the Doon South Greenspace Management Plan and the Doon South Creek Subwatershed Management Plan. The required design study shall emphasize the mitigation of expected impacts and not further review of alternatives.

6.15 That it be recognized that Street E is a proposed Major Collector Road acting to collect local traffic within Doon South as well as providing a direct link through the Doon South Community from Strasburg Road to New Dundee Road. The remainder of the collector road network shall be designed so as to discourage traffic cutting through the community while allowing route choices for internal traffic. Innovative local street networks which allow for diversity and choice of routes will be encouraged.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/D/LM
• CITY OF KITCHENER INITIATED - SOUTH WARD (CONT'D)

6.16 That portions of Pinnacle Drive, Groh Drive and Dodge Drive are recognized for their scenic qualities and shall, where feasible, be maintained with their existing alignment, width and surface treatment. Every effort will be made to maintain and conserve existing vegetation and landforms within and immediately adjacent to the right-of-way. Accordingly, new development proposals will be reviewed to ensure that impacts on these roads are minimized.

6.17 That the northernmost portion of Tilt Drive between the Doon Village Road Diversion (Street A) and existing Doon Village Road remain open to vehicular traffic, in order to provide access to the Village of Upper Doon. Any engineering improvements to this section of Tilt Drive will be in accordance with the Upper Doon Heritage Conservation District Plan.

6.18 That all planned new road crossings of the Scenic Road Community Trail Network be subject to specific design studies which recommend mitigative measures such as enhancement plantings, surface treatment, location of municipal services, maintenance, etc. Such studies shall be undertaken by the development proponent.
as part of the development approval process and will conform to the general recommendations of the Doon South Scenic Roads Study and Greenspace Management Plan.

6.19 That in the development of a transportation network, consideration be given to all forms of transportation including walking, cycling, public transit and the automobile. This will be accomplished through measures such as:

- The creation of street networks and pedestrian links suitable to alternate transportation modes.
- The use of site planning and urban design techniques to foster attractive pedestrian streetscapes and environments.
- Minimizing walking distances between housing, schools, transit stops, parks, open space and other local destinations.

7. PUBLIC TRANSIT

7.1 That public transit in Phase 1 of the Doon South Community be recognized as essential. Accordingly, community design shall consider the City's "Guidelines for the Design of New Residential Development with Respect to the Provision of Transit Service".

7.2 That future development in the area recognize the proposed future transit routing for Doon South as shown on Schedule 2, "Proper Transit Service." Interim transit routes will be determined at the time of subdivision review until such time as the ultimate transportation system is constructed. Where feasible, land use, local streets and primary walk links and bridges will be designed such that 95 percent of development is within 450 metres of transit service.

7.3 That the ultimate transit routing identified on Schedule 2, "Proper Transit Service," be based on a community transit route within the Doon South area connecting to a timed transfer terminal.

7.4 That site design in Doon South have regard for convenient and safe pedestrian access between on street transit facilities and buildings, particularly within the Neighbourhood Commercial and multiple residential designations.

7. PD 97/15 - DOON SOUTH COMMUNITY PLAN
    PD 97/23 - ADDENDUM TO PD 97/13
    PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/DLM
    CITY OF KITCHENER INITIATED - SOUTH WARD (CONT'D)

7.5 That land uses generating higher transit usage such as office, commercial or institutional uses be located adjacent to transit routes.

7.6 That local streets and walkways be designed to provide convenient and direct pedestrian access to transit routes.

7.7 That it is recognized that transit service will not be available to the area within Phase 2 currently designated for Limited Service Residential development.

8. SERVICING AND UTILITIES

8.1 That all new development within Phase 1 be serviced by municipal water, sanitary and storm sewers. Development within Phase 1 will be serviced by the Doon South Trunk Sanitary Sewer or the Strasburg Creek Trunk Sanitary Sewer as determined by the natural drainage shed boundaries.

8.2 That the level and type of sanitary services within Phase 2 shall be determined.
following the completion of the Blair, Bechtel and Bauman Creeks Subwatershed Study.

8.3 That the Doon South Creek Subwatershed Management Plan and the Strasburg Creek Master Watershed Study be the guiding documents for servicing, storm water management and environmental protection within Phase 1 of the Doon South Community.

8.4 That the Blair, Bechtel and Bauman Creeks Subwatershed Study become the guiding document for servicing, storm water management and environmental protection within Phase 2 of the Doon South Community and within those parts of Phase 1 which are located within the Blair Creek subwatershed.

8.5 That storm water management practices in the Doon South Community be in compliance with the "Interim Storm Water Management Guidelines for New Development" and "Stormwater Management Practices, Planning and Design Manual" documents published by the Ontario Ministry of Environment and Energy in 1994. The design of storm water management facilities shall also be in accordance with the City's "Design Principles for Storm Water Management Facilities, August, 1996."

8.6 That the exact location and detailed design of the Doon South Trunk Sanitary Sewer be determined in conjunction with the subdivision approvals process under the Planning Act or, if necessary, by the Municipal Class Environmental Assessment process under the Environmental Assessment Act.

8.7 That with the approval of Ontario Hydro and the City of Kitchener, the Ontario Hydro corridor be used in conjunction with adjacent uses in accordance with the attached Land Use Map.

9. HERITAGE RESOURCES

9.1 That recognition be given to the Upper Doon Heritage Conservation District, including the entire length of Till Drive, and consideration to these features be given in the design, siting and massing of development on adjacent lands.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/DA/LM

9.2 That properties listed on the municipal data base of heritage resources and identified on Schedule 3, "Heritage Structures" be subject to Policies 5.3.14 and 5.3.15 of the City of Kitchener Municipal Plan. Accordingly, a Heritage Impact Assessment shall be required to be approved prior to or concurrent with issuance of draft plan approval in conformity with the City's process dealing with the conservation of heritage resources within the plan of subdivision process. The required Heritage Impact Assessment shall be completed in accordance with the City of Kitchener Heritage Impact Assessment Guidelines and will identify a recommended strategy for the conservation of the heritage resource.

9.3 That in accordance with Policy 5.3.17 of the City of Kitchener Municipal Plan, consideration will be given to the effects of public works on all heritage resources, including the scenic road corridors identified on the Land Use Map.

10. NOISE

10.1 That Highway 401, Homer Watson Boulevard, Strasburg Road and New Dundee
Road be recognized as major traffic corridors potentially generating significant amounts of noise.

10.2 That site plans, acoustical barriers, architectural design and building construction features be used in attenuating noise impact.

It is the opinion of this Committee that the approval of this Community Plan is proper planning for the City and is in conformity with the recommended Amendments (Doon South Community) to the City's Municipal Plan."

On motion by Councillor T. Galloway -
be it resolved:

"That the Department of Planning and Development be directed to revise the Doon South Community Plan - Land Use Map as included in PD 97/16 to reflect the existing Municipal Plan land use designations within Phase 2 of the Doon South Community Plan."

On motion by Councillor T. Galloway -
be it resolved:

"That no action be taken on Clause 1) of the Environmental Committee Report to PD 97/16 - Doon South Community Plan."

On motion by Councillor T. Galloway -
be it resolved:

"That no action be taken on Clauses 2 and 4(b) of the Heritage Kitchener Response to PD 97/16 - Doon South Community Plan, and further.

That the following be added to PD 97/16 Doon South Community Plan:

a) "That the natural topography, vegetation, scenic vistas and historical features of Doon South be retained in their natural state to the greatest degree possible and incorporated into subdivision design and development", and further,

b) "That the remainder of Grub Drive, from Street 'H' to Dodge Drive, as shown on the 'Doon South Community Plan Land Use Map', be designated as a scenic road, and further,

"That the following corrections and additions be made to "Schedule 3 - Heritage Resources", of PD 97/16 Doon South Community Plan:

(a) 320 Dodge Drive be changed to 326 Dodge Drive
(b) 386 New Dundee Road be changed to 398 New Dundee Road
(c) 828 New Dundee Road be changed to 628 New Dundee Road
(d) 1478 New Dundee Road, 1 Oregon Drive, 103 Dodge Drive and 371 Dodge Drive be added to the Inventory of Heritage Buildings and "Schedule 3 - Heritage Resources."

On motion by Councillor T. Galloway -
It was resolved:

"That Clause 3 of the Heritage Kitchener Response to PD 97/16 - Doon South Community Plan..."
Plan be amended as follows and approved by City Council:

That the Director of Traffic and Parking be directed to immediately initiate the process to temporarily close Doon Village Road at an appropriate location, with the impacts of such closure to be reviewed after one year, and further,

That the Director of Traffic and Parking be requested to undertake a further analysis of traffic patterns affecting the Village of Upper Doon and possible alternative closures of Doon Village Road be considered with subsequent stages of development within Doon South.

On motion by Councillor T. Galloway.
It was resolved:

"That the Department of Planning and Development be directed to revise the proposed Doon South Community Plan - Land Use Map as included in PD 97/16 to reflect the extent of the Limited Service Residential designation as set out in Draft Plan of Subdivision Application 901-85025."

On motion by Councillor T. Galloway.
It was resolved:

"That City Council supports the construction of the Doon Village Road Diversion between Bechtel Drive and Tilt Drive as a high priority within the 1999 Capital Work Program and requests the City Clerk to convey this position to the 1998-2000 Council."

On motion by Councillor M. Yentis.
It was resolved:

"That the property known municipally as 508 New Dundie Road be removed from "Schedule 3 - Heritage Resources" of the Doon South Community Plan."

On motion by Councillor T. Galloway.
It was resolved:

"That the Department of Planning and Development be requested to amend the Doon South Community Plan - Land Use Map to reflect the approved boundaries of the Upper Doon Heritage Conservation District."

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
   PD 97/23 - ADDENDUM TO PD 97/13
   PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/12/1/LM
   CITY OF KITCHENER INITIATED - SOUTH WARD (CONT'D)

On motion by Councillor M. Wagner.
It was resolved:

"That the following be added as a policy in the Doon South Community Plan:

'That due diligence be exercised with regard to possible archaeological issues relative to the Fischer Residence on Oregon Drive and the Stetler log house on Tilt Drive, where potential development of these properties is under consideration.'"

8. PD 97/12 - RESURRECTION DRIVE AT UNIVERSITY AVENUE
   - ZONE CHANGE APPLICATION ZC 96/29/I/PB
   - MONARCH CONSTRUCTION LTD. - WEST WARD

The Committee was advised that the Department of Planning and Development was in receipt of an application from Monarch Construction Limited to rezone lands located at the southwest corner of Resurrection Drive and University Avenue across from Resurrection High School. The property is currently vacant and zoned Convenience Commercial (C-1) and the zoning change proposed is to Residential (R-4) in order to facilitate the development of six single detached dwellings. As well,
a concurrent Severance Application has been submitted to the City requesting that the property be separated into six lots. In this regard the Committee considered Planning and Development Staff Report PD 97/12 dated February 19, 1997 and a Proposed By-law dated February 12, 1997 attached to the report.

It was pointed out that notice that the Committee would hold a public meeting this date to consider this matter had previously been given.

Mr. T. McCabe advised that staff had nothing further to add to the report under consideration. However, he pointed out that the regional clearance letter had been received and the zone change conditions were redundant.

Mr. Glenn Scheels of Green, Scheels, Pidgeon Planning Consultants was registered as a delegation on behalf of Monarch Construction Limited but did not make a presentation.

No other delegations were registered respecting this matter.

The recommendation in the Staff Report was then revised to reflect deletion of conditions from the Zone Change Application.

On motion by Councillor J. Ziegler -

It was resolved:

"That Zone Change Application ZC 95/39/R/PB (Monarch Construction Limited) rezoning property on Resurrection Drive from C-1 (Convenience Commercial Zone) to R-4 (Residential Four Zone) be approved in the form shown in the attached "Proposed By-law", dated February 12, 1997 without conditions:

It is the opinion of this Committee that approval of this application is proper planning for the City and is in conformity with the City's Municipal Plan."

5. PD 97/15 - 265 WEBER STREET WEST
   • DEMOLITION CONTROL APPLICATION DC 96/7/W/R/N
   • REGION OF WATERLOO - BRIDGERPORT-NORTH WARD

The Committee was in receipt of Planning and Development Staff Report PD 97/15 dated January 17, 1997. The report pertains to a Demolition Control Application submitted by the Region of Waterloo with respect to the property known municipally as 265 Weber Street West.

It was noted in the report that the applicant proposes to demolish a derelict, vacant single family dwelling and that after demolition the property will be left in an undeveloped state. It was also pointed out in the report that the Region is acting as the agent for the owner of the property and that the Region would like to leave the property vacant after demolition so that the eventual widening of Weber Street will be easily accommodated. The property is not affected by the Rental Housing Protection Act or the Ontario Heritage Act. The issues that staff considered with respect to this application were listed in the report.

Mr. B. Stanley advised that staff had nothing further to add to the report under consideration.

No delegations were registered respecting this matter.

On motion by Councillor G. Lorenz -

It was resolved:
"That Demolition Control Application DC 96/7/WRM (Region of Waterloo) requesting approval for the demolition of a single family dwelling located at 265 Weber Street legally described as Part Lot 23, Registered Plan 131 be approved.

It is the opinion of this Committee that approval of this application is proper planning for the City."

10. **PD 97/10 - DOWNTOWN RETAIL ACTION PLAN**

The Committee was in receipt of Planning and Development Staff Report PD 97/10 dated February 25, 1997 dealing with the Downtown Retail Action Plan.

Mr. B. Stanley advised that staff had nothing further to add to the report under consideration.

Councillor M. Wagner suggested deferral to the next meeting of the Committee due to insufficient time remaining to discuss the report this date.

On motion by Councillor M. Wagner -

It was resolved:

"That consideration of Planning and Development Staff Report PD 97/10 (Downtown Retail Action Plan) be deferred and referred to the April 7, 1997 Planning and Economic Development Committee meeting."

11. **1996 ANNUAL REPORT OF DEPARTMENT OF PLANNING AND DEVELOPMENT**

The Committee was in receipt of the Department of Planning and Development Annual Report for the year 1996.

Mr. T. McCabe suggested that if the Committee did not wish to address issues in the report, it at least refer the 'enforcement section' to a future Committee meeting for a staff presentation.

On motion by Councillor B. Vrbelenovic -

It was resolved:

"That the 1996 Annual Report of the Department of Planning and Development be tabled and considered at the April 7, 1997 Planning and Economic Development Committee meeting."

12. **UNFINISHED BUSINESS LIST OF ITEMS AND STATUS**

Mr. T. McCabe advised that a list of unfinished business was included with the agenda in accordance with Council's request that such list be provided to the Committee on a quarterly basis.

Mr. McCabe requested that the Committee take note of the format of the list that includes subject, referral date, staff responsible and status of each item.

13. **LOCATION OF FORMER WASTE DISPOSAL SITES**

Mr. T. McCabe submitted a list of the locations of former waste disposal sites in accordance with a request made earlier.

14. **REGIONAL AIRPORT PROPOSED NEF CONTOURS / GRAND RIVER SOUTH RESIDENTIAL DEVELOPMENT**

Mr. T. McCabe circulated a copy of a letter dated March 6, 1997 from Paul Grespan of McCarter Grespan Robson Beynon that was addressed to Mr. Paul Mason, Regional Municipality of Waterloo. The letter advises that the law firm is acting for several developers in the Grand River South Area of Kitchener and Mr. McCabe commented that it represents a reaction to the Region's proposals regarding NEF contours for the Regional Airport and the suspension of the Grand River South approval process.

15. **ADJOURNMENT**
On motion, the meeting adjourned at 7:00 p.m.

L.W. Neil, AMCT
Assistant City Clerk
Doon South Community Plan

Appendix 6

Municipal Plan Amendment No. 4
Municipal Plan Amendment No. 4

to the

Municipal Plan

of the

City of Kitchener Planning Area

Amendment No. 4 to the Municipal Plan of the City of Kitchener which has been adopted by the Council of the City of Kitchener, is hereby modified and approved in part in accordance with Sections 17 and 21 of the Planning Act, R.S.O. 1990, c. P. 13 as amended, and By-law 95-028, as amended of the Regional Municipality of Waterloo as follows:

A) Save an except the following for which no decision has been made:

Deferrals 1, 2, and 3: Map 5 - Land Use Plan

That the decision relating to the Limited Service Residential designations applied to portions of Environmentally Sensitive Policy Area No. 33 (Deferral 1) and the Blair Creek Provincially Significant Wetland Complex and Creek Corridor (Deferrals 2 and 3), as illustrated on the attached Schedule 'A', deferred until such time as the Regional Municipality of Waterloo approves a Detailed implementation plan for the Blair, Bechtel and Bauman Creeks Subwatershed Plan, and the city of Kitchener has adopted a comprehensive Municipal Plan Amendment to implement the subwatershed plan.

B) With such modifications being:

Modification 1: Map 5 - Land Use Plan

That the Low Rise Residential designation applied on properties located on the west side of Pinnacle Drive between New Dundee Road (Regional Road No. 12) and the southern boundary of Draft Plan of Subdivision Application 30T-95025 (9134612 Ontario Incorporated) is hereby deleted and replaced with Limited Service Residential as illustrated on the attached Schedule 'A'.

January 13, 1998
Approval Date

Commissioner of Planning and Culture

February 3, 1998
Date Approval in Effect

CERTIFIED TO BE A TRUE COPY

REGIONAL CLERK
The attached map(s) and explanatory text, constituting Amendment No. 4, to the Municipal Plan of the City of Kitchener, was prepared by The Corporation of the City of Kitchener under the provisions of Section 21 of The Planning Act, R.S.O. 1990, c.P13, on the 14th day of April, 1997.

Mayor

DEPUTY Clerk

This Amendment was adopted by The Corporation of the City of Kitchener by By-law Number 97-63 in accordance with Section 21 of The Planning Act, R.S.O. 1990, c.P13 on the 14th day of April, 1997.

Mayor

DEPUTY Clerk
BY-LAW NUMBER 97-63

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to adopt Amendment No. 4 to the Municipal Plan - Doon South Community)

The Council of The Corporation of the City of Kitchener in accordance with the provisions of Section 21 of The Planning Act, R.S.O. 1990, c.P13 hereby enacts as follows:

1. That Amendment No. 4 to the Municipal Plan for the City of Kitchener, consisting of the attached map(s) and explanatory text, is hereby adopted.

2. The Clerk is hereby authorized and directed to make application to The Regional Municipality of Waterloo for approval of Amendment No. 4 to the Municipal Plan of the City of Kitchener.

3. This By-law shall come into force and take effect on the day of final passing thereof.

PASSED at the Council Chambers in the City of Kitchener this 14th day of April, A.D. 1997.

[Signatures]

Mayor

DEPUTY Clerk
AMENDMENT NO. 4 TO THE MUNICIPAL PLAN
OF THE CITY OF KITCHENER
DOON SOUTH COMMUNITY
(MP 97/1/D/LM)
INDEX

SECTION 1 TITLE AND COMPONENTS
SECTION 2 PURPOSE OF THE AMENDMENT
SECTION 3 BASIS OF THE AMENDMENT
SECTION 4 THE AMENDMENT
SECTION 5 IMPLEMENTATION AND INTERPRETATION

APPENDICES

APPENDIX 1 Notice of Public Meeting of Planning and Economic Development Committee - February 14, 1997

APPENDIX 2 Minutes of Public Meeting of Planning and Economic Development Committee - March 17, 1997

APPENDIX 3 Minutes of City Council Meeting - March 24, 1997
In addition to the array of significant natural features, the Doon South Community is characterized by the presence of many cultural and heritage features associated with the early settlement of the Kitchener (Doon) area. Among these cultural features are the Stauffer Log Cabin on Tilt Drive, various other structures identified on the City's Inventory of Heritage Buildings and a network of high quality scenic roadways. In addition, the Upper Doon Heritage Conservation District, comprising a number of individual dwellings associated with the pioneer settlers, abuts the Doon South community plan area immediately to the north.

3.2 Existing Planning Policy Framework

The Doon South area has been designated for urban development within both the Regional Official Policies Plan and the former Kitchener Official Plan for many years. Many of the significant environmental and heritage features of the area were designated for development within the former Official Plan and those designations were further refined in the existing 1978 Doon South Community Plan. In addition to the above, the entire length of Tilt Drive and abutting lands comprise part of the Upper Doon Heritage Conservation District Plan.

In 1994 the City adopted the new Kitchener Municipal Plan to replace the former Official Plan. However, at the time the Municipal Plan was adopted by City Council, the Doon South Creek Subwatershed Study and the Doon South Brigadoon Transportation Network and Corridor Study had only recently been completed and detailed open space boundaries and road networks within Doon South had not yet been determined. Accordingly, areas within the Doon South Community, as shown on Map 4 - Transportation and Map 5 - Land Use, were deferred pending the resolution of land use and transportation issues in accordance with new provincial, regional and municipal planning policies. Subsequent to the adoption of the Municipal Plan, the City embarked upon a community planning process to resolve the specific planning issues and establish a new Community Plan for the Doon South area.

After more than two years of significant landowner, resident and public agency input, a new Community Plan for Doon South has been prepared. This Amendment will incorporate the detailed land use boundaries and road alignments established through the Community Plan process, thereby allowing for implementation of the Community Plan, the Subwatershed Study and the Doon South Brigadoon Transportation Network and Corridor Study. This Amendment will also resolve Deferrals 2(d) and 3(c) as set out in Regional Council's approval of the Kitchener Municipal Plan.
the natural resources within the subwatershed and presents an overall management plan to ensure protection of those resources as development proceeds. A key component of the report was to fulfill the requirements of a Comprehensive Environmental Impact Study as required by the Provincial Wetlands Planning Policy Statement and accomplish three things. These were:

- Identify the level and scope of future studies required for development of lands adjacent to the provincially significant wetland complex.
- Incorporate a Transportation Corridor Study to preferred locations for crossings of woodlots and wetland areas.
- Conduct a Sanitary Trunk Sewer Routing Study to identify the approximate route of the future Doon South Trunk Sanitary Sewer.

The final subwatershed study identified the most appropriate locations for transportation and other infrastructure crossings of the creek and wetland systems and set out general recommendations for environmental protection and overall stormwater management. These recommendations formed a basis for the development of the Doon South Community Plan and provided detailed direction for the preparation of environmental reviews during the development approvals process.

3.4 Community Plan Review

3.4.1 Doon South Greenspace Management Plan

Among the various recommendations of the Doon South Creek Subwatershed Study was for the City to undertake a Greenspace Management Plan for the area in conjunction with the preparation of a new Community Plan. The specific objectives identified in the Doon South Creek Subwatershed Study are as follows:

- Develop a conceptual plan for the enhancement of Doon South Creek and the riparian vegetation in the vicinity of Tilt Drive and certain tributaries.
- Develop a conceptual plan for the enhancement of the linkage of Topper Swamp to Doon South Creek.
- Address the issue of sustainable community access to the natural area, including the development of a trail network.
- Determine the status, and develop a management strategy for, the woodlot located to the northeast of the Intersection of Caryndale Drive and Stauffer Drive.
the Upper Doon Heritage Conservation District Plan. This designation relates not only to the roadway itself, but also landforms and vegetation immediately abutting the right-of-way.

The Kitchener Municipal Plan recognizes several roads within the Doon South Community as being "potential" scenic roads. These roads are Stauffer Drive, Reidel Drive, Groh Drive, the westerly leg of Dodge Drive between Groh Drive and New Dundee Road, and Pinnacle Drive between the northerly leg of New Dundee Road and Pine Hill Place. The Municipal Plan indicates that these roadways would be studied prior to potential recommendations regarding designation as Scenic Roads.

The concept of a network of "Scenic Roads" was also included within the Doon South-Brigadoon Transportation Network and Corridor Study. The specific objectives of the Doon South Scenic Roads Study as required by City Council is its resolution with respect to the Doon South Brigadoon Transportation Network and Corridor Study were:

- Develop criteria for the designation of scenic roads.
- Determine the planned functions of scenic roads in the Doon South Community and in particular, roadway volumes, geometrics, and vehicular and pedestrian safety.
- Integration of the scenic road functions and the Stauffer Log Cabin with the surrounding Doon South Community. This to include future land use, collector and local roadway pattern, landscape and tree saving plans, subdivision and development controls, etc.
- Integration of the recommendations of the Doon South Creek Subwatershed Management Plan and the Doon South Greenspace Management Plan.

After a comprehensive review of the proposed scenic roads in relation to other community planning issues, it is recommended that Tilt Drive, Stauffer Drive and the upper portions of Groh Drive and Reidel Drive be designated as "Scenic Roads" on Map 4 of the Municipal Plan, be closed to vehicular traffic and be incorporated into the City's community trail system. The roads and vegetation immediately abutting the rights-of-way should be preserved in their existing state and, where necessary, enhanced through replanting and acquisition of lands immediately abutting the rights-of-way. It is also proposed that corridor specific enhancement schemes would be devised to address interim road maintenance, ultimate trail maintenance, timing for road closures, and identification of areas in need of vegetative enhancement.

The remaining portion of Reidel Drive was considered in the evaluation of the proposed scenic road network but was discounted due to long term plans to use the Reidel Drive right-of-way for the future extension of Strasburg Road. Strasburg Road is proposed to be constructed as a Secondary Arterial Road with a right-of-way of 26 metres. This would inhibit the preservation of the existing Reidel roadway as well as most existing landforms.
proposed new road crossings of that road. One local road crossing is recommended to cross Tilt Drive and provide access to the Hallman Brierdale lands through the Monarch lands to the east. However, to allow development of the Hallman Brierdale lands, a second means of access must be provided. Provision for a second means of access from the south would allow development to occur but reduce the development impacts on Tilt Drive. This road would cross Doon South Creek at a recognized "least impact" location and connect with the proposed West-South Collector Road. Policies are also be included within the Doon South Community Plan to require rehabilitation and enhancement of Doon South Creek in conjunction with the proposed road crossing.

In its efforts to balance all of the environmental, social and cultural issues in the development of a Community Plan, a new local road crossing of Doon South Creek is proposed immediately to the west of Tilt Drive. This proposal was made after weighing the benefits of avoiding another creek crossing with the potential impact on the scenic road network, the cultural resources, other undesignated but high quality natural areas, and the overall transportation system within the Doon South Community. With acceptance of this recommendation, a number of opportunities arise to rehabilitate and enhance Doon South Creek both at the proposed crossing location and at the existing Tilt Drive crossing.

A number of policy requirements must be addressed before any recommendation for a new road right-of-way may be approved within a provincially significant wetland. The City of Kitchener Municipal Plan, in conformity with the provincial wetlands planning policy statement requires that new municipal infrastructure be located outside of provincially significant wetlands wherever possible.

In addition to the City of Kitchener Municipal Plan, a number of policy requirements are also contained within the Regional Official Policies Plan. The Regional Plan requires that where the construction of a new road right-of-way is proposed within or adjacent to a provincially significant wetland, the submission of an Environmental Impact Statement (E.I.S.) or other appropriate study must be submitted for approval. However the R.O.P.P. also specifies that where alternative environmental reviews are being undertaken as part of a comprehensive planning process, an Environmental Impact Statement will not be required provided the environmental review fulfills requirements such Environmental Impact Statement. The requirements for the E.I.S. would be similar to those required by the City of Kitchener Municipal Plan.

The detailed review of impacts and alternatives conducted through the Community Plan and the Greenspace Management Plan process, together with the detailed environmental study completed with the Doon South Creek Subwatershed Study is intended to satisfy the policy and review requirements of an "alternative study" as required by Policy 3.2.8 of the Regional Official Policies Plan.

The proposed creek crossing location is identified in the Doon South Creek Subwatershed Management Plan as a "least impact" crossing location. The subwatershed study focused
Subwatershed Study and provides for reduced impact on significant vegetation.

- It provides significant opportunities to rehabilitate and enhance Doon South Creek both at the proposed crossing location as well as at the existing Tilt Drive crossing.

SECTION 4 - THE AMENDMENT

The Municipal Plan for the City of Kitchener is hereby Amended as follows:

1) Map 5 - Land Use is revised by refining the delineation of the Open Space, Low Rise Residential, Limited Service Residential and Neighbourhood Commercial districts within Doon South, as shown on Schedule "A" attached.

2) Map 4 - Transportation is revised by deleting the transportation network within Doon South and replacing it with the revised transportation network, as shown on Schedule "B" attached.

3) Part 3, Policy 12.5 is amended by adding the following new policy, 12.5.iii):

"(iii) Further to Part 2, Section 7.5.2, in order to reduce development impacts on other significant natural, cultural and heritage features, a new local road crossing of the Doon South Creek provincially significant wetland complex shall be permitted west of Tilt Drive and north of the proposed West-South Collector Road. Construction of this road crossing shall be subject to the preparation of appropriate environmental and design studies which emphasize mitigation but shall not be subject to further review of alternatives."

SECTION 5 - IMPLEMENTATION AND INTERPRETATION

The provisions of the Municipal Plan of the City of Kitchener regarding the implementation and interpretation of that Plan shall apply to this Amendment.
APPENDIX 1

Notice of Public Meeting of Kitchener
Committee of Council Dealing with Planning and Economic Development Matters

Advertised in the K-W Record - February 14, 1997

CITY OF KITCHENER
PUBLIC NOTICES

COMMITTEE OF COUNCIL DEALING WITH PLANNING
MATTERS INVITES PROPERTY OWNERS AND
INTERESTED PARTIES TO ATTEND A
PUBLIC MEETING

TO DISCUSS A PROPOSED AMENDMENT TO THE CITY
OF KITCHENER MUNICIPAL PLAN UNDER SECTIONS 17
AND 21 OF THE PLANNING ACT, 1990

DOON SOUTH COMMUNITY

The purpose of the proposed Municipal Plan Amendment is to accomplish the following:

1. Establish the extent of the Open Space district within the Doon South area based on the recommendations of the Doon South Creek Catchment Master Plan, the Doon Brook and Doon South Creek Administration Master Plan, and detailed environmental review undertaken as part of the community planning process.

2. Establish a new Collector Road network within the Doon South area based on the recommendations of the West Doon South–Inez Road Network Study, the Doon South Brook Road Study and the community planning process.

3. Establish a new road crossing of the Doon South Creek provided it is consistent with the recommendations of the West Doon South–Inez Road Network Study, the Doon South Brook Road Study and the community planning process.

4. Establish a new collector road crossing of the Doon South Creek provided it is consistent with the recommendations of the West Doon South–Inez Road Network Study, the Doon South Brook Road Study and the community planning process.

5. Establish a new collector road crossing of the Doon South Creek provided it is consistent with the recommendations of the West Doon South–Inez Road Network Study, the Doon South Brook Road Study and the community planning process.

6. Establish a new collector road crossing of the Doon South Creek provided it is consistent with the recommendations of the West Doon South–Inez Road Network Study, the Doon South Brook Road Study and the community planning process.

7. Establish a new collector road crossing of the Doon South Creek provided it is consistent with the recommendations of the West Doon South–Inez Road Network Study, the Doon South Brook Road Study and the community planning process.

8. Establish a new collector road crossing of the Doon South Creek provided it is consistent with the recommendations of the West Doon South–Inez Road Network Study, the Doon South Brook Road Study and the community planning process.

The Public Meeting will be held at the meeting of COMMITTEE OF COUNCIL, LOCAL AND REGIONAL PLANNING COMMITTEE ON MONDAY, MARCH 30, 1998, IN THE COUNCIL CHAMBERS, CITY HALL, 200 KING STREET WEST, KITCHENER.

Any person may attend the Public Meeting and make written and/or verbal representation either in support of, or in opposition to, the proposed Official Plan Amendment. In addition, in the public interest, any person may make written representation to the City Council on the adoption of the proposed Official Plan Amendment, by City Council, the Ontario Municipal Board may direct the meeting.

ADDITIONAL INFORMATION relating to the proposed Official Plan Amendment and Zoning By-law is available for inspection between 8:30 a.m. and 5:30 p.m. at the Department of Planning and Development, 4th Floor, City Hall, 200 King Street West, Kitchener.
APPENDIX 3

Minutes of City Council Meeting - March 24, 1997

6. That City Council approve Municipal Plan Amendment MP 97/1/O/LM (Doon South Community), with the revised Schedule "A" dated March 5, 1997, being an amendment to the Kitchener Municipal Plan to:

(i) revise Map 5 - Land Use by refining the delineation of the Open Space, Low Rise Residential, Limited Service Residential and Neighbourhood Commercial districts within Doon South, as shown on Schedule "A";

(ii) revise Map 4 - Transportation by deleting the transportation network within Doon South and replacing it with the revised transportation network, as shown on Schedule "B"; and,

(iii) add the following new policy 8) to Part 3, Policy 12.5:

"Further to Part 2, Section 7.5.2, in order to reduce development impacts on other significant natural, cultural and heritage features, a new local road crossing of the Doon South Creek provincially significant wetland complex shall be permitted west of Tilt Drive and north of the proposed West-South Collector Road. Construction of this road crossing shall be subject to the preparation of appropriate environmental and design studies which emphasize mitigation but shall not be subject to further review of alternatives."

It is the opinion of this Committee that approval of this Amendment to the City's Municipal Plan is proper planning for the City.
DOON SOUTH
COMMUNITY PLAN

THIS REPORT WILL BE DISCUSSED ON
MARCH 17, 1997
AT PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE MEETING

PD 97/16
City of Kitchener
Department of Planning and Development
February, 1997
DOON SOUTH COMMUNITY PLAN

INTRODUCTION

The Doon South Community is a large, mostly undeveloped area of land located in the southernmost portion of the municipality. The community plan area encompasses three subwatersheds with the largest portion of developable land lying within the Doon South Creek subwatershed. However, sizeable amounts of land lie within the Strasburg Creek subwatershed to the north and west as well as to the Blair Creek subwatershed to the south and west. Together, the three creek valley systems contain an array of provincially significant wetlands providing both sensitive habitats and significant hydrologic functions. These creek and wetland systems are augmented by a number of significant upland natural areas on adjacent table lands. The Doon South Community Plan seeks to establish a continuous linked open space network comprising the above features, and to integrate this network within the future residential community in a sustainable manner.

In addition to the array of significant natural features, the Doon South Community is characterized by rolling topography and the presence of many cultural and heritage features associated with early settlement of the Kitchener (Doon) area. Among these cultural and heritage features are the adjacent village of Upper Doon (designated as a Heritage Conservation District) including various individual dwellings associated with pioneer settlers, the Stauffer Log Cabin on Tilt Drive, as well as a network of scenic roads. The preservation and integration of these cultural and heritage features is a primary objective of the Doon South Community Plan.

The Community Plan identifies two separate phases, based on development constraints and servicing issues. The first phase of the community is intended to develop with complete municipal services, at normal residential densities. The second phase is presently designated by the City of Kitchener Municipal Plan for Limited Service Residential development. All development within the second phase is presently intended to develop on individual private septic systems and piped municipal water with recognition that other municipal services, including transit, may not be available.

Land use densities and servicing options for the second phase of the Doon South Community Plan will be explored by the City of Kitchener and the Regional Municipality of Waterloo in conjunction with the Blair, Bechtel and Baumen Creeks Subwatershed Study. Amendments to the City of Kitchener Municipal Plan and the Doon South Community Plan may be undertaken in the future in order to implement the recommendations of that subwatershed study.
RECOMMENDATIONS

The following policies will guide the development of the Doon South Community. They will provide the basis for the evaluation of proposals for the future development of the area.

1. GENERAL POLICIES

1.1 That the Doon South Community Plan shall conform to and implement the Regional Official Policies Plan and the City of Kitchener Municipal Plan.

1.2 That the Doon South Community Plan Land Use Map shall comprise the land use plan for the Community.

1.3 That development within the Doon South Community shall conform to all applicable development and implementation standards adopted by the City of Kitchener. Exceptions may be considered where feasible to implement specific urban design proposals which incorporate the unique topographic and cultural characteristics of the Doon South Community.

1.4 That as a condition to any Draft Plan of Subdivision, any alteration, filling or construction within a watercourse, flood plain, pond or wetland will require a "Fill, Construction and Alteration to Waterway Permit" from the Grand River Conservation Authority prior to any grading or construction and prior to the registration of plans of subdivision.

1.5 That the Net Residential Density be calculated by dividing the number of residential units by the area of residential land. Residential land excludes all E.S.P.A. areas and hazard lands but includes all internal roads, one half of bounding roads and one quarter of boundary intersections but does not include bounding trunk roads.

1.6 That through the Blair, Bechtel and Baumen Creeks Subwatershed Study, the City of Kitchener and the Regional Municipality of Waterloo will explore alternative servicing options and increased residential densities for the lands designated Limited Service Residential within Phase 2 of the Doon South Community. However, the pending resolution of servicing and density issues for Phase 2 shall not preclude the processing of plans of subdivision on lands within the Blair Creek subwatershed but designated within Phase 1 of this Community Plan.
1.7 That buried services within Phase 1 shall be of sufficient capacity to accommodate Phase 2 lands should it prove necessary through the outcome of the Blair, Bechtel and Baumen Creeks Subwatershed Study.

1.8 That the widely recognized, publicly accessible and panoramic views obtained from the Neighbourhood Park located at the intersection of Street C with Street D be considered in any decisions regarding the placement, height and massing of new buildings and structures within the Doon South Community. Further, that new development give consideration to the creation of new views and vistas through road layout, use of natural topography, preservation of environmental and cultural features, and the strategic siting of new community landmarks.

1.9 That notwithstanding the Low Density Residential designation given to the Caryndale settlement located east of Caryndale Drive and north of Street E, existing undeveloped lots and blocks of record may develop with private individual sanitary services subject to the approval of the Regional Medical Officer of Health.

2. RESIDENTIAL

2.1 That the Low Density Residential category permit single detached, semi-detached, duplex, street townhouse and multiple dwellings at a maximum net residential density of 25 units per hectare.

2.2 That the Multiple Residential category permit street townhouse and multiple dwellings at a net residential density range of 26 to 60 units per hectare.

2.3 That the Limited Service Residential category permit single detached, semi-detached and duplex dwellings with private septic systems and piped municipal water services as specified in the City's Municipal Plan on an individual site basis. The creation of new lots shall not be permitted within the Limited Service Residential designation until the completion of the Blair, Bechtel and Baumen Creeks Subwatershed Study and the resolution of density and servicing issues for Phase 2 of the Community.

2.4 That no new residential lots be created which require direct vehicular access to Stauffer Drive or those portions of Tilt Drive, Groh Drive and Reidel Drive which are shown on Map 1 as part of the Scenic Road Community Trail Network and which are scheduled to be closed to
vehicular traffic.

2.5 That multiple residential sites be encouraged where there is direct access to public transit service and where natural features such as topography, woodlots or recharge areas would be best accommodated or preserved by development with fewer buildings and minimal site coverage rather than development with one or two unit dwellings which require extensive site coverage.

2.6 That multiple residential uses, including street townhouse, be permitted within the Neighbourhood Commercial designation to a maximum density of 100 units per hectare and a maximum floor space ratio of 1.0. The maximum height shall be 18 metres or six storeys. Where development is proposed at or near the maximum height, consideration shall be given to maintaining views from the Neighbourhood Park located at the intersection of Street C with Street D as well as the preservation of visual skylines from the Upper Doon Heritage Conservation District.

2.7 That private home day care, home businesses and small residential care facilities shall be permitted within all residential land use categories.

2.8 That within the Limited Service Residential designation located south of New Dundee Road, passive recreational uses and facilities which are private or open to members only may be permitted provided that they are compatible with limited service residential uses and conserve the functions and features of E.S.P.A. 39 and the provincially significant wetlands. Permitted outdoor recreational uses shall include commercial riding stables, equine boarding services, tennis, lawn bowling, shuffle board, swimming pools, and horse shoe pits. Recreational uses which shall not be permitted include snow mobiling, trail biking, go-carting, arcades, miniature golf, golf driving ranges, water slides, wave machines, amusement parks and other similar uses.

All such development envisioned by this policy shall only be permitted subject to the approval of an Environmental Implementation Report in accordance with the Doon South Greenspace Management Plan and will be subject to site plan or subdivision approval. Circulation and consultation with property owners within 500 metres shall occur on any recreational development proposal prior to consideration for approval by City Council.
3. INSTITUTIONAL

3.1 That Neighbourhood Institutional uses be located as shown on the Land Use Map. Permitted uses shall include elementary schools, religious institutions, day care facilities, small residential care facilities, single detached dwellings, semi-detached dwellings, duplex dwellings and street townhouse dwellings.

3.2 That a public elementary school site of approximately 3 hectares be located on the north side of Street F adjacent to Tilt Drive. Should the designated school site be declared surplus in the future, alternate land uses will be restricted to other permitted Neighbourhood Institutional uses.

4. COMMERCIAL AND BUSINESS PARK

4.1 That Convenience Commercial facilities be located as shown on the Land Use Map.

4.2 That the Restricted Business Park category permit a full range of business uses together with accessory retail and office components. Those uses which benefit from the high exposure of this area to Highway 401 will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development. Uses considered to be incompatible with high exposure business park locations and adjacent residential areas, including those uses which emit noise, odour or other pollutants, shall be prohibited.

4.3 That any business park uses to be located adjacent to an existing or designated residential areas shall be planned with adequate separation and buffering between the two uses.

4.4 That the Service Commercial category shall permit service commercial and office uses as well as computer, electronic or data processing businesses, research and development establishments, and scientific, technological or communications establishments. Those uses which benefit from the high exposure of this area to Highway 401 and Homer Watson Boulevard will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development.

4.5 That the Neighbourhood Commercial category shall permit a broad range of retail, commercial, office and institutional uses as well as multiple
residential uses up to 100 units per hectare and a floor space ratio of 1. The Neighbourhood Commercial designation as shown on the Land Use Map shall function as a multi-use, community focal point to be planned and developed as a unit. It is recognized that while the Neighbourhood Commercial designation is comprised of three distinct land areas around the intersection of Street A and Street B, permitted uses may be mixed or developed independently within any of the three land areas. The amount of gross leasable commercial floor space for the entire designation shall range from a minimum of 5000 square metres to a maximum of 13,500 square metres and may be developed in phases.

5. NATURAL ENVIRONMENT AND PARKS

5.1 That park dedication in the amount of 5 percent of the total of all land being developed be required for development or subdivision of land for residential and institutional purposes.

5.2 That park dedication in the amount of 2 percent of the total of all land being developed be required for the development or subdivision of land for commercial purposes.

5.3 That where parks or eligible open space areas are to be provided on lands other than those subject to a particular development application, as determined by the Land Use Map, the City of Kitchener may require a cash in lieu dedication in the amount of 5 percent for residential and institutional development and 2 percent for commercial development.

5.4 That all hazard lands and wetlands, including specified buffers, shall be reserved from development. These lands shall not be accepted towards fulfillment of the required parkland dedication as set out above.

5.5 That open space linkages be established between the Strasburg Creek, Doon South Creek and Blair Creek subwatersheds to provide recreational opportunities for residents, visual amenities for communities, and to provide habitat and suitable movement corridors for small wildlife. These linkages shall, where feasible, make use of upland woodlots, Environmentally Sensitive Policy Areas, hedgerows, storm water management areas, and the vegetation within and adjacent to the Scenic Road Community Trail Network.
5.6 That a Neighbourhood Park of approximately 2 hectares be located at the southwest corner of Stauffer and Groh Drives in conjunction with the Ontario Hydro corridor as shown on the Land Use Map.

5.7 That a Neighbourhood Park of approximately 2.5 hectares be located at the northwest intersection of Street C with Street D as shown on the Land Use Map.

5.8 That a Neighbourhood Park of approximately 2 hectares be located in conjunction with the Ontario Hydro corridor at Street H, as shown generally on the Land Use Map.

5.9 That a tot lot of approximately 0.5 hectares be established in conjunction with the open space designation generally within the area located west of Tilt Drive and south of Strasburg Creek, as shown on the Land Use Map.

5.10 That play facilities and other recreational and/or sports facilities be developed in conjunction with the public elementary school site.

5.11 That the width of protective wetland buffer areas and specific implementation methods and management techniques for tributary enhancement, wetland and creek crossing mitigation, and terrestrial linkages, as identified in the Doon South Greenspace Management Plan, shall be determined through a scoped Environmental Implementation Report prepared by the development proponent and required during the development approval process.

5.12 That the scoped Environmental Implementation Report required by Policy 5.11 above, shall be completed for all development proposals within 120 metres of high constraint wetland edges, 30 metres for medium constraint wetland edges, and 15 metres for all other wetland edges as specified in the Doon South Greenspace Management Plan.

5.13 That the requirements and content of any scoped Environmental Implementation Report shall be governed by the Doon South Creek Subwatershed Management Study and the Doon South Greenspace Management Plan and will be approved by the City of Kitchener Department of Planning and Development in consultation with the affected Agency.

5.14 That it be recognized that the Hallman Aberdeen lands west of Tilt Drive and the portion of the Chalon Estates land holdings north of Evenstone
Avenue shall be serviced by municipal sanitary sewer and water connections in a westerly direction to existing trunk sewer and watermain facilities. The exact alignment and any necessary mitigative measures shall be established through appropriate environmental study or studies.

5.15 That the cost of primary walk links and bridges providing direct links from residential areas to schools, parks and transit routes be funded by the development proponent. Such primary links will be identified through the subdivision review process.

5.16 That upland forest areas, excluding required wetland buffer areas, which are designated within the City of Kitchener Municipal Plan for urban development but designated on the Community Plan Land Use Map as Open Space in accordance with the Greenspace Management Plan, shall be considered eligible as part of the required parkland dedication provided all active park areas, as shown on the Land Use Plan, can be satisfied through the required parkland dedication for each respective subdivision.

5.17 That with the approval of Ontario Hydro, the hydro corridor be utilized as open space linkage to connect the Scenic Road Community Trail Network with park facilities and other designated community trails.

5.18 That where feasible and appropriate, existing topography and vegetation be incorporated into the design and development of the Doon South Community.

5.19 That the Environmental Implementation Report submitted by the proponent at the time of submission of development applications include an overview of treed areas. Further, prior to any site grading or tree removal, the proponent shall submit a Grading and Tree Management Plan in accordance with the City’s Tree Management Policy and the Doon South Greenspace Management Plan. This plan will describe treed areas to be saved and methods by which treed areas will be protected.

5.20 That prior to grading or construction on any site, the development proponent shall prepare plans to illustrate how topsoil or silt will be prevented from entering any wetland or water body for the approval of the City’s Department of Public Works in consultation with the Grand River Conservation Authority.

5.21 That development within or contiguous to any Environmentally Sensitive Policy Area shall be subject to the requirements of the Regional Official
Policies Plan and the City's Municipal Plan. Accordingly, any Environmental Implementation Report required by the Doon South Greenspace Management Plan shall also satisfy the Regional policy requirements with respect to Environmentally Sensitive Policy Areas.

5.22 That the City may require the dedication of up to 5 metres of land adjacent to the designated Scenic Road Community Trail Network in order to protect and/or enhance significant existing vegetation located beyond the road right-of-way. Such land shall be considered eligible towards fulfilment of the required parkland dedication.

5.23 That, where feasible and appropriate, all terrestrial linkages/rehabilitation areas identified in the Doon South Greenspace Management Plan shall be designated as Open Space on the attached Land Use Map and shall be subject to the City's Tree Management Policy and specific management techniques as determined through the preparation of a scoped Environmental Implementation Report for abutting lands.

5.24 That the community trail network generally identified in the Doon South Greenspace Management Plan be implemented at the time of development of the lands in which the proposed community trail are located or at the time of development of lands immediately abutting the proposed community trail. Subject to appropriate amendments to the Development Charges By-law being approved by City Council, if sufficient funds are not available to the City to construct such community trails at the time new development is underway, the development proponent may be required to front-end finance and construct such trails with credits to be granted through the provisions of the Development Charge By-law. Failing the approval of the required amendments to the Development Charges By-law, the community trail system shall be implemented by the City subject to the availability of sufficient funds.

5.25 That the Neighbourhood Park located at the northwest intersection of Street C with Street D be recognized for its provision of publicly accessible, distant panoramic views of the City and the Grand River valley.

6. TRANSPORTATION

6.1 That the planning, design and construction of all roads and walkways within the Doon South Community have regard to protection of existing environmental features and the creation of a continuous linked open space
system.

6.2 That Homer Watson Boulevard be recognized as Regional Road No. 28 and be designated as a Primary Arterial Road with a right-of-way of 45.7 metres. It is recognized that Homer Watson Boulevard is further designated as a Controlled Access - Prohibited roadway by the Regional Municipality of Waterloo.

6.3 That New Dundee Road be recognized as Regional Road No. 12 and designated as a Primary Arterial Road with a right-of-way of 30.5 metres.

6.4 That all Major and Minor Collector Roads be designed and constructed as front-lotted roads accommodating on-street parking and public transit and with a standard right-of-way of 20 metres. The width of the carriageway within the right-of-way will be determined at the time of detailed road design.

6.5 That the rights-of-way for Street A and Street B be permitted to exceed the established width of 20 metres within the Neighbourhood Commercial designation at the developers cost in order to achieve urban design objectives and attractive streetscapes.

6.6 That Reidel Drive, with the exception of that portion designated as part of the Scenic Roads Community Trail Network and proposed to be closed to vehicular traffic, shall be re-constructed as the future southward extension of Strasburg Road and shall be designated as a Secondary Arterial Road with a right-of-way of 26 metres.

6.7 That local roads be designed with a standard right-of-way of 20 metres. Reductions in accordance with Council policy will be considered for minor roads and cul de sacs.

6.8 That the portions of Tilt Drive, Stauffer Drive, Groh Drive and Reidel Drive identified on the Land Use Map as being part of the Scenic Roads Community Trail Network shall be closed to vehicular traffic and incorporated into the open space system as Community Trails. The closure of these roads will be staged in sequence with the development of abutting lands and the construction of the new collector road network as identified on the Land Use Map. The staging of such road closures will generally occur in conformity with sequence and requirements set out in Schedule 1, "Staging of Scenic Road Closures".
6.9 That the roadways within the Scenic Roads Community Trail Network identified in Policy 6.8 above may be used to access new subdivision development on a temporary basis until such time as a permanent collector and local road network is in place to access such development in accordance with City policy. Where access is permitted on a temporary basis, it is recognized that such roads will be maintained as close as possible to their existing state. With the exception of new tar and chip surface treatments in keeping with the scenic road designation, no engineering improvements shall be permitted. Development proponents for abutting lands requiring temporary access to these roads shall submit a detailed road base assessment of the scenic road up to and including the intersection of Tilt Drive and Doon Village Road, for the approval of the General Manager of Public Works prior to issuance of draft plan approval. The number of new residential units may be limited until permanent alternative access is provided if in the opinion of the General Manager of Public Works, after a review of the required road base assessment, the existing roadways cannot accommodate the projected increase in traffic.

6.10 That, temporary vehicular access to the Hallman Aberdeen lands west of Tilt Drive may be obtained via Tilt Drive and existing Doon Village Road subject to the approval of a road base assessment as identified in Policy 6.9 above. The primary permanent means of access to these lands shall be through a local road connection across Tilt Drive from the terminus of Street F. Further, a second temporary connection shall be permitted from the Hallman Aberdeen lands to Tilt Drive in order to provide a second means of access until such time as a permanent connection is achieved southward to connect with Street E.

6.11 That, through the review of subdivision applications for the lands west of Tilt Drive and north of Street E, the City shall seek to achieve a road system which provides an efficient and direct public transit link between Tilt Drive and Street E.

6.12 That at the time of the development of lands abutting the Scenic Road Community Trail Network, signage be erected at the developer's cost which clearly sets out the City's intention to close the affected road at some point in the future and include the right-of-way within the community trail network.

6.13 That through traffic be diverted around the village of Upper Doon by way of the diversion of Doon Village Road (Street A) southerly to cross Strasburg Creek and Tilt Drive to connect with the extension of Doon
South Drive (Street B). The exact location of the Doon Village Road Diversion crossing of Strasburg Creek will be determined by the Municipal Class Environmental Assessment process as outlined in the Environmental Assessment Act. Further, the construction of the portion of this road between Bechtel Drive and Tilt Drive will be considered as a high priority in the City's Ten Year Capital Forecast/Development Charge Fund.

6.14 That a local road crossing of Doon South Creek be permitted to the west of Tilt Drive and to the north of Street E subject to the completion of a design study for mitigation and the preparation of suitable creek enhancements in accordance with the Doon South Greenspace Management Plan and the Doon South Creek Subwatershed Management Plan. The required design study shall emphasize the mitigation of expected impacts and not further review of alternatives.

6.15 That it be recognized that Street E is a proposed Major Collector Road acting to collect local traffic within Doon South as well as providing a direct link through the Doon South Community from Strasburg Road to New Dundee Road. The remainder of the collector road network shall be designed so as to discourage traffic cutting through the community while allowing route choices for internal traffic. Innovative local street networks which allow for diversity and choice of routes will be encouraged.

6.16 That portions of Pinnacle Drive, Groh Drive and Dodge Drive are recognized for their scenic qualities and shall, where feasible, be maintained with their existing alignment, width and surface treatment. Every effort will be made to maintain and conserve existing vegetation and landforms within and immediately adjacent to the right-of-way. Accordingly, new development proposals will be reviewed to ensure that impacts on these roads are minimized.

6.17 That the northernmost portion of Tilt Drive between the Doon Village Road Diversion (Street A) and existing Doon Village Road remain open to vehicular traffic in order to provide access to the village of Upper Doon. Any engineering improvements to this section of Tilt Drive will be in accordance with the Upper Doon Heritage Conservation District Plan.

6.18 That all planned new road crossings of the Scenic Road Community Trail Network be subject to specific design studies which recommend mitigative measures such as enhancement plantings, surface treatment, location of municipal services, maintenance, etc. Such studies shall be undertaken by the development proponent as part of the development approval process.
and will conform to the general recommendations of the Doon South Scenic Roads Study and Greenspace Management Plan.

6.19 That in the development of a transportation network, consideration be given to all forms of transportation including walking, cycling, public transit and the automobile. This will be accomplished through measures such as:

• The creation of street networks and pedestrian links suitable to alternate transportation modes.

• The use of site planning and urban design techniques to foster attractive pedestrian streetscapes and environments.

• Minimizing walking distances between housing, schools, transit stops, parks, open space and other local destinations.

7. PUBLIC TRANSIT

7.1 That public transit in Phase 1 of the Doon South Community be recognized as essential. Accordingly, community design shall consider the City's "Guidelines for the Design of New Residential Development with Respect to the Provision of Transit Service".

7.2 That future development in the area recognize the proposed future transit routing for Doon South as shown on Schedule 2, "Proposed Transit Service". Interim transit routes will be determined at the time of subdivision review until such time as the ultimate transportation system is constructed. Where feasible, land uses, local streets and primary walk links and bridges will be designed such that 95 percent of development is within 450 metres of transit service.

7.3 That the ultimate transit routing identified on Schedule 2, "Proposed Transit Service", be based on a community transit route within the Doon South area connecting to a timed transfer terminal.

7.4 That site design in Doon South have regard for convenient and safe pedestrian access between on street transit facilities and buildings, particularly within the Neighbourhood Commercial and multiple residential designations.
That land uses generating higher transit usage such as office, commercial or institutional uses be located adjacent to transit routes.

That local streets and walkways be designed to provide convenient and direct pedestrian access to transit routes.

That it is recognized that transit service will not be available to the area within Phase 2 currently designated for Limited Service Residential development.

8. SERVICING AND UTILITIES

8.1 That all new development within Phase 1 be serviced by municipal water, sanitary and storm sewers. Development within Phase 1 will be serviced by the Doon South Trunk Sanitary Sewer or the Strasburg Creek Trunk Sanitary Sewer as determined by the natural drainage shed boundaries.

8.2 That the level and type of sanitary services within Phase 2 shall be determined following the completion of the Blair, Bechtel and Baumen Creeks Subwatershed Study.

8.3 That the Doon South Creek Subwatershed Management Plan and the Strasburg Creek Master Watershed Study be the guiding documents for servicing, storm water management and environmental protection within Phase 1 of the Doon South Community.

8.4 That the Blair, Bechtel and Baumen Creeks Subwatershed Study become the guiding document for servicing, storm water management and environmental protection within Phase 2 of the Doon South Community and within those parts of Phase 1 which are located within the Blair Creek subwatershed.

8.5 That storm water management practices in the Doon South Community be in compliance with the "Interim Storm Water Management Guidelines for New Development" and "Stormwater Management Practices, Planning and Design Manual" documents published by the Ontario Ministry of Environment and Energy in 1994. The design of storm water management facilities shall also be in accordance with the City's "Design Principles for Storm Water Management Facilities, August, 1996"
8.6 That the exact location and detailed design of the Doon South Trunk Sanitary Sewer be determined in conjunction with the subdivision approvals process under the Planning Act or, if necessary, by the Municipal Class Environmental Assessment process under the Environmental Assessment Act.

8.7 That with the approval of Ontario Hydro and the City of Kitchener, the Ontario Hydro corridor be used in conjunction with adjacent uses in accordance with the attached Land Use Map.

9. HERITAGE RESOURCES

9.1 That recognition be given to the Upper Doon Heritage Conservation District, including the entire length of Tilt Drive, and consideration to these features be given in the design, siting and massing of development on abutting lands.

9.2 That properties listed on the municipal data base of heritage resources and identified on Schedule 3, "Heritage Structures" be subject to Policies 5.3.14 and 5.3.15 of the City of Kitchener Municipal Plan. Accordingly, a Heritage Impact Assessment shall be required to be approved prior to or concurrent with issuance of draft plan approval in conformity with the City's process dealing with the conservation of heritage resources within the plan of subdivision process. The required Heritage Impact Assessment shall be completed in accordance with the City of Kitchener Heritage Impact Assessment Guidelines and will identify a recommended strategy for the conservation of the heritage resource.

9.3 That in accordance with Policy 5.3.17 of the City of Kitchener Municipal Plan, consideration will be given to the effects of public works on all heritage resources, including the scenic road corridors identified on the Land Use Map.

10. NOISE

10.1 That Highway 401, Homer Watson Boulevard, Strasburg Road and New Dundee Road be recognized as major traffic corridors potentially generating significant amounts of noise.

10.2 That site plans, acoustical barriers, architectural design and building construction features be used in attenuating noise impact.
<table>
<thead>
<tr>
<th>ORDER</th>
<th>SCENIC ROAD SEGMENT</th>
<th>CLOSURE REQUIREMENTS</th>
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<tbody>
<tr>
<td>1</td>
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<td>Construction of Street F between Street A and Tilt Drive</td>
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<td>Construction of Strasburg Road from Brigadoon Community through to Reidel Drive alignment and Construction of Street E from Caryndale Drive to Strasburg Road</td>
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Doon South Community Plan
Schedule 3
HERITAGE RESOURCES

Legend
HERITAGE STRUCTURES

Designated Properties
1. Till Drive (Upper Doon Heritage Conservation District Plan)
2. 320 Dodge Drive (1970)

Listed on Municipal Data Base
3. 442 Caryedale Drive (1970 circa)
4. Dodge Drive (acanto road)
5. 392 Dodge Drive (1970 circa)
6. Gosh Drive (acanto road)
7. 388 New Dundee Road (1922 est)
8. 606 New Dundee Road (1930 circa)
9. 622 New Dundee Road (1976 circa)
10. Schooler Drive (acanto road)
11. 234 Til Drive (1940 circa)
12. 224 Til Drive (1970 circa)
13. 364 Til Drive (1912 circa)

Date Nov. 5, 1996
N.T.S.
### Schedule 1

#### Staging of Scenic Road Closures

<table>
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8.6 That the exact location and detailed design of the Doon South Trunk Sanitary Sewer be determined in conjunction with the subdivision approvals process under the Planning Act or, if necessary, by the Municipal Class Environmental Assessment process under the Environmental Assessment Act.

8.7 That with the approval of Ontario Hydro and the City of Kitchener, the Ontario Hydro corridor be used in conjunction with adjacent uses in accordance with the attached Land Use Map.

9. HERITAGE RESOURCES

9.1 That recognition be given to the Upper Doon Heritage Conservation District, including the entire length of Tilt Drive, and consideration to these features be given in the design, siting and massing of development on abutting lands.

9.2 That properties listed on the municipal data base of heritage resources and identified on Schedule 3, "Heritage Structures" be subject to Policies 5.3.14 and 5.3.15 of the City of Kitchener Municipal Plan. Accordingly, a Heritage Impact Assessment shall be required to be approved prior to or concurrent with issuance of draft plan approval in conformity with the City's process dealing with the conservation of heritage resources within the plan of subdivision process. The required Heritage Impact Assessment shall be completed in accordance with the City of Kitchener Heritage Impact Assessment Guidelines and will identify a recommended strategy for the conservation of the heritage resource.

9.3 That in accordance with Policy 5.3.17 of the City of Kitchener Municipal Plan, consideration will be given to the effects of public works on all heritage resources, including the scenic road corridors identified on the Land Use Map.

10. NOISE

10.1 That Highway 401, Homer Watson Boulevard, Strasburg Road and New Dundee Road be recognized as major traffic corridors potentially generating significant amounts of noise.

10.2 That site plans, acoustical barriers, architectural design and building construction features be used in attenuating noise impact.
7.5 That land uses generating higher transit usage such as office, commercial or institutional uses be located adjacent to transit routes.

7.6 That local streets and walkways be designed to provide convenient and direct pedestrian access to transit routes.

7.7 That it is recognized that transit service will not be available to the area within Phase 2 currently designated for Limited Service Residential development.

8.

SERVICING AND UTILITIES

8.1 That all new development within Phase 1 be serviced by municipal water, sanitary and storm sewers. Development within Phase 1 will be serviced by the Doon South Trunk Sanitary Sewer or the Strasburg Creek Trunk Sanitary Sewer as determined by the natural drainage shed boundaries.

8.2 That the level and type of sanitary services within Phase 2 shall be determined following the completion of the Blair, Bechtel and Baumen Creeks Subwatershed Study.

8.3 That the Doon South Creek Subwatershed Management Plan and the Strasburg Creek Master Watershed Study be the guiding documents for servicing, storm water management and environmental protection within Phase 1 of the Doon South Community.

8.4 That the Blair, Bechtel and Baumen Creeks Subwatershed Study become the guiding document for servicing, storm water management and environmental protection within Phase 2 of the Doon South Community and within those parts of Phase 1 which are located within the Blair Creek subwatershed.

8.5 That storm water management practices in the Doon South Community be in compliance with the "Interim Storm Water Management Guidelines for New Development" and "Stormwater Management Practices, Planning and Design Manual" documents published by the Ontario Ministry of Environment and Energy in 1994. The design of storm water management facilities shall also be in accordance with the City's "Design Principles for Storm Water Management Facilities, August, 1996"
and will conform to the general recommendations of the Doon South Scenic Roads Study and Greenspace Management Plan.

6.19 That in the development of a transportation network, consideration be given to all forms of transportation including walking, cycling, public transit and the automobile. This will be accomplished through measures such as:

- The creation of street networks and pedestrian links suitable to alternate transportation modes.

- The use of site planning and urban design techniques to foster attractive pedestrian streetscapes and environments.

- Minimizing walking distances between housing, schools, transit stops, parks, open space and other local destinations.

7. PUBLIC TRANSIT

7.1 That public transit in Phase 1 of the Doon South Community be recognized as essential. Accordingly, community design shall consider the City's "Guidelines for the Design of New Residential Development with Respect to the Provision of Transit Service".

7.2 That future development in the area recognize the proposed future transit routing for Doon South as shown on Schedule 2, "Proposed Transit Service". Interim transit routes will be determined at the time of subdivision review until such time as the ultimate transportation system is constructed. Where feasible, land uses, local streets and primary walk links and bridges will be designed such that 95 percent of development is within 450 metres of transit service.

7.3 That the ultimate transit routing identified on Schedule 2, "Proposed Transit Service", be based on a community transit route within the Doon South area connecting to a timed transfer terminal.

7.4 That site design in Doon South have regard for convenient and safe pedestrian access between on street transit facilities and buildings, particularly within the Neighbourhood Commercial and multiple residential designations.
South Drive (Street B). The exact location of the Doon Village Road Diversion crossing of Strasburg Creek will be determined by the Municipal Class Environmental Assessment process as outlined in the Environmental Assessment Act. Further, the construction of the portion of this road between Bechtel Drive and Tilt Drive will be considered as a high priority in the City's Ten Year Capital Forecast/Development Charge Fund.

6.14 That a local road crossing of Doon South Creek be permitted to the west of Tilt Drive and to the north of Street E subject to the completion of a design study for mitigation and the preparation of suitable creek enhancements in accordance with the Doon South Greenspace Management Plan and the Doon South Creek Subwatershed Management Plan. The required design study shall emphasize the mitigation of expected impacts and not further review of alternatives.

6.15 That it be recognized that Street E is a proposed Major Collector Road acting to collect local traffic within Doon South as well as providing a direct link through the Doon South Community from Strasburg Road to New Dundee Road. The remainder of the collector road network shall be designed so as to discourage traffic cutting through the community while allowing route choices for internal traffic. Innovative local street networks which allow for diversity and choice of routes will be encouraged.

6.16 That portions of Pinnacle Drive, Groh Drive and Dodge Drive are recognized for their scenic qualities and shall, where feasible, be maintained with their existing alignment, width and surface treatment. Every effort will be made to maintain and conserve existing vegetation and landforms within and immediately adjacent to the right-of-way. Accordingly, new development proposals will be reviewed to ensure that impacts on these roads are minimized.

6.17 That the northernmost portion of Tilt Drive between the Doon Village Road Diversion (Street A) and existing Doon Village Road remain open to vehicular traffic in order to provide access to the village of Upper Doon. Any engineering improvements to this section of Tilt Drive will be in accordance with the Upper Doon Heritage Conservation District Plan.

6.18 That all planned new road crossings of the Scenic Road Community Trail Network be subject to specific design studies which recommend mitigative measures such as enhancement plantings, surface treatment, location of municipal services, maintenance, etc. Such studies shall be undertaken by the development proponent as part of the development approval process.
6.9 That the roadways within the Scenic Roads Community Trail Network identified in Policy 6.8 above may be used to access new subdivision development on a temporary basis until such time as a permanent collector and local road network is in place to access such development in accordance with City policy. Where access is permitted on a temporary basis, it is recognized that such roads will be maintained as close as possible to their existing state. With the exception of new tar and chip surface treatments in keeping with the scenic road designation, no engineering improvements shall be permitted. Development proponents for abutting lands requiring temporary access to these roads shall submit a detailed road base assessment of the scenic road up to and including the intersection of Tilt Drive and Doon Village Road, for the approval of the General Manager of Public Works prior to issuance of draft plan approval. The number of new residential units may be limited until permanent alternative access is provided if in the opinion of the General Manager of Public Works, after a review of the required road base assessment, the existing roadways cannot accommodate the projected increase in traffic.

6.10 That, temporary vehicular access to the Hallman Aberdeen lands west of Tilt Drive may be obtained via Tilt Drive and existing Doon Village Road subject to the approval of a road base assessment as identified in Policy 6.9 above. The primary permanent means of access to these lands shall be through a local road connection across Tilt Drive from the terminus of Street E. Further, a second temporary connection shall be permitted from the Hallman Aberdeen lands to Tilt Drive in order to provide a second means of access until such time as a permanent connection is achieved southward to connect with Street E.

6.11 That, through the review of subdivision applications for the lands west of Tilt Drive and north of Street E, the City shall seek to achieve a road system which provides an efficient and direct public transit link between Tilt Drive and Street E.

6.12 That at the time of the development of lands abutting the Scenic Road Community Trail Network, signage be erected at the developer’s cost which clearly sets out the City’s intention to close the affected road at some point in the future and include the right-of-way within the community trail network.

6.13 That through traffic be diverted around the village of Upper Doon by way of the diversion of Doon Village Road (Street A) southerly to cross Strasburg Creek and Tilt Drive to connect with the extension of Doon
system.

6.2 That Homer Watson Boulevard be recognized as Regional Road No. 28 and be designated as a Primary Arterial Road with a right-of-way of 45.7 metres. It is recognized that Homer Watson Boulevard is further designated as a Controlled Access - Prohibited roadway by the Regional Municipality of Waterloo.

6.3 That New Dundee Road be recognized as Regional Road No. 12 and designated as a Primary Arterial Road with a right-of-way of 30.5 metres.

6.4 That all Major and Minor Collector Roads be designed and constructed as front-lotted roads accommodating on-street parking and public transit and with a standard right-of-way of 20 metres. The width of the carriageway within the right-of-way will be determined at the time of detailed road design.

6.5 That the rights-of-way for Street A and Street B be permitted to exceed the established width of 20 metres within the Neighbourhood Commercial designation at the developers cost in order to achieve urban design objectives and attractive streetscapes.

6.6 That Reidel Drive, with the exception of that portion designated as part of the Scenic Roads Community Trail Network and proposed to be closed to vehicular traffic, shall be re-constructed as the future southward extension of Strasburg Road and shall be designated as a Secondary Arterial Road with a right-of-way of 26 metres.

6.7 That local roads be designed with a standard right-of-way of 20 metres. Reductions in accordance with Council policy will be considered for minor roads and cul de sacs.

6.8 That the portions of Tilt Drive, Stauffer Drive, Croh Drive and Reidel Drive identified on the Land Use Map as being part of the Scenic Roads Community Trail Network shall be closed to vehicular traffic and incorporated into the open space system as Community Trails. The closure of these roads will be staged in sequence with the development of abutting lands and the construction of the new collector road network as identified on the Land Use Map. The staging of such road closures will generally occur in conformity with sequence and requirements set out in Schedule 1, "Staging of Scenic Road Closures".
Policies Plan and the City's Municipal Plan. Accordingly, any Environmental Implementation Report required by the Doon South Greenspace Management Plan shall also satisfy the Regional policy requirements with respect to Environmentally Sensitive Policy Areas.

5.22 That the City may require the dedication of up to 5 metres of land adjacent to the designated Scenic Road Community Trail Network in order to protect and/or enhance significant existing vegetation located beyond the road right-of-way. Such land shall be considered eligible towards fulfilment of the required parkland dedication.

5.23 That, where feasible and appropriate, all terrestrial linkages/rehabilitation areas identified in the Doon South Greenspace Management Plan shall be designated as Open Space on the attached Land Use Map and shall be subject to the City's Tree Management Policy and specific management techniques as determined through the preparation of a scoped Environmental Implementation Report for abutting lands.

5.24 That the community trail network generally identified in the Doon South Greenspace Management Plan be implemented at the time of development of the lands in which the proposed community trail are located or at the time of development of lands immediately abutting the proposed community trail. Subject to appropriate amendments to the Development Charges By-law being approved by City Council, if sufficient funds are not available to the City to construct such community trails at the time new development is underway, the development proponent may be required to provide front-end finance and construct such trails with credits to be granted through the provisions of the Development Charge By-law. Failing the approval of the required amendments to the Development Charges By-law, the community trail system shall be implemented by the City subject to the availability of sufficient funds.

5.25 That the Neighbourhood Park located at the northwest intersection of Street C with Street D be recognized for its provision of publicly accessible, distant panoramic views of the City and the Grand River valley.

6. TRANSPORTATION

6.1 That the planning, design and construction of all roads and walkways within the Doon South Community have regard to protection of existing environmental features and the creation of a continuous linked open space...
Avenue shall be serviced by municipal sanitary sewer and water connections in a westerly direction to existing trunk sewer and watermain facilities. The exact alignment and any necessary mitigative measures shall be established through appropriate environmental study or studies.

5.15 That the cost of primary walk links and bridges providing direct links from residential areas to schools, parks and transit routes be funded by the development proponent. Such primary links will be identified through the subdivision review process.

5.16 That upland forest areas, excluding required wetland buffer areas, which are designated within the City of Kitchener Municipal Plan for urban development but designated on the Community Plan Land Use Map as Open Space in accordance with the Greenspace Management Plan, shall be considered eligible as part of the required parkland dedication provided all active park areas, as shown on the Land Use Plan, can be satisfied through the required parkland dedication for each respective subdivision.

5.17 That with the approval of Ontario Hydro, the hydro corridor be utilized as open space linkage to connect the Scenic Road Community Trail Network with park facilities and other designated community trails.

5.18 That where feasible and appropriate, existing topography and vegetation be incorporated into the design and development of the Doon South Community.

5.19 That the Environmental Implementation Report submitted by the proponent at the time of submission of development applications include an overview of treed areas. Further, prior to any site grading or tree removal, the proponent shall submit a Grading and Tree Management Plan in accordance with the City’s Tree Management Policy and the Doon South Greenspace Management Plan. This plan will describe treed areas to be saved and methods by which treed areas will be protected.

5.20 That prior to grading or construction on any site, the development proponent shall prepare plans to illustrate how topsoil or silt will be prevented from entering any wetland or water body for the approval of the City’s Department of Public Works in consultation with the Grand River Conservation Authority.

5.21 That development within or contiguous to any Environmentally Sensitive Policy Area shall be subject to the requirements of the Regional Official
5.6 That a Neighbourhood Park of approximately 2 hectares be located at the southwest corner of Stauffer and Groh Drives in conjunction with the Ontario Hydro corridor as shown on the Land Use Map.

5.7 That a Neighbourhood Park of approximately 2.5 hectares be located at the northwest intersection of Street C with Street D as shown on the Land Use Map.

5.8 That a Neighbourhood Park of approximately 2 hectares be located in conjunction with the Ontario Hydro corridor at Street H, as shown generally on the Land Use Map.

5.9 That a tot lot of approximately 0.5 hectares be established in conjunction with the open space designation generally within the area located west of Tilt Drive and south of Strasburg Creek, as shown on the Land Use Map.

5.10 That play facilities and other recreational and/or sports facilities be developed in conjunction with the public elementary school site.

5.11 That the width of protective wetland buffer areas and specific implementation methods and management techniques for tributary enhancement, wetland and creek crossing mitigation, and terrestrial linkages, as identified in the Doon South Greenspace Management Plan, shall be determined through a scoped Environmental Implementation Report prepared by the development proponent and required during the development approval process.

5.12 That the scoped Environmental Implementation Report required by Policy 5.11 above, shall be completed for all development proposals within 120 metres of high constraint wetland edges, 30 metres for medium constraint wetland edges, and 15 metres for all other wetland edges as specified in the Doon South Greenspace Management Plan.

5.13 That the requirements and content of any scoped Environmental Implementation Report shall be governed by the Doon South Creek Subwatershed Management Study and the Doon South Greenspace Management Plan and will be approved by the City of Kitchener Department of Planning and Development in consultation with the affected Agency.

5.14 That it be recognized that the Hallman Aberdeen lands west of Tilt Drive and the portion of the Chalon Estates land holdings north of Everstone
residential uses up to 100 units per hectare and a floor space ratio of 1. The Neighbourhood Commercial designation as shown on the Land Use Map shall function as a multi-use, community focal point to be planned and developed as a unit. It is recognized that while the Neighbourhood Commercial designation is comprised of three distinct land areas around the intersection of Street A and Street B, permitted uses may be mixed or developed independently within any of the three land areas. The amount of gross leasable commercial floor space for the entire designation shall range from a minimum of 5000 square metres to a maximum of 13,500 square metres and may be developed in phases.

5. NATURAL ENVIRONMENT AND PARKS

5.1 That park dedication in the amount of 5 percent of the total of all land being developed be required for development or subdivision of land for residential and institutional purposes.

5.2 That park dedication in the amount of 2 percent of the total of all land being developed be required for the development or subdivision of land for commercial purposes.

5.3 That where parks or eligible open space areas are to be provided on lands other than those subject to a particular development application, as determined by the Land Use Map, the City of Kitchener may require a cash in lieu dedication in the amount of 5 percent for residential and institutional development and 2 percent for commercial development.

5.4 That all hazard lands and wetlands, including specified buffers, shall be reserved from development. These lands shall not be accepted towards fulfillment of the required parkland dedication as set out above.

5.5 That open space linkages be established between the Strasburg Creek, Doon South Creek and Blair Creek subwatersheds to provide recreational opportunities for residents, visual amenities for communities, and to provide habitat and suitable movement corridors for small wildlife. These linkages shall, where feasible, make use of upland woodlots, Environmentally Sensitive Policy Areas, hedgerows, storm water management areas, and the vegetation within and adjacent to the Scenic Road Community Trail Network.
3. INSTITUTIONAL

3.1 That Neighbourhood Institutional uses be located as shown on the Land Use Map. Permitted uses shall include elementary schools, religious institutions, day care facilities, small residential care facilities, single detached dwellings, semi-detached dwellings, duplex dwellings and street townhouse dwellings.

3.2 That a public elementary school site of approximately 3 hectares be located on the north side of Street F adjacent to Tilt Drive. Should the designated school site be declared surplus in the future, alternate land uses will be restricted to other permitted Neighbourhood Institutional uses.

4. COMMERCIAL AND BUSINESS PARK

4.1 That Convenience Commercial facilities be located as shown on the Land Use Map.

4.2 That the Restricted Business Park category permit a full range of business uses together with accessory retail and office components. Those uses which benefit from the high exposure of this area to Highway 401 will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development. Uses considered to be incompatible with high exposure business park locations and adjacent residential areas, including those uses which emit noise, odour or other pollutants, shall be prohibited.

4.3 That any business park uses to be located adjacent to an existing or designated residential areas shall be planned with adequate separation and buffering between the two uses.

4.4 That the Service Commercial category shall permit service commercial and office uses as well as computer, electronic or data processing businesses, research and development establishments, and scientific, technological or communications establishments. Those uses which benefit from the high exposure of this area to Highway 401 and Homer Watson Boulevard will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development.

4.5 That the Neighbourhood Commercial category shall permit a broad range of retail, commercial, office and institutional uses as well as multiple
vehicular traffic.

2.5 That multiple residential sites be encouraged where there is direct access to public transit service and where natural features such as topography, woodlots or recharge areas would be best accommodated or preserved by development with fewer buildings and minimal site coverage rather than development with one or two unit dwellings which require extensive site coverage.

2.6 That multiple residential uses, including street townhouse, be permitted within the Neighbourhood Commercial designation to a maximum density of 100 units per hectare and a maximum floor space ratio of 1.0. The maximum height shall be 18 metres or six storeys. Where development is proposed at or near the maximum height, consideration shall be given to maintaining views from the Neighbourhood Park located at the intersection of Street C with Street D as well as the preservation of visual skylines from the Upper Doon Heritage Conservation District.

2.7 That private home day care, home businesses and small residential care facilities shall be permitted within all residential land use categories.

2.8 That within the Limited Service Residential designation located south of New Dundee Road, passive recreational uses and facilities which are private or open to members only may be permitted provided that they are compatible with limited service residential uses and conserve the functions and features of E.S.P.A. 39 and the provincially significant wetlands. Permitted outdoor recreational uses shall include commercial riding stables, equine boarding services, tennis, lawn bowling, shuffle board, swimming pools, and horse shoe pits. Recreational uses which shall not be permitted include snowmobiling, trail biking, go-carting, arcades, miniature golf, golf driving ranges, water slides, wave machines, amusement parks and other similar uses.

All such development envisioned by this policy shall only be permitted subject to the approval of an Environmental Implementation Report in accordance with the Doon South Greenspace Management Plan and will be subject to site plan or subdivision approval. Circulation and consultation with property owners within 500 metres shall occur on any recreational development proposal prior to consideration for approval by City Council.
1.7 That buried services within Phase 1 shall be of sufficient capacity to accommodate Phase 2 lands should it prove necessary through the outcome of the Blair, Bechtel and Baumen Creeks Subwatershed Study.

1.8 That the widely recognized, publicly accessible and panoramic views obtained from the Neighbourhood Park located at the intersection of Street C with Street D be considered in any decisions regarding the placement, height and massing of new buildings and structures within the Doon South Community. Further, that new development give consideration to the creation of new views and vistas through road layout, use of natural topography, preservation of environmental and cultural features, and the strategic siting of new community landmarks.

1.9 That notwithstanding the Low Density Residential designation given to the Caryndale settlement located east of Caryndale Drive and north of Street E, existing undeveloped lots and blocks of record may develop with private individual sanitary services subject to the approval of the Regional Medical Officer of Health.

2. RESIDENTIAL

2.1 That the Low Density Residential category permit single detached, semi-detached, duplex, street townhouse and multiple dwellings at a maximum net residential density of 25 units per hectare.

2.2 That the Multiple Residential category permit street townhouse and multiple dwellings at a net residential density range of 26 to 60 units per hectare.

2.3 That the Limited Service Residential category permit single detached, semi-detached and duplex dwellings with private septic systems and piped municipal water services as specified in the City's Municipal Plan on an individual site basis. The creation of new lots shall not be permitted within the Limited Service Residential designation until the completion of the Blair, Bechtel and Baumen Creeks Subwatershed Study and the resolution of density and servicing issues for Phase 2 of the Community.

2.4 That no new residential lots be created which require direct vehicular access to Stauffer Drive or those portions of Tilt Drive, Groh Drive and Reidel Drive which are shown on Map 1 as part of the Scenic Road Community Trail Network and which are scheduled to be closed to
RECOMMENDATIONS

The following policies will guide the development of the Doon South Community. They will provide the basis for the evaluation of proposals for the future development of the area.

1. GENERAL POLICIES

1.1 That the Doon South Community Plan shall conform to and implement the Regional Official Policies Plan and the City of Kitchener Municipal Plan.

1.2 That the Doon South Community Plan Land Use Map shall comprise the land use plan for the Community.

1.3 That development within the Doon South Community shall conform to all applicable development and implementation standards adopted by the City of Kitchener. Exceptions may be considered where feasible to implement specific urban design proposals which incorporate the unique topographic and cultural characteristics of the Doon South Community.

1.4 That as a condition to any Draft Plan of Subdivision, any alteration, filling or construction within a watercourse, flood plain, pond or wetland will require a "Fill, Construction and Alteration to Waterway Permit" from the Grand River Conservation Authority prior to any grading or construction and prior to the registration of plans of subdivision.

1.5 That the Net Residential Density be calculated by dividing the number of residential units by the area of residential land. Residential land excludes all E.S.P.A. areas and hazard lands but includes all internal roads, one half of bounding roads and one quarter of boundary intersections but does not include bounding trunk roads.

1.6 That through the Blair, Bechtel and Baumen Creeks Subwatershed Study, the City of Kitchener and the Regional Municipality of Waterloo will explore alternative servicing options and increased residential densities for the lands designated Limited Service Residential within Phase 2 of the Doon South Community. However, the pending resolution of servicing and density issues for Phase 2 shall not preclude the processing of plans of subdivision on lands within the Blair Creek subwatershed but designated within Phase 1 of this Community Plan.
INTRODUCTION

The Doon South Community is a large, mostly undeveloped area of land located in the southernmost portion of the municipality. The community plan area encompasses three subwatersheds with the largest portion of developable land lying within the Doon South Creek subwatershed. However, sizeable amounts of land lie within the Strasburg Creek subwatershed to the north and west as well as to the Blair Creek subwatershed to the south and west. Together, the three creek valley systems contain an array of provincially significant wetlands providing both sensitive habitats and significant hydrologic functions. These creek and wetland systems are augmented by a number of significant upland natural areas on adjacent table lands. The Doon South Community Plan seeks to establish a continuous linked open space network comprising the above features, and to integrate this network within the future residential community in a sustainable manner.

In addition to the array of significant natural features, the Doon South Community is characterized by rolling topography and the presence of many cultural and heritage features associated with early settlement of the Kitchener (Doon) area. Among these cultural and heritage features are the adjacent village of Upper Doon (designated as a Heritage Conservation District) including various individual dwellings associated with pioneer settlers, the Stauffer Log Cabin on Tilt Drive, as well as a network of scenic roads. The preservation and integration of these cultural and heritage features is a primary objective of the Doon South Community Plan.

The Community Plan identifies two separate phases, based on development constraints and servicing issues. The first phase of the community is intended to develop with complete municipal services, at normal residential densities. The second phase is presently designated by the City of Kitchener Municipal Plan for Limited Service Residential development. All development within the second phase is presently intended to develop on individual private septic systems and piped municipal water with recognition that other municipal services, including transit, may not be available.

Land use densities and servicing options for the second phase of the Doon South Community Plan will be explored by the City of Kitchener and the Regional Municipality of Waterloo in conjunction with the Blair, Bechtel and Baumen Creeks Subwatershed Study. Amendments to the City of Kitchener Municipal Plan and the Doon South Community Plan may be undertaken in the future in order to implement the recommendations of that subwatershed study.
DOON SOUTH
COMMUNITY PLAN

THIS REPORT WILL BE DISCUSSED ON MARCH 17, 1997 AT PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE MEETING

PD 97/16
City of Kitchener
Department of Planning and Development
February, 1997
APPENDIX 3

Minutes of City Council Meeting - March 24, 1997

B. That City Council approves Municipal Plan Amendment MP 97/1/D/UM (Doon South Community), with the revised Schedule "A" dated March 5, 1997, being an amendment to the Kitchener Municipal Plan to:

(i) revise Map 5 - Land Use by refining the delineation of the Open Space, Low Rise Residential, Limited Service Residential and Neighbourhood Commercial districts within Doon South, as shown on Schedule "A";

(ii) revise Map 4 - Transportation by deleting the transportation network within Doon South and replacing it with the revised transportation network, as shown on Schedule "B"; and,

(iii) add the following new policy 15) to Part 3, Policy 12.5:

"Further to Part 2, Section 7.5.2, in order to reduce development impacts on other significant natural, cultural and heritage features, a new local road crossing of the Doon South Creek provincially significant wetland complex shall be permitted west of Till Drive and north of the proposed West-South Collector Road. Construction of this road crossing shall be subject to the preparation of appropriate environmental and design studies which emphasize mitigation but shall not be subject to further review of alternatives."

It is the opinion of the Committee that approval of this Amendment to the City's Municipal Plan is proper planning for the City.
APPENDIX I

Notice of Public Meeting of Kitchener Committee of Council Dealing with Planning and Economic Development Matters

Advertised in the K-W Record - February 14, 1997

CITY OF KITCHENER
PUBLIC NOTICES

COMMITTEE OF COUNCIL DEALING WITH PLANNING MATTERS INVITES PROPERTY OWNERS AND INTERESTED PARTIES TO ATTEND A PUBLIC MEETING TO DISCUSS A PROPOSED AMENDMENT TO THE CITY OF KITCHENER MUNICIPAL PLAN UNDER SECTIONS 17 AND 21 OF THE PLANNING ACT, 1996

DOON SOUTH COMMUNITY

The purpose of the proposed Municipal Plan Amendment is to accomplish the following:

(a) establish the extent of the Open Space district within the Doon South area based on the recommendations of the Doon South Credit Redevelopment Master Plan, the Drayton, Nithdale and Beaverton Creek Subwatershed Master Plan, and detailed environmental review undertaken as part of the community planning process;

(b) establish a new Collector Road network within the Doon South area based on the recommendations of the Doon South Credit Redevelopment Master Plan, the Doon South Credit Redevelopment Plan, and the community planning process;

(c) establish a local road crossing of the Doon South Credit previously significant road

(d) revise the Local Area Plan and the Regional Plan as shown on Map 6 - Transportation and Area E - Land Use respectively of the Kitchener Municipal Plan and set out in Regional Council's approval of the Kitchener Municipal Plan.

The Public Meeting will be held at 6:00 p.m. at the meeting of COMMITTEE OF COUNCIL DEALING WITH PLANNING MATTERS on MARCH 17, 1997 at 6:00 p.m. in the Council Chambers, City Hall, 300 King Street West, Kitchener.

Any person may attend the Public Meeting and make written and/or verbal representations either in support of, or in opposition to, the proposed Municipal Plan Amendment. If a person or group of persons wishes to make oral representations at the public meeting of such written submission to the City prior to the adoption of the Amendment by City Council, the Ontario Municipal Board may consider the proposal.

ADDITIONAL INFORMATION relating to the proposed Municipal Plan Amendment and Existing Bylaw is available for inspection between 9:30 a.m. and 4:30 p.m. at the Department of Planning and Development, 358 Pears, City Hall, 229 King Street West, Kitchener.

Larry MacKenzie, MCLP, RPP
Intermediate Planner

361-2001 (705) 326-2430

Title of Subject Land

[Map of Doon South Community showing the proposed area of amendment]
Subwatershed Study and provides for reduced impact on significant vegetation.

- It provides significant opportunities to rehabilitate and enhance Doon South Creek both at the proposed crossing location as well as at the existing Tilt Drive crossing.

SECTION 4 - THE AMENDMENT

The Municipal Plan for the City of Kitchener is hereby Amended as follows:

1) Map 5 - Land Use is revised by refining the delineation of the Open Space, Low Rise Residential, Limited Service Residential and Neighbourhood Commercial districts within Doon South, as shown on Schedule "A" attached.

2) Map 4 - Transportation is revised by deleting the transportation network within Doon South and replacing it with the revised transportation network, as shown on Schedule "B" attached.

3) Part 3, Policy 12.5 is amended by adding the following new policy, 12.5.iii:

"iii) Further to Part 2, Section 7.5.2, in order to reduce development impacts on other significant natural, cultural and heritage features, a new local road crossing of the Doon South Creek provincially significant wetland complex shall be permitted west of Tilt Drive and north of the proposed West-South Collector Road. Construction of this road crossing shall be subject to the preparation of appropriate environmental and design studies which emphasize mitigation but shall not be subject to further review of alternatives."

SECTION 5 - IMPLEMENTATION AND INTERPRETATION

The provisions of the Municipal Plan of the City of Kitchener regarding the implementation and interpretation of that Plan shall apply to this Amendment.
proposed new road crossings of that road. One local road crossing is recommended to cross Tilt Drive and provide access to the Hallman Brierdale lands through the Monarch lands to the east. However, to allow development of the Hallman Brierdale lands, a second means of access must be provided. Provision for a second means of access from the south would allow development to occur but reduce the development impacts on Tilt Drive. This road would cross Doon South Creek at a recognized "least impact" location and connect with the proposed West-South Collector Road. Policies are also be included within the Doon South Community Plan to require rehabilitation and enhancement of Doon South Creek in conjunction with the proposed road crossing.

In its efforts to balance all of the environmental, social and cultural issues in the development of a Community Plan, a new local road crossing of Doon South Creek is proposed immediately to the west of Tilt Drive. This proposal was made after weighing the benefits of avoiding another creek crossing with the potential impact on the scenic road network, the cultural resources, other undesignated but high quality natural areas, and the overall transportation system within the Doon South Community. With acceptance of this recommendation, a number of opportunities arise to rehabilitate and enhance Doon South Creek both at the proposed crossing location and at the existing Tilt Drive crossing.

A number of policy requirements must be addressed before any recommendation for a new road right-of-way may be approved within a provincially significant wetland. The City of Kitchener Municipal Plan, in conformity with the provincial wetlands planning policy statement requires that new municipal infrastructure be located outside of provincially significant wetlands wherever possible.

In addition to the City of Kitchener Municipal Plan, a number of policy requirements are also contained within the Regional Official Policies Plan. The Regional Plan requires that where the construction of a new road right-of-way is proposed within or adjacent to a provincially significant wetland, the submission of an Environmental Impact Statement (E.I.S.) or other appropriate study must be submitted for approval. However the R.O.P.P. also specifies that where alternative environmental reviews are being undertaken as part of a comprehensive planning process, an Environmental Impact Statement will not be required provided the environmental review fulfils requirements such Environmental Impact Statement. The requirements for the E.I.S. would be similar to those required by the City of Kitchener Municipal Plan.

The detailed review of impacts and alternatives conducted through the Community Plan and the Greenspace Management Plan process, together with the detailed environmental study completed with the Doon South Creek Subwatershed Study is intended to satisfy the policy and review requirements of an "alternative study" as required by Policy 3.2.6 of the Regional Official Policies Plan.

The proposed creek crossing location is identified in the Doon South Creek Subwatershed Management Plan as a "least impact" crossing location. The subwatershed study focused
the Upper Doon Heritage Conservation District Plan. This designation relates not only to
the roadway itself, but also landforms and vegetation immediately abutting the right-of-way.

The Kitchener Municipal Plan recognizes several roads within the Doon South Community
as being "potential" scenic roads. These roads are Stauffer Drive, Reidel Drive, Groh Drive,
the westerly leg of Dodge Drive between Groh Drive and New Dundee Road, and Pinnacle
Drive between the northerly leg of New Dundee Road and Pine Hill Place. The Municipal
Plan indicates that these roadways would be studied prior to potential recommendations
regarding designation as Scenic Roads.

The concept of a network of "Scenic Roads" was also included within the Doon South-
Brigadoon Transportation Network and Corridor Study. The specific objectives of the Doon
South Scenic Roads Study as required by City Council in its resolution with respect to the
Doon South Brigadoon Transportation Network and Corridor Study were:

- Develop criteria for the designation of scenic roads.
- Determine the planned functions of scenic roads in the Doon South Community and
  in particular, roadway volumes, geometrics, and vehicular and pedestrian safety.
- Integration of the scenic road functions and the Stauffer Log Cabin with the
  surrounding Doon South Community. This to include future land use, collector and
  local roadway pattern, landscape and tree saving plans, subdivision and development
  controls, etc.
- Integration of the recommendations of the Doon South Creek Subwatershed
  Management Plan and the Doon South Greenspace Management Plan.

After a comprehensive review of the proposed scenic roads in relation to other community
planning issues, it is recommended that Tilt Drive, Stauffer Drive and the upper portions of
Groh Drive and Reidel Drive be designated as "Scenic Roads" on Map 4 of the Municipal
Plan, be closed to vehicular traffic and be incorporated into the City’s community trail
system. The roads and vegetation immediately abutting the rights-of-way should be
preserved in their existing state and, where necessary, enhanced through replanting and
acquisition of lands immediately abutting the rights-of-way. It is also proposed that corridor
specific enhancement schemes would be devised to address interim road maintenance,
ultimate trail maintenance, timing for road closures, and identification of areas in need of
vegetative enhancement.

The remaining portion of Reidel Drive was considered in the evaluation of the proposed
scenic road network but was discounted due to long term plans to use the Reidel Drive
right-of-way for the future extension of Strasburg Road. Strasburg Road is proposed to be
constructed as a Secondary Arterial Road with a right-of-way of 26 metres. This would
inhibit the preservation of the existing Reidel roadway as well as most existing landforms
the natural resources within the subwatershed and presents an overall management plan to ensure protection of those resources as development proceeds. A key component of the report was to fulfill the requirements of a Comprehensive Environmental Impact Study as required by the Provincial Wetlands Planning Policy Statement and accomplish three things. These were:

- Identify the level and scope of future studies required for development of lands adjacent to the provincially significant wetland complex.
- Incorporate a Transportation Corridor Study to preferred locations for crossings of woodlots and wetland areas.
- Conduct a Sanitary Trunk Sewer Routing Study to identify the approximate route of the future Doon South Trunk Sanitary Sewer.

The final subwatershed study identified the most appropriate locations for transportation and other infrastructure crossings of the creek and wetland systems and set out general recommendations for environmental protection and overall stormwater management. These recommendations formed a basis for the development of the Doon South Community Plan and provided detailed direction for the preparation of environmental reviews during the development approvals process.

3.4 Community Plan Review

3.4.1 Doon South Greenspace Management Plan

Among the various recommendations of the Doon South Creek Subwatershed Study was for the City to undertake a Greenspace Management Plan for the area in conjunction with the preparation of a new Community Plan. The specific objectives identified in the Doon South Creek Subwatershed Study are as follows:

- Develop a conceptual plan for the enhancement of Doon South Creek and the riparian vegetation in the vicinity of Tilt Drive and certain tributaries.
- Develop a conceptual plan for the enhancement of the linkage of Topper Swamp to Doon South Creek.
- Address the issue of sustainable community access to the natural area, including the development of a trail network.
- Determine the status, and develop a management strategy for, the woodlot located to the northeast of the intersection of Caryndale Drive and Stauffer Drive.
In addition to the array of significant natural features, the Doon South Community is characterized by the presence of many cultural and heritage features associated with the early settlement of the Kitchener (Doon) area. Among these cultural features are the Stauffer Log Cabin on Tilt Drive, various other structures identified on the City's Inventory of Heritage Buildings and a network of high quality scenic roadways. In addition, the Upper Doon Heritage Conservation District, comprising a number of individual dwellings associated with the pioneer settlers, abuts the Doon South community plan area immediately to the north.

3.2 Existing Planning Policy Framework

The Doon South area has been designated for urban development within both the Regional Official Policies Plan and the former Kitchener Official Plan for many years. Many of the significant environmental and heritage features of the area were designated for development within the former Official Plan and those designations were further refined in the existing 1978 Doon South Community Plan. In addition to the above, the entire length of Tilt Drive and abutting lands comprise part of the Upper Doon Heritage Conservation District Plan.

In 1994 the City adopted the new Kitchener Municipal Plan to replace the former Official Plan. However, at the time the Municipal Plan was adopted by City Council, the Doon South Creek Subwatershed Study and the Doon South-Brigadoon Transportation Network and Corridor Study had only recently been completed and detailed open space boundaries and road networks within Doon South had not yet been determined. Accordingly, areas within the Doon South Community, as shown on Map 4 - Transportation and Map 5 - Land Use, were deferred pending the resolution of land use and transportation issues in accordance with new provincial, regional and municipal planning policies. Subsequent to the adoption of the Municipal Plan, the City embarked upon a community planning process to resolve the specific planning issues and establish a new Community Plan for the Doon South area.

After more than two years of significant landowner, resident and public agency input, a new Community Plan for Doon South has been prepared. This Amendment will incorporate the detailed land use boundaries and road alignments established through the Community Plan process, thereby allowing for implementation of the Community Plan, the Subwatershed Study and the Doon South-Brigadoon Transportation Network and Corridor Study. This Amendment will also resolve Deferrals 2(d) and 3(c) as set out in Regional Council’s approval of the Kitchener Municipal Plan.
AMENDMENT NO. 4 TO THE MUNICIPAL PLAN
OF THE CITY OF KITCHENER

DOON SOUTH COMMUNITY

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AMENDMENT NO. 4 TO THE MUNICIPAL PLAN
OF THE CITY OF KITCHENER

DOON SOUTH COMMUNITY

(MP 97/1/D/LM)
BY-LAW NUMBER 97-63

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to adopt Amendment No. 4 to the Municipal Plan - Doon South Community)

The Council of The Corporation of the City of Kitchener in accordance with the provisions of Section 21 of The Planning Act, R.S.O. 1990, c.P13 hereby enacts as follows:

1. That Amendment No. 4 to the Municipal Plan for the City of Kitchener, consisting of the attached map(s) and explanatory text, is hereby adopted.

2. The Clerk is hereby authorized and directed to make application to The Regional Municipality of Waterloo for approval of Amendment No. 4 to the Municipal Plan of the City of Kitchener.

3. This By-law shall come into force and take effect on the day of final passing thereof.

PASSED at the Council Chambers in the City of Kitchener this 14th day of April, A.D. 1997.

Mayor

DEPUTY Clerk
The attached map(s) and explanatory text, constituting Amendment No. 4, to the Municipal Plan of the City of Kitchener, was prepared by The Corporation of the City of Kitchener under the provisions of Section 21 of The Planning Act, R.S.O. 1990, c.P13, on the 14th day of April 1997.

Mayor

DEPUTY Clerk

This Amendment was adopted by The Corporation of the City of Kitchener by By-law Number 97-63 in accordance with Section 21 of The Planning Act, R.S.O. 1990, c.P13 on the 14th day of April 1997.

Mayor

DEPUTY Clerk
Municipal Plan Amendment No. 4
to the
Municipal Plan
of the
City of Kitchener Planning Area

Amendment No. 4 to the Municipal Plan of the City of Kitchener which has been adopted by the Council of the City of Kitchener, is hereby modified and approved in part in accordance with Sections 17 and 21 of the Planning Act, R.S.O. 1990, c. P. 13 as amended, and By-law 95-028, as amended of the Regional Municipality of Waterloo as follows:

A) Save an except the following for which no decision has been made:

Deferrals 1, 2, and 3: Map 5 - Land Use Plan

That the decision relating to the Limited Service Residential designations applied to portions of Environmentally Sensitive Policy Area No. 33 (Deferral 1) and the Blair Creek Provincially Significant Wetland Complex and Creek Corridor (Deferrals 2 and 3), as illustrated on the attached Schedule ‘A’, deferred until such time as the Regional Municipality of Waterloo approves a Detailed implementation plan for the Blair, Bechtel and Bauman Creeks Subwatershed Plan, and the city of Kitchener has adopted a comprehensive Municipal Plan Amendment to implement the subwatershed plan.

B) With such modifications being:

Modification 1: Map 5 - Land Use Plan

That the Low Rise Residential designation applied on properties located on the west side of Pinnacle Drive between New Dundee Road (Regional Road No. 12) and the southern boundary of Draft Plan of Subdivision Application 30T-95025 (9134612 Ontario Incorporated) is hereby deleted and replaced with Limited Service Residential as illustrated on the attached Schedule ‘A’.

January 13, 1998
Approval Date

[Signature]
Commissioner of Planning and Culture

February 3, 1998
Date Approval in Effect

[Signature]
Regional Clerk

CERTIFIED TO BE A TRUE COPY
Doon South Community Plan

Appendix 6

Municipal Plan Amendment No. 4
On motion, the meeting adjourned at 7:00 p.m.

L.V. Neil, AMCT
Assistant City Clerk
"That Demolition Control Application DC 95/7/WRM (Region of Waterloo) requesting approval for the demolition of a single-family dwelling located at 265 Weber Street legally described as Part Lot 22, Registered Plan 131 be approved.

It is the opinion of the Committee that approval of this application is proper planning for the City."

10. **PD 97/10 - DOWNTOWN RETAIL ACTION PLAN**

The Committee was in receipt of Planning and Development Staff Report PD 97/10 dated February 25, 1997 dealing with the Downtown Retail Action Plan.

Mr. B. Stanley advised that staff had nothing further to add to the report under consideration.

Councillor M. Wagner suggested deferral to the next meeting of the Committee due to insufficient time remaining to discuss the report this date.

On motion by Councillor M. Wagner:

It was resolved:

"That consideration of Planning and Development Staff Report PD 97/10 (Downtown Retail Action Plan) be deferred and referred to the April 7, 1997 Planning and Economic Development Committee meeting."

11. **1996 ANNUAL REPORT OF DEPARTMENT OF PLANNING AND DEVELOPMENT**

The Committee was in receipt of the Department of Planning and Development Annual Report for the year 1996.

Mr. T. McCabe suggested that if the Committee did not wish to address issues in the report, it at least refer the 'enforcement section' to a future Committee meeting for a staff presentation.

On motion by Councillor B. Vrbanovic:

It was resolved:

"That the 1996 Annual Report of the Department of Planning and Development be tabled and considered at the April 7, 1997 Planning and Economic Development Committee meeting."

12. **UNFINISHED BUSINESS LIST OF ITEMS AND STATUS**

Mr. T. McCabe advised that a list of unfinished business was included with the agenda in accordance with Council's request that such list be provided to the Committee on a quarterly basis. Mr. McCabe requested that the Committee take note of the format of the list that includes subject, referral date, staff responsible, and status of each item.

13. **LOCATION OF FORMER WASTE DISPOSAL SITES**

Mr. T. McCabe submitted a list of the locations of former waste disposal sites in accordance with a request made earlier.

14. **REGIONAL AIRPORT PROPOSED NEF CONTOURS / GRAND RIVER SOUTH RESIDENTIAL DEVELOPMENT**

Mr. T. McCabe circulated a copy of a letter dated March 5, 1997 from Paul Grespan of McCarver Grespan Robson Beynon that was addressed to Mr. Paul Mason, Regional Municipality of Waterloo. The letter advises that the law firm is acting for several developers in the Grand River South Area of Kitchener and Mr. McCabe commented that it represents a reaction to the Region's proposals regarding NEF contours for the Regional Airport and the suspension of the Grand River South approval process.

15. **ADJOURNMENT**
9. **PD 97/15 - 265 WEBER STREET WEST**
   - **DEMOLITION CONTROL APPLICATION DC 96/7A/WRM**
   - **REGION OF WATERLOO - BRIDGEPOR-NORTH WARD**

The Committee was in receipt of Planning and Development Staff Report PD 97/15 dated January 17, 1997. The report pertains to a Demolition Control Application submitted by the Region of Waterloo with respect to the property known municipally as 265 Weber Street West.

It was noted in the report that the applicant proposes to demolish a derelict, vacant single family dwelling and that after demolition the property will be left in an undeveloped state. It was also pointed out in the report that the Region is acting as the agent for the owner of the property and that the Region would like to leave the property vacant after demolition so that the eventual widening of Weber Street will be easily accommodated. The property is not affected by the Rental Housing Protection Act or the Ontario Heritage Act. The issues that staff considered with respect to this application were listed in the report.

Mr. B. Stanley advised that staff had nothing further to add to the report under consideration.

No delegations were registered respecting this matter.

On motion by Councillor G. Lorentz -

it was resolved:
Plan be amended as follows and approved by City Council:

That the Director of Traffic and Parking be directed to immediately initiate the process to temporarily close Doon Village Road at an appropriate location, with the impacts of such closure to be reviewed after one year, and further.

That the Director of Traffic and Parking be requested to undertake a further analysis of traffic patterns affecting the Village of Upper Doon and possible alternative closures of Doon Village Road be considered with subsequent stages of development within Doon South."

On motion by Councillor T. Galloway -
It was resolved:

"That the Department of Planning and Development be directed to revise the proposed Doon South Community Plan - Land Use Map as included in PD 97/16 to reflect the extent of the Limited Service Residential designation as set out in Draft Plan of Subdivision Application 307-95025."

On motion by Councillor T. Galloway -
It was resolved:

"That City Council supports the construction of the Doon Village Road Diversion between Bechtel Drive and Tilt Drive as a high priority within the 1999 Capital Work Program and requests the City Clerk to convey this position to the 1996-2000 Council."

On motion by Councillor M. Yentz -
It was resolved:

"That the property known municipally as 508 New Dundee Road be removed from "Schedule 3 - Heritage Resources" of the Doon South Community Plan."

On motion by Councillor T. Galloway -
It was resolved:

"That the Department of Planning and Development be requested to amend the Doon South Community Plan - Land Use Map to reflect the approved boundaries of the Upper Doon Heritage Conservation District."

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/D/LM
--- CITY OF KITCHENER INITIATED - SOUTH WARD (CONT'D) ---

On motion by Councillor M. Wagner -
It was resolved:

"That the following be added as a policy in the Doon South Community Plan:

"That due diligence be exercised with regard to possible archaeological issues relative to the Fisher Residence on Oregon Drive and the Stuffer log house on Tilt Drive, when potential development of those properties is under consideration."

8. PD 97/12 - RESURRECTION DRIVE AT UNIVERSITY AVENUE
- ZONE CHANGE APPLICATION ZC 96/39/R/PB
--- MONARCH CONSTRUCTION LTD. - WEST WARD ---

The Committee was advised that the Department of Planning and Development was in receipt of an application from Monarch Construction Limited to rezone lands located at the southwest corner of Resurrection Drive and University Avenue across from Resurrection High School. The property is currently vacant and zoned Convenience Commercial (C-1) and the zoning change proposed is to Residential (R-4) in order to facilitate the development of six single detached dwellings. As well,
Road be recognized as major traffic corridors potentially generating significant amounts of noise.

10.2 That site plans, acoustical barriers, architectural design and building construction features be used in attenuating noise impact.

It is the opinion of this Committee that the approval of this Community Plan is proper planning for the City and is in conformity with a recommended Amendment (Doon South Community) to the City's Municipal Plan.*

On motion by Councillor T. Galloway -
be it resolved:

"That the Department of Planning and Development be directed to revise the Doon South Community Plan - Land Use Map as included in PD 97/16 to reflect the existing Municipal Plan land use designations within Phase 2 of the Doon South Community Plan."

On motion by Councillor T. Galloway -
be it resolved:

"That no action be taken on Clause 1 of the Environmental Committee Response to PD 97/16 - Doon South Community Plan."

On motion by Councillor T. Galloway -
be it resolved:

"That no action be taken on Clauses 2 and 4(b) of the Heritage Kitchener Response to PD 97/16 - Doon South Community Plan, and further,

That the following be added to PD 97/16 Doon South Community Plan:

a) "That the natural topography, vegetation, scenic vistas and historical features of Doon South be retained in their natural state to the greatest degree possible and incorporated into subdivision design and development", and further,

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1
CITY OF KITCHENER INITIATED - SOUTH WARD (CONT'D)

b) That the remainder of Griffin Drive, from Street 'H' to Dodge Drive, as shown on the 'Doon South Community Plan Land Use Map', be designated as a scenic road, and further,

"That the following corrections and additions be made to "Schedule 3 - Heritage Resources", of PD 97/15 Doon South Community Plan:

(a) 320 Dodge Drive be changed to 320 Dodge Drive
(b) 388 New Dundee Road be changed to 388 New Dundee Road
(c) 828 New Dundee Road be changed to 628 New Dundee Road
(d) 1478 New Dundee Road, 1 Oregon Drive, 103 Dodge Drive and 371 Dodge Drive be added to the inventory of Heritage Buildings and "Schedule 3 - Heritage Resources."

On motion by Councillor T. Galloway -
It was resolved:

"That Clause 3 of the Heritage Kitchener Response to PD 97/16 - Doon South Plan be considered adopted by the City of Kitchener."
following the completion of the Blair, Betchel and Bauman Creeks Subwatershed Study.

8.3 That the Doon South Creek Subwatershed Management Plan and the Strasburg Creek Master Watershed Study be the guiding documents for servicing, storm water management and environmental protection within Phase 1 of the Doon South Community.

8.4 That the Blair, Betchel and Bauman Creeks Subwatershed Study become the guiding document for servicing, storm water management and environmental protection within Phase 2 of the Doon South Community and within those parts of Phase 1 which are located within the Blair Creek subwatershed.

8.5 That storm water management practices in the Doon South Community be in compliance with the "Interim Storm Water Management Guidelines for New Development" and "Stormwater Management Practices, Planning and Design Manual" documents published by the Ontario Ministry of Environment and Energy in 1994. The design of storm water management facilities shall also be in accordance with the City's "Design Principles for Storm Water Management Facilities, August 1996."

8.6 That the exact location and detailed design of the Doon South Trunk Sanitary Sewer be determined in conjunction with the subdivision approvals process under the Planning Act or, if necessary, by the Municipal Class Environmental Assessment process under the Environmental Assessment Act.

8.7 That with the approval of Ontario Hydro and the City of Kitchener, the Ontario Hydro corridor be used in conjunction with adjacent uses in accordance with the attached Land Use Map.

9. HERITAGE RESOURCES

9.1 That recognition be given to the Upper Doon Heritage Conservation District, including the entire length of Till Drive, and consideration to these features be given in the design, siting and massing of development on abutting lands.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/D/L/M
- CITY OF KITCHENER INITIATED - SOUTHWARD (CONT'D)

9.2 That properties listed on the municipal data base of heritage resources and identified on Schedule 3, "Heritage Structures," be subject to Policies 5.3.14 and 5.3.15 of the City of Kitchener Municipal Plan. Accordingly, a Heritage Impact Assessment shall be required to be approved prior to or concurrent with issuance of draft plan approval in conformity with the City's process dealing with the conservation of heritage resources within the plan of subdivision process. The required Heritage Impact Assessment shall be completed in accordance with the City of Kitchener Heritage Impact Assessment Guidelines and will identify a recommended strategy for the conservation of the heritage resource.

9.3 That in accordance with Policy 5.3.17 of the City of Kitchener Municipal Plan, consideration will be given to the effects of public works on all heritage resources, including the scenic road corridors identified on the Land Use Map.

10. NOISE

10.1 That Highway 401, Homer Watson Boulevard, Strasburg Road and New Dundee
as part of the development approval process and will conform to the general recommendations of the Doon South Scenic Roads Study and Greenspace Management Plan.

6.19 That in the development of a transportation network, consideration be given to all forms of transportation including walking, cycling, public transit and the automobile. This will be accomplished through measures such as:

- The creation of street networks and pedestrian links suitable to alternate transportation modes.
- The use of site planning and urban design techniques to foster attractive pedestrian streetscapes and environments.
- Minimizing walking distances between housing, schools, transit stops, parks, open space and other local destinations.

7. PUBLIC TRANSIT

7.1 That public transit in Phase 1 of the Doon South Community be recognized as essential. Accordingly, community design shall consider the City's "Guidelines for the Design of New Residential Development with Respect to the Provision of Transit Service".

7.2 That future development in the area recognize the proposed future transit routing for Doon South as shown on Schedule 2, "Proposed Transit Service". Interim transit routes will be determined at the time of subdivision review until such time as the ultimate transportation system is constructed. Where feasible, land uses, local streets and primary walk links and bridges will be designed such that 95 percent of development is within 450 metres of transit service.

7.3 That the ultimate transit routing identified on Schedule 2, "Proposed Transit Service", be based on a community transit route within the Doon South area connecting to a timed transfer terminal.

7.4 That site design in Doon South have regard for convenient and safe pedestrian access between on street transit facilities and buildings, particularly within the Neighbourhood Commercial and multiple residential designations.

7.5 PD 97/15 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/D/LM
-CITY OF KITCHENER INITIATED - SOUTH WARD (CONTD)

7.5 That land uses generating higher transit usage such as office, commercial or institutional uses be located adjacent to transit routes.

7.6 That local streets and walkways be designed to provide convenient and direct pedestrian access to transit routes.

7.7 That it is recognized that transit service will not be available to the area within Phase 2 currently designated for Limited Service Residential development.

6. SERVICING AND UTILITIES

6.1 That all new development within Phase 1 be serviced by municipal water, sanitary and storm sewers. Development within Phase 1 will be serviced by the Doon South Trunk Sanitary Sewer or the Strasburg Creek Trunk Sanitary Sewer as determined by the natural drainage shed boundaries.

8.2 That the level and type of sanitary services within Phase 2 shall be determined
across Tilt Drive from the terminus of Street E. Further, a second temporary connection shall be permitted from the Kainman Aberdeen lands to Tilt Drive in order to provide a second means of access until such time as a permanent connection is achieved southward to connect with Street E.

6.11 That, through the review of subdivision applications for the lands west of Tilt Drive and north of Street E, the City shall seek to achieve a road system which provides an efficient and direct public transit link between Tilt Drive and Street E.

6.12 That at the time of the development of lands abutting the Scenic Road Community Trail Network, signage be erected at the developer's cost which clearly sets out the City's intention to close the affected road at some point in the future and include the right-of-way within the community trail network.

6.13 That through traffic be diverted around the village of Upper Doon by way of the Diversion of Doon Village Road (Street A) southerly to cross Strasburg Creek and Tilt Drive to connect with the extension of Doon South Drive (Street B). The exact location of the Doon Village Road Diversion crossing of Strasburg Creek will be determined by the Municipal Class Environmental Assessment process as outlined in the Environmental Assessment Act. Further, the construction of the portion of this road between Beddgel Drive and Tilt Drive will be considered as a high priority in the City's Ten Year Capital Forecast/Development Charge Fund.

6.14 That a local road crossing of Doon South Creek be permitted to the west of Tilt Drive and to the north of Street E subject to the completion of a design study for mitigation and the preparation of suitable creek enhancements in accordance with the Doon South Greenway Management Plan and the Doon South Creek Subwatershed Management Plan. The required design study shall emphasize the mitigation of expected impacts and not further review of alternatives.

6.15 That it be recognized that Street E is a proposed Major Collector Road acting to collect local traffic within Doon South as well as providing a direct link through the Doon South Community from Strasburg Road to New Dundee Road. The remainder of the collector road network shall be designed so as to discourage traffic cutting through the community while allowing route choices for internal traffic. Innovative local street networks which allow for diversity and choice of routes will be encouraged.

7. PD 87/16 - DOON SOUTH COMMUNITY PLAN
PD 87/23 - ADDENDUM TO PD 87/13
PD 87/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 87/1/D/LM
- CITY OF KITCHENER INITIATED - SOUTH WARD (Cont'd)

6.16 That portions of Pinnacle Drive, Groh Drive and Dodge Drive are recognized for their scenic qualities and shall, where feasible, be maintained with their existing alignment, width and surface treatment. Every effort will be made to maintain and conserve existing vegetation and landforms within and immediately adjacent to the right-of-way. Accordingly, new development proposals will be reviewed to ensure that impacts on these roads are minimized.

6.17 That the northernmost portion of Tilt Drive between the Doon Village Road Diversion (Street A) and existing Doon Village Road remain open to vehicular traffic in order to provide access to the village of Upper Doon. Any engineering improvements to this section of Tilt Drive will be in accordance with the Upper Doon Heritage Conservation District Plan.

6.18 That all planned new road crossings of the Scenic Road Community Trail Network be subject to specific design studies which recommend mitigative measures such as enhancement plantings, surface treatment, location of municipal services, maintenance, etc. Such studies shall be undertaken by the development proponent.
6.2 That Homer Watson Boulevard be recognized as Regional Road No. 28 and be designated as a Primary Arterial Road with a right-of-way of 45.7 metres. It is recognized that Homer Watson Boulevard is further designated as a Controlled Access - Prohibited roadway by the Regional Municipality of Waterloo.

6.3 That New Dundee Road be recognized as Regional Road No. 12 and designated as a Primary Arterial Road with a right-of-way of 30.5 metres.

6.4 That all Major and Minor Collector Roads be designed and constructed as front-lit roads accommodating on-street parking and public transit and with a standard right-of-way of 20 metres. The width of the carriageway within the right-of-way will be determined at the time of detailed road design.

6.5 That the rights-of-way for Street A and Street B be permitted to exceed the established width of 20 metres within the Neighbourhood Commercial designation at the developer's cost in order to achieve urban design objectives and attractive streetscapes.

6.6 That Reidel Drive, with the exception of that portion designated as part of the Scenic Roads Community Trail Network and proposed to be closed to vehicular traffic, shall be re-contracted as the future southward extension of Strasburg Road and shall be designated as a Secondary Arterial Road with a right-of-way of 25 metres.

6.7 That local roads be designed with a standard right-of-way of 20 metres. Reductions in accordance with Council policy will be considered for minor roads and cul de sacs.

6.8 That the portions of Tilt Drive, Stauffer Drive, Gron Drive and Reidel Drive identified on the Land Use Map as being part of the Scenic Roads Community Trail Network shall be closed to vehicular traffic and incorporated into the open space system as Community Trails. The closure of these roads will be staged in sequence with the development of abutting lands and the construction of the new collector road network as identified on the Land Use Map. The staging of such road closures will generally occur in conformity with sequence and requirements set out in Schedule 1, "Staging of Scenic Road Closures".

6.9 That the roadways within the Scenic Roads Community Trail Network identified in Policy 6.8 above may be used for access new subdivision development on a temporary basis until such time as permanent collector and local road network is in place to access such development in accordance with City policy. Where access is permitted on a temporary basis, it is recognized that such roads will be maintained as close as possible to their existing state. With the exception of new tar and chip surface treatments in keeping with the scenic road designation, no engineering improvements shall be permitted. Development proponents for abutting lands requiring temporary access to these roads shall submit a detailed road base assessment of the scenic road up to and including the intersection of Tilt Drive and Don Village Road, for the approval of the General Manager of Public Works prior to issuance of draft plan approval. The number of new residential units may be limited until permanent alternative access is provided if in the opinion of the General Manager of Public Works, after a review of the required road base assessment, the existing roadways cannot accommodate the projected increase in traffic.

6.10 That temporary vehicular access to the Hallman Aberdeen lands west of Tilt Drive may be obtained via Tilt Drive and existing Don Village Road subject to the approval of a road base assessment as identified in Policy 6.8 above. The primary permanent means of access to these lands shall be through a local road connection.
5.19 That the Environmental Implementation Report submitted by the proponent at the time of submission of development applications include an overview of tree areas. Further, prior to any site grading or tree removal, the proponent shall submit a Grading and Tree Management Plan in accordance with the City's Tree Management Policy and the Doon South Greenspace Management Plan. This plan will describe tree areas to be saved and methods by which tree areas will be protected.

5.20 That prior to grading or construction on any site, the development proponent shall prepare plans to illustrate how topsoil or silt will be prevented from entering any wetland or water body for the approval of the City's Department of Public Works in consultation with the Grand River Conservation Authority.

5.21 That development within or contiguous to any Environmentally Sensitive Policy Area shall be subject to the requirements of the Regional Official Policies Plan and the City's Municipal Plan. Accordingly, any Environmental Implementation Report required by the Doon South Greenspace Management Plan shall also satisfy the Regional policy requirements with respect to Environmentally Sensitive Policy Areas.

5.22 That the City may require the dedication of up to 5 metres of land adjacent to the designated Scenic Road Community Trail Network in order to protect and/or enhance significant existing vegetation located beyond the road right-of-way. Such land shall be considered eligible towards fulfillment of the required parkland dedication.

5.23 That, where feasible and appropriate, all terrestrial linkages/rehabilitation areas identified in the Doon South Greenspace Management Plan shall be designated as Open Space on the attached Land Use Map and shall be subject to the City's Tree Management Policy and specific management techniques as determined through the preparation of a scoped Environmental Implementation Report for abutting lands.

5.24 That the community trail network generally identified in the Doon South Greenspace Management Plan be implemented at the time of development of the lands in which the proposed community trail are located or at the time of development of lands immediately abutting the proposed community trail. Subject to appropriate amendments to the Development Charges By-law being approved by City Council, if sufficient funds are not available to the City to construct such community trails at the time new development is underway, the development

7. PD 97/16 · DOON SOUTH COMMUNITY PLAN
   PD 97/23 · ADDENDUM TO PD 97/13
   PD 97/13 · MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/D/LM
   CITY OF KITCHENER INITIATED - SOUTH WARD (CONTD)

proponent may be required to front-end finance and construct such trails with credits to be granted through the provisions of the Development Charge By-law. Failing the approval of the required amendments to the Development Charges By-law, the community trail system shall be implemented by the City subject to the availability of sufficient funds.

5.25 That the Neighbourhood Park located at the northwest intersection of Street C with Street D be recognized for its provision of publicly accessible, distant panoramic views of the City and the Grand River valley.

B. TRANSPORTATION

6.1 That the planning, design and construction of all roads and walkways within the Doon South Community have regard to protection of existing environmental features and the creation of a continuous linked open space system.
5.8 That a Neighbourhood Park of approximately 2 hectares be located in conjunction with the Ontario Hydro corridor at Street H, as shown generally on the Land Use Map.

5.9 That a totall of approximately 0.5 hectares be established in conjunction with the open space designation generally within the area located west of Tilt Drive and south of Strauburg Creek, as shown on the Land Use Map.

5.10 That play facilities and other recreational and/or sports facilities be developed in conjunction with the public elementary school site.

5.11 That the width of protective wetland buffer areas and specific implementation methods and management techniques for tributary enhancement, wetland and creek crossing mitigation, and terrestrial linkages, as identified in the Doon South Greenspace Management Plan, shall be determined through a scoped Environmental Implementation Report prepared by the development proponent and required during the development approval process.

5.12 That the scoped Environmental Implementation Report required by Policy 5.11 above, shall be completed for all development proposals within 120 metres of high constraint wetland edges, 30 metres for medium constraint wetland edges, and 15 metres for all other wetland edges as specified in the Doon South Greenspace Management Plan.

5.13 That the requirements and content of any scoped Environmental Implementation Report shall be governed by the Doon South Creek Subwatershed Management Study and the Doon South Greenspace Management Plan and will be approved by the City of Kitchener Department of Planning and Development in consultation with the affected Agency.

5.14 That it be recognized that the Hallman Aberdeen lands west of Tilt Drive and the portion of the Chelan Estates land holdings north of Evapaste Avenue shall be serviced by municipal sanitary sewer and water connections in a westerly direction to existing trunk sewer and watermain facilities. The exact alignment and any necessary mitigative measures shall be established through appropriate environmental study or studies.

5.15 That the cost of primary walk links and bridges providing direct links from residential areas to schools, parks and transit routes be funded by the development proponent. Such primary links will be identified through the subdivision review process.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/D/V/LM

5.16 That upland forest areas, excluding required wetland buffer areas, which are designated within the City of Kitchener Municipal Plan for urban development, but designated on the Community Plan Land Use Map as Open Space in accordance with the Greenspace Management Plan, shall be considered eligible as part of the required parkland dedication provided all active park areas, as shown on the Land Use Plan, can be satisfied through the required parkland dedication for each respective subdivision.

5.17 That with the approval of Ontario Hydro, the hydro corridor be utilized as open space linkage to connect the Scenic Road Community Trail Network with park facilities and other designated community trails.

5.18 That where feasible and appropriate, existing topography and vegetation be incorporated into the design and development of the Doon South Community.
residential areas shall be planned with adequate separation and buffering between the two uses.

4.4 That the Service Commercial category shall permit service commercial and office uses as well as computer, electronic or data processing businesses, research and development establishments, and scientific, technological or communications establishments. Those uses which benefit from the high exposure of this area to Highway 401 and Homer Watson Boulevard will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development.

4.5 That the Neighbourhood Commercial category shall permit a broad range of retail, commercial, office and institutional uses as well as multiple residential uses up to 100 units per hectare and a floor space ratio of 1. The Neighbourhood Commercial designation as shown on the Land Use Map shall function as a multi-use, community focal point to be planned and developed as a unit. It is recognized that while the Neighbourhood Commercial designation is comprised of three distinct land areas around the intersection of Street A and Street B, permitted uses may be mixed or developed independently within any of the three land areas. The amount of gross leasable commercial floor space for the entire designation shall range from a minimum of 5000 square metres to a maximum of 13,500 square metres and may be developed in phases.

6. NATURAL ENVIRONMENT AND PARKS

5.1 That park dedication in the amount of 5 percent of the total of all land being developed be required for development or subdivision of land for residential and institutional purposes.

5.2 That park dedication in the amount of 2 percent of the total of all land being developed be required for the development or subdivision of land for commercial purposes.

5.3 That where parks or eligible open space areas are to be provided on lands other than those subject to a particular development application, as determined by the Land Use Map, the City of Kitchener may require a cash in lieu dedication in the amount of 5 percent for residential and institutional development and 2 percent for commercial development.

5.4 That all hazard lands and wetlands, including specified buffers, shall be reserved from development. These lands shall not be accepted towards fulfillment of the required parkland dedication as set out above.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/10/DLM

5.5 That open space linkages be established between the Strasbourg Creek, Doon South Creek and Blair Creek subwatersheds to provide recreational opportunities for residents, visual amenities for communities, and to provide habitat and suitable movement corridors for small wildlife. These linkages shall, where feasible, make use of upland woodlots, Environmentally Sensitive Policy Areas, hedgerows, storm water management areas, and the vegetation within and adjacent to the Scenic Road Community Trail Network.

5.6 That a Neighbourhood Park of approximately 2 hectares be located at the southwest corner of Stauffer and Croh Drives in conjunction with the Ontario Hydro corridor as shown on the Land Use Map.

5.7 That a Neighbourhood Park of approximately 2.5 hectares be located at the northwest intersection of Street C with Street D as shown on the Land Use Map.
areas would be best accommodated or preserved by development with fewer buildings and minimal site coverage rather than development with one or two unit dwellings which require extensive site coverage.

2.6 That multiple residential uses, including street townhouse, be permitted within the Neighbourhood Commercial designation to a maximum density of 100 units per hectare and a maximum floor space ratio of 1.0. The maximum height shall be 18 metres or six storeys. Where development is proposed at or near the maximum height, consideration shall be given to maintaining views from the Neighbourhood Park located at the intersection of Street C with Street D as well as the preservation of visual skylines from the Upper Doon Heritage Conservation District.

2.7 That private home day care, home businesses and small residential care facilities shall be permitted within all residential land use categories.

2.8 That within the Limited Service Residential designation located south of New Dundee Road, passive recreational uses and facilities which are private or open to members only may be permitted provided that they are compatible with limited service residential uses and conserve the functions and features of E.S.P.A. 39 and the provincially significant wetlands. Permitted outdoor recreational uses shall include commercial riding stables, equine boarding services, tennis, lawn bowling, shuffle board, swimming pools, and horse shoe pits. Recreational uses which shall not be permitted include snowmobiling, trail biking, go-carts, arcades, miniature golf, golf driving ranges, water slides, wave machines, amusement parks and other similar uses.

All such development envisioned by this policy shall only be permitted subject to the approval of an Environmental Implementation Report in accordance with the Doon South Greenspace Management Plan and will be subject to site plan or subdivision approval. Circulation and consultation with property owners within 500 metres shall occur on any recreational development proposal prior to consideration for approval by City Council.

3. INSTITUTIONAL

3.1 That Neighbourhood Institutional uses be located as shown on the Land Use Map. Permitted uses shall include elementary schools, religious institutions, day care facilities, small residential care facilities, single detached dwellings, semi-detached dwellings, duplex dwellings and street townhouse dwellings.

3.2 That a public elementary school site of approximately 3 hectares be located on the north side of Street F adjacent to Tal Drive. Should the designated school site be declared surplus in the future, alternate land uses will be restricted to other permitted Neighbourhood Institutional uses.

4. COMMERCIAL AND BUSINESS PARK

4.1 That Convenience Commercial facilities be located as shown on the Land Use Map.

4.2 That the Restricted Business Park category permit a full range of business uses together with accessory retail and office components. Those uses which benefit from the high exposure of this area to Highway 401 will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development. Uses considered to be incompatible with high exposure business park locations and adjacent residential areas, including those uses which emit noise, odour or other pollutants, shall be prohibited.

4.3 That any business park uses to be located adjacent to an existing or designated
Authority prior to any grading or construction and prior to the registration of plans of subdivision.

1.5 That the Net Residential Density be calculated by dividing the number of residential units by the area of residential land. Residential land excludes all E.S.P.A. areas and hazard lands but includes all internal roads, one half of bounding roads and one quarter of boundary intersections but does not include bounding trunk roads.

1.6 That through the Blair, Bechtel and Bauman Creeks Subwatershed Study, the City of Kitchener and the Regional Municipality of Waterloo will explore alternative servicing options and increased residential densities for the lands designated Limited Service Residential within Phase 2 of the Doon South Community. However, the pending resolution of servicing and density issues for Phase 2 shall not preclude the processing of plans of subdivision on lands within the Blair Creek subwatershed but designated within Phase 1 of this Community Plan.

1.7 That buried services within Phase 1 shall be of sufficient capacity to accommodate Phase 2 lands should it prove necessary through the outcome of the Blair, Bechtel and Bauman Creeks Subwatershed Study.

1.8 That the widely recognized, publicly accessible and panoramic views obtained from the Neighbourhood Park located at the intersection of Street C with Street D be considered in any decisions regarding the placing, height and massing of new buildings and structures within the Doon South Community. Further, that new development give consideration to the creation of new views and vistas through road lay out, use of natural topography, preservation of environmental, heritage and cultural features, and the strategic siting of new community landmarks.

1.9 That notwithstanding the Low Density Residential designation given to the Canydale settlement located east of Canydale Drive and north of Street E, existing undeveloped lots and blocks of record may develop with private individual sanitary services subject to the approval of the Regional Medical Officer of Health.

2. RESIDENTIAL

2.1 That the Low Density Residential category permit single detached, semi-detached, duplex, street townhouse and multiple dwellings at a maximum net residential density of 25 units per hectare.

2.2 That the Multiple Residential category permit street townhouse and multiple dwellings at a net residential density range of 26 to 60 units per hectare.

2.3 That the Limited Service Residential category permit single detached, semi-detached and duplex dwellings with private septic systems and piped municipal water services as specified in the City's Municipal Plan on an individual site basis.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
   PD 97/23 - ADDENDUM TO PD 97/13
   PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/MLM
   CITY OF KITCHENER INITIATED - SOUTH WARD (CONT'D)

The creation of new lots shall not be permitted within the Limited Service Residential designation until the completion of the Blair, Bechtel and Bauman Creeks Subwatershed Study and the resolution of density and servicing issues for Phase 2 of the Community.

2.4 That no new residential lots be created which require direct vehicular access to Slufter Drive or those portions of Till Drive, Groh Drive and Reidel Drive which are shown on Map 1 as part of the Scenic Road Community Trail Network and which are scheduled to be closed to vehicular traffic.

2.5 That multiple residential sites be encouraged where there is direct access to public transit service and where natural features such as topography, woodlots or recharge
as well as the matters involving the Greenspace Management Plan and Subwatershed Studies.

On motion by Councillor T. Galloway -
It was resolved:

"That City Council approve Municipal Plan Amendment MP 97/1/DLM (Doom South Community), with the revised Schedule "A" dated March 5, 1997, being an amendment to the Kitchener Municipal Plan to:

(i) revise Map 5 - Land Use by refining the delineation of the Open Space, Low Rise Residential, Limited Service Residential and Neighbourhood Commercial districts within Doom South, as shown on Schedule "A";

(ii) revise Map 4 - Transportation by deleting the transportation network within Doom South and replacing it with the revised transportation network, as shown on Schedule "B"; and,

(iii) add the following new policy (i) to Part 3, Policy 12.5:

"Further to Part 2, Section 7.5.2, in order to reduce development impacts on other significant natural, cultural and heritage features, a new local road crossing of the Doom South Creek provincially significant wetland complex shall be permitted west of Till Drive and north of the proposed west-South Collector Road. Construction of this road crossing shall be subject to the preparation of appropriate environmental and design studies which emphasize mitigation but shall not be subject to further review of alternatives."

It is the opinion of this Committee that approval of this Amendment to the City’s Municipal Plan is proper planning for the City."

On motion by Councillor T. Galloway -
It was resolved:

"That City Council adopt PD 97/16, being a new Community Plan for the Doom South area, as outlined hereunder:

The following policies will guide the development of the Doom South Community. They will provide the basis for the evaluation of proposals for the future development of the area.

1. GENERAL POLICIES

1.1 That the Doom South Community Plan shall conform to and implement the Regional Official Plan and the City of Kitchener Municipal Plan.

1.2 That the Doom South Community Plan Land Use Map shall comprise the land use plan for the Community.

7. PD 97/15 - DOOM SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/DLM
CITY OF KITCHENER INITIATED - SOUTH WARD (CONTD)

13 That development within the Doom South Community shall conform to all applicable development and implementation standards adopted by the City of Kitchener Exceptions may be considered where feasible to implement specific urban design proposals which incorporate the unique topographic and cultural characteristics of the Doom South Community.

14 That as a condition to any Draft Plan of Subdivision, any alteration, filling or construction within a watercourse, flood plain, pond or wetland shall require a "Fill, Construction and Alteration to Waterway Permit" from the Grand River Conservation
Mr. Paul Britton appeared as a delegation on behalf of Hallman Aberdeen in support of the Doon South Planning Applications. He distributed a hand-out itemizing the Heritage objectives that the Doon residents have achieved as a result of the planning process in comparison to the access objective in respect to temporary use of Tilt Drive being maintained as a result of the planning process. Mr. Britton indicated that he was appearing largely in response to Recommendation No. 2 of Heritage Kitchener and to request that the Committee endorse the staff comments and conclusions. He pointed out that the question of access had a complicated history dating back to 1968 but that his client's approach has been consistent in this regard to ensure there be continued road access. He commented that his client's participation in the planning process resulted in the striking of a balance of party's positions which was carried forward in Policy 6.6, 6.9, 6.10 and 6.13 of the Community Plan. Councillor M. Wagner questioned if Mr. Britton could predict how long the temporary use of Tilt Drive will be required in terms of the anticipated date of development. Mr. Britton responded that, realistically, use would not be required prior to 1999 but that it was expected the next three to four years would be a good market for development of residential properties. Also in response to Councillor Wagner, Mr. Britton advised that if the Doon Village Road Diversion was to proceed, temporary use of Tilt Drive to the diversion would be required.

Mr. Frank Merci was registered as a delegation but left the meeting early.

Mr. Eldon Weber was registered as a delegation on behalf of The Waterloo Presbyterian Council but left the meeting early.

Mr. Glenn Scheels appeared as a delegation on behalf of Monarch Construction Ltd which has 358 acres under Plan of Subdivision in the Phase I area. He made reference to the series of studies that had been done and acknowledged the uniqueness of the Doon area. As well, he pointed out that many trade-offs had taken place on development issues and that the Community Plan was responsive to the area. He indicated that he endorsed the consolidated summary of recommendations prepared by Mr. Masson. Mr. Scheels referred to the concerns expressed with regard to traffic volumes and roadways and pointed out that through the planning process staff had recommended a way to deal with short-term traffic issues and that in the long-term the proposed road network was viable. Accordingly, he requested that the Committee approve the Community Plan and the Official Plan Amendment and stated that he was not in favour of a deferral of these matters as there has been sufficient study.

For the information of the Committee, a copy of the letter dated March 15, 1997 from Ruth and Vernon Schwindt was distributed.

No other delegations responded to an invitation from the Chair to address the Committee on these matters.

Councillor M. Wagner raised the issue of a buffer between the Village of Upper Doon and Mr. L. Masson advised that the new Community Plan does not address the issue given that the Village of Upper Doon is not within the Plan and other documents contain appropriate policies relative to buffering.

Further comments were made by Messrs Tim McCabe, D. Snow and Councillor Jake Smuts with regard to the issue of temporary closure of Doon Village Road.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/DM/1
CITY OF KITCHENER INITIATED - SOUTH WARD (CONTD.)

On the matter of archaeology, Councillor M. Wagner suggested a policy be added to provide due diligence be given to any archaeological issues in any potential development of the Fisher residence on Oregon Drive and the Stauffer log house on Tilt Drive.

Councillor T. Galloway indicated that he was prepared to deal with the recommendations before the Committee and commented that the reports that had been developed set a new standard for Community Plans given their attention to environmental issues, heritage issues and scenic roads.
Councillor T. Galloway advised that Recommendation No. 3 of the Heritage Kitchener response was one that he had put forward and his intent was to try to recognize that at different stages of development there may be different solutions with regard to traffic issues affecting Doon Village Road. He noted that his actual intent was to undertake a more comprehensive look into the future relating to the ultimate road design. Mr. L. Masson stated that he didn't view the request as a temporary solution noting that it has been recommended Doon Village Road be closed very soon to address existing problems and review impacts of closure. Councillor Galloway commented that he would prefer if something be in the Community Plan that lends credence to the idea of alternative solutions to traffic issues as development proceeds. Further discussion of the road closure and the Doon Village Road Diversion took place and its method of funding with Councillor Galloway insisting that the road diversion is required to alleviate traffic in the Village. Mr. J. Stilva noted that the timing of the road diversion would be subject to budgetary consideration of a future Council and Mr. D. Mansell advised that it could be constructed only through the capital budget process. Councillor M. Wagner suggested a resolution be developed to strongly urge the future Council to proceed with the Doon Village Road Diversion in 1992. In response to Councillor M. Wagner, Mr. D. Snow advised that the temporary road closure addresses the immediate traffic problem on Doon Village Road and allows time to develop a final solution subject to required legal procedures with respect to road closures being followed.

For the record, Mr. Richard Herde appeared as a delegation relative to the Doon South Community Plan and Municipal Plan Amendment but made his presentation within the preceding item dealing with Blair, Bechtel, Bauman Creek Subwatershed Study.

Mr. Richard Haalboom appeared as a delegation in opposition to certain aspects of the plans as described in detail in his March 7th submission distributed with the Committee Agenda. He indicated that his main concerns were protection of the Heritage Conservation District and the fact that residents of Doon Village Road were now faced with development of the Hallman Aberdeen lands in addition to the Monarch lands. In this regard, he pleaded for completion of the Doon Village Road Diversion and budgetary provision noting that the proposed diversion was in certain plans many years ago. He questioned the reference to temporary access within Policy 6.10 of the Community Plan noting that temporary was undefined and asked that the first part of Policy 6.10 be deleted.

Ms. Jane Ayers appeared as a delegation representing the Society for the Preservation of Upper Doon to support the concerns expressed in the letter dated March 7, 1997 from Mr. David Jones that was distributed with the agenda. The issues raised in the letter dealt with containment of Doon South development spillover into the Upper Doon area.

Mrs. Jean Haalboom appeared as a delegation on behalf of Heritage Kitchener and submitted a letter dated March 17, 1997 which was distributed to the Committee. Her concerns dealt with preservation of scenic vistas, increasing traffic and road patterns to prevent the residents of Doon Village Road from being impacted by such traffic. She also expressed concern regarding the temporary approval for vehicular access referenced in Policy 6.10 of the Community Plan and requested that this be revised. Councillor T. Galloway questioned if Mrs. Haalboom's concern with respect to Doon Village Road would be alleviated with the proposal to close it in the near term. She advised that to some extent it would address concerns but left the matter of the Doon Village Road Diversion outstanding.

7. **PD 87/16 - DOON SOUTH COMMUNITY PLAN**
   **PD 87/23 - ADDENDUM TO PD 87/13**
   **PD 87/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 87/1/DLM**
   **- CITY OF KITCHENER INITIATED - SOUTH WARD (CONT'D)**

Mr. Jeff Oja appeared as a delegation in regard to traffic volumes on Doon Village Road and distributed a presentation and map in this regard. Mr. Oja provided his estimates with respect to increased traffic flow that would impact Doon Village Road as a result of adjacent development and on his map indicated which roads would add to the traffic problems on Doon Village Road. He did note that an ideal solution to Doon Village Road problem was to close it at Doon South.
they will proceed to the Regional Municipality of Waterloo who has the final approval authority for Municipal Plan Amendments. They are also the body to whom appeals are sent.

Further information on these procedures is available from the City's Department of Planning and Development or the Region's Department of Planning and Culture.

Mr. Richard Haasboom advised the Committee that he understood a copy of his March 17th correspondence had been distributed wherein he requested deferral of the matters before the Committee this date for the reasons outlined in his letter. Primarily the reason relates to inadequate time to consider all the issues being considered by the Committee. Ms. C. Ladd advised that the process staff followed adhered to the usual Community Plan process and noted that a Draft Community Plan had been in circulation for over one year. She recommended that the Committee hear staff's presentation following which he could consider Mr. Haasboom's deferral request. Councillor T. Galloway indicated that he favoured hearing the presentations of staff and all delegations and after these were completed the Committee could deal with the deferral request.

Mr. L. Massacce distributed a consolidated summary of recommendations pertaining to Doon South containing the recommendations in the previously distributed staff reports as well as a recommended response in regard to the resolutions of both Heritage Kitchener and the Environmental Committee.

In response to Mr. Haasboom's deferral request, Mr. Massacce pointed out that the draft Community Plan has been available for over one year and has not changed substantially since being presented to an Open House Information Meeting one year ago. He described the process in respect to processing of the plans and indicated that those residents who had attended the information meetings were kept informed of proceedings. He also clarified that the reports had been distributed about February 18th, to all known interested parties. However, he stated that there are other residents who became aware of the proposals in the last several weeks. As part of the presentation for the Doon South Area, Mr. Massacce characterized the area, noted that it encompasses three watersheds, was adjacent to the Upper Doon Heritage Conservation District and pointed out that a number of background studies had been done over the last several years which he reviewed. He reviewed the community planning process that has taken place and pointed out that a network of scenic roads were designated and would eventually be closed and protected from development, but that the closures would take place in a staged fashion. He suggested that the Community Plan was very progressive noting that the fundamental planning principles for the area had changed from earlier plans.

Mr. Massacce then reviewed the comments and requests of Heritage Kitchener with respect to the plan and provided staff's response to each of the issues. In reference to the recommendations before the Committee, Mr. Massacce asked that it consider an additional recommendation as outlined in his consolidated summary of recommendations that pertains to Draft Plan of Subdivision 301-95025 that deals with one lot proposed to remain on private septic system. Mr. Massacce stated that there were two other items of a house-keeping nature that he wished the Committee to address. The first was a request from Heritage Kitchener that had not been included in their correspondence but asks the plan to reflect the boundaries of the Upper Doon Heritage Conservation Area. Secondly, he was in receipt of correspondence from Mr. Ian Orriston requesting that 508 New Dundee Road be deleted from Schedule 3 - Heritage Resources.

In response to Councillor T. Galloway and Mr. Massacce indicated that the addition of policy 3.8.14 of the existing Doon South Community Plan neither adds nor subtracts anything to the proposed plan.

7. **PD 97/16 - DOON SOUTH COMMUNITY PLAN**
   PD 97/23 - ADDENDUM TO PD 97/H3
   PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/11/D/L/MM 4
   - CITY OF KITCHENER INITIATED - SOUTH WARD [CONT'D]

Councillor Galloway questioned the request regarding the Orriston Property and if the city accepts such requests to have homes deleted from the Schedule. Mr. B. Stanley advised that it would be no problem with deletion with respect to the Plan but noted that the City has a Heritage Inventory which might be of concern.
The Committee was in receipt of Planning and Development Staff Reports PD 97/15 - Doon South Community Plan, PD 97/13 - Municipal Plan Amendment Application MPS7/1 D/L/M and PD 97/23 - an Addendum Report to PD 97/13. These reports represent a new Community Plan for the Doon South area and a Municipal Plan Amendment which will revise the Municipal Plan to include the results of the detailed community planning process, the Doon South-Brigadoon Transportation Network and Corridor Study and the Doon South Creek Subwatershed Management Plan.

The purpose of the Proposed Municipal Plan Amendment is to accomplish the following:

i) establish the extent of the Open Space district within the Doon South area based on the recommendations of the Doon South Creek Subwatershed Master Plan, the Blair, Bechtel and Bauman Creeks Subwatershed Master Plan, and detailed environmental review undertaken as part of the community planning process;

ii) establish a new Collector and Scenic Road network within the Doon South area based on the recommendations of the 1994 Doon South-Brigadoon Transportation Network and Corridor Study, the Doon South Scenic Roads Study and the community planning process;

iii) establish a local road crossing of the Doon South Creek provincially significant wetland complex in order to provide for a development scenario which has the least overall impact on the environmental, social and heritage resources of the area; and,

iv) resolve Deferrals 2(c) and 3(c) as shown on Map 4 - Transportation and Map 5 - Land Use respectively of the Kitchener Municipal Plan.

The proposed new Doon South Community Plan is intended to guide future development in the Doon South Area of Kitchener. It guides such development, the Community Plan sets out detailed policies respecting permitted land uses, residential densities, environmental preservation, parks and open space requirements, transportation networks and heritage preservation. Consideration of this Community Plan is being given together with the Municipal Plan Amendment for the Doon South Community.

It was pointed out that notice that the Committee would hold a public meeting this date to consider these matters had previously been given.

Councillor C. Weyler, Chair, read the following statement to those in attendance.

"This is a Public Meeting under 'The Planning Act, 1996' to consider Municipal Plan Amendment Application 97/1 D/L/M (Doon South Community).

Section 17 (45) of the Planning Act allows the Ontario Municipal Board to dismiss all or part of an appeal without holding a hearing if the appellant did not make oral submissions at a public meeting or did not make written submissions to the council before the plan was adopted and in the opinion of the Board, the appellant does not provide a reasonable explanation for having failed to make a submission.

In order to ensure the record includes all the names of those individuals who are making oral submissions today for this Municipal Plan Amendment, please ensure that you clearly identify yourself before you begin your submissions and the Clerk will record your name for the record. If your name does not appear on the record, you may jeopardize any further involvement you wish to have in these matters.

Any recommendation made by Planning Committee on these matters today will be considered by City Council on March 24, 1997. If City Council adopts the recommendations..."
The Committee was in receipt of Planning and Development Staff Report PD 97/21 dated March 10, 1997 dealing with the Blair, Bechtel and Bauman Creeks Subwatershed Study Status and Implementation. Attached to the staff report was the Blair-Bechtel-Bauman Creeks Subwatershed Plan Summary Report of the Grand River Conservation Authority dated January 1997.

It was noted in the staff report that the purpose of the Subwatershed Study was to develop an integrated subwatershed plan that will provide guidance to the local and regional municipalities in planning future land use, infrastructure and resource development while at the same time protecting and enhancing the environment. The major findings of the Subwatershed Study had been summarized by the GRCA staff in the Summary Report. As a result of the major findings, the Subwatershed Study Final Report recommends three steps be taken to ensure ecosystem survival. These steps are itemized in PD 97/21.

Mr. L. Massaro commented on the Study and the staff report. He noted that planning staff anticipate major system impact if typical urban impact was to occur and that the recommendations on page 2 of the staff report address such situation. Mr. Massaro pointed out that the Implementation Plan will have significant impact on property owners and this is addressed through the recommendation contained in the staff report.

In response to Councillor M. Wagner, Mr. Massaro advised that since the Study has now been completed there was a need to convey an adequate level of knowledge of the effects respecting development. Also, he pointed out that the Phase II area of Doon South was currently designated either Open Space or Limited Service Commercial. However, in view of the Subwatershed Study, staff recommend this portion of the Municipal Plan Amendment not be dealt with at this time.

Mr. R. Hardie appeared as a delegation representing the majority of land owners in South Kitchener comprising Doon South "Phase II Area" and beyond. His clients' lands consists of over 1000 acres and are generally located north of New Dundas Road and are within the Blair Creek Watershed. The Committee was in receipt of a submission dated March 11, 1997 from Mr. Hardie that was circulated with the Committee Agenda. In his submission Mr. Hardie supports the staff addendum report to PD 97/13 deferring consideration of Municipal Plan Amendment affecting the Phase II area of Doon South. Also in his report Mr. Hardie made reference to "impervious cover limits" and other comments respecting the Blair-Bechel-Bauman Creeks Subwatershed Study. He stressed that the document was very difficult to analyze and adequate time was required to make a determination of impacts. Mr. Hardie indicated that he was in agreement with recommendation contained in staff report PD 97/23.

No other delegations were registered respecting this matter.

On motion by Councillor M. Wagner -
It was resolved:

1) That the Blair, Bechel and Bauman Creeks Subwatershed Plan Summary Report (January, 1997) be received for information.

2) That Kitchener Council formally request the Regional Municipality of Waterloo to conduct a suitable land owner consultation process as part of the preparation and approval of the implementation plan for the Blair, Bechel and Bauman Creeks Subwatershed Study.

7. PD 97/16 - DOON SOUTH COMMUNITY PLAN
PD 97/23 - ADDENDUM TO PD 97/13
PD 97/13 - MUNICIPAL PLAN AMENDMENT APPLICATION MP 97/1/CL8
- CITY OF KITCHENER INITIATED - SOUTH WARD
Ms. Livingston noted that the standards portion of the Urban Design Guidelines forms the second part of the document. She indicated that many of the Standards exist while others are new and stressed that the Standards should be negotiable in consideration of the fact that each Site and potential development was unique. Finally, she stated that it was intended that similar presentations would be made over the next few weeks to various groups with an interest in design issues.

Councillor Jake Smola entered the meeting at this point.

Mr. T. Boutilier introduced the individuals who had been responsible for production of the draft document. He advised that the Urban Design Team expects to receive detailed comments as a result of its presentations to various groups and to bring the matter back to Committee and Council for final approval in September. Councillor M. Wagner referred to the commentary regarding the draft report and expressed concern there was an appearance of too much flexibility and questioned if the Standards would actually be adhered to. Mr. Boutilier responded that the document was a statement of planning policy and that there were various mechanisms to ensure the development of policies that favoured the City obtaining the kind of development that it favours. Mr. Boutilier noted that the Urban Design policies referred to in the new Municipal Plan had to be developed after approval of the Plan.

On motion by Councillor J. Ziegler -

It was resolved:

"That the draft "Urban Design Guidelines and Standards" attached to Planning and Development Staff Report PD 97/22 be tabled for information, and the Departments of Planning and Development and Parks and Recreation be directed to circulate the draft document to all City Departments, appropriate Advisory Committees, the development/consulting industry, and other interested parties for input."

b. PD 97/17 - 890 KING STREET WEST
- REQUEST FOR EXTENSION OF DEADLINE TO FULFILL CONDITIONS
- ZONE CHANGE APPLICATION 94/05/KCL

DR. V.B. RAO - BRIDGPORT-NORTH WARD

The Committee was in receipt of Planning and Development Staff Report PD 97/17 dated March 10, 1997 revised advising that the owner of 890 King Street West has requested an extension to Council's approval of Zone Change Application 94/05/KCL to allow for the finalization of conditions attached to the Zone Change.

It was noted in the staff report that planning staff support a six-month extension.

Mr. T. McCabe advised that staff had nothing further to add to the report, under consideration other than to point out that the Regional Clearance letter has been received and the recommendation in the staff report should be revised to delete the two conditions referred to.

No delegations were registered respecting this matter.

On motion by Councillor M. Yantzi -

It was resolved:

"That Kitchener Council support an extension to the deadline for fulfilling conditions of approval for Zone Change Application 94/05/KCL (Dr. V.B. Rao) to August 6, 1997."

b. PD 97/21 - BLAIR-BECHTEL-BAUMAN CREEKS SUBWATERSHED STUDY
- FINAL REPORT; STATUS AND IMPLEMENTATION

GRAND RIVER CONSERVATION AUTHORITY - SOUTH WARD
APPENDIX 1

Notice of Public Meeting of Kitchener
Committee of Council Dealing with Planning and Economic Development Matters

Advertised in the K-W Record - February 14, 1995

CITY OF KITCHENER
PUBLIC NOTICES

COMMITTEE OF COUNCIL DEALING WITH PLANNING MATTERS INVITES PROPERTY OWNERS AND INTERESTED PARTIES TO ATTEND A

PUBLIC MEETING

TO DISCUSS A PROPOSED AMENDMENT TO THE CITY OF KITCHENER MUNICIPAL PLAN UNDER SECTIONS 17 AND 21 OF THE PLANNING ACT, 1990

DOON SOUTH COMMUNITY

The purpose of the proposed Municipal Plan Amendment is to accomplish the following:

a) establish the extent of the Open Space district within the Doon South area based on the recommendations of the Doon South Creek Subwatershed Master Plan, the Kitchener-Waterloo Greenbelt Master Plan, and the environmental management plan for the city as part of the community planning process

b) establish a Fire Protection Resilience within the Doon South area based on the recommendations of the 1994 Doon South-Biglunge Transportation Network and Community Safety, the Doon South Board, Water, Sewer, and the community planning process

c) establish a major road crossing of the Doon South Creek generally significant natural features in order to provide for a development framework which does not cause significant impact to the environment, social and heritage resources of the area and

d) future developments 2015 and 2025 to be drawn on Map 4 - Transportation and Map 5 - Land Use respectively of the Kitchener Municipal Plan and set out in Regional Council's approval of the Kitchener Municipal Plan.

The Public Meeting will be held at the meeting of COMMITTEE OF COUNCIL DEALING WITH PLANNING MATTERS ON THE 27TH MARCH, 1995 AT 7:00 P.M. IN THE COUNCIL CHAMBERS, CITY HALL, 200 King Street West, KITCHENER.

Any person may attend the Public Meeting and make written and/or verbal presentation in support of, or in opposition to, the proposed Official Plan Amendment. If a person or public body does not make and submit a written submission to the City prior to the adjournment of the Amendment by the City Council, the City Council may discharge the amendment.

ADDITIONAL INFORMATION relating to the proposed Official Plan Amendment and Zoning By-law is available for inspection during 8:30 a.m. and 6:00 p.m. at the Department of Planning and Development, 4th Floor, City Hall, 200 King Street West, Kitchener.

Lady Maclean, M.C.C.P., R.P.P.
Intermediate Planner
741-6305 (TYY) 741-6300
Subwatershed Study and provides for reduced impact on significant vegetation.

- It provides significant opportunities to rehabilitate and enhance Doon South Creek both at the proposed crossing location as well as at the existing Tilt Drive crossing.

SECTION 4 - THE AMENDMENT

The Municipal Plan for the City of Kitchener is hereby Amended as follows:

1) Map 5 - Land Use is revised by refining the delineation of the Open Space, Low Rise Residential, Limited Service Residential and Neighbourhood Commercial districts within Doon South, as shown on Schedule "A" attached.

2) Map 4 - Transportation is revised by deleting the transportation network within Doon South and replacing it with the revised transportation network, as shown on Schedule "B" attached.

3) Part 3, Policy 12.5 is amended by adding the following new policy, 12.5.iii:

"iii) Further to Part 2, Section 7.5.2, in order to reduce development impacts on other significant natural, cultural and heritage features, a new local road crossing of the Doon South Creek provincially significant wetland complex shall be permitted west of Tilt Drive and north of the proposed West-South Collector Road. Construction of this road crossing shall be subject to the preparation of appropriate environmental and design studies which emphasize mitigation but shall not be subject to further review of alternatives."

SECTION 5 - IMPLEMENTATION AND INTERPRETATION

The provisions of the Municipal Plan of the City of Kitchener regarding the implementation and interpretation of that Plan shall apply to this Amendment.
on grouping the existing wetland communities into low, medium and high constraint areas based on tolerance to fluctuations in moisture, susceptibility to impacts associated with clearing for road construction, baseflow tributaries and water discharge, as well as the actual width of the wetland and its relationship to the overall greenspace system. This particular segment of wetland is identified as a low constraint area.

The Doon South Creek Subwatershed Study classified the entire length of Doon South Creek as a provincially significant wetland. However, an analysis of the detailed work completed during the subwatershed study indicates that this particular wetland section consists primarily of wet meadow vegetation with open agricultural fields bordering on either side and contains no rare or Regionally significant vegetation. Given the above, mitigation of the road construction impacts could be easily achieved. The Doon South Subwatershed Study included a sufficient level of study to determine that a road crossing in the proposed location would not cause a loss of wetland functions or contiguous wetland area.

The proposed new crossing also provides a number of opportunities to rehabilitate and enhance Doon South Creek in several locations. Use of a appropriate bridge design for the proposed road would allow for the retention of the creek channel and adjacent flood plain as a terrestrial linkage and would allow for enhancements of the riparian vegetation in the creek channel. At such time as Tilt Drive is closed to vehicular traffic and incorporated into the community trail network, the existing bridge and culvert at Tilt Drive can be removed. This would allow for construction of a pedestrian bridge over the creek and permit channel improvements and enhancement of the riparian vegetation, both of which would benefit the existing baitfish environment. Recommendations regarding the above rehabilitation have been included within the Doon South Community Plan and Greenspace Management Plan.

In summary, the proposed new road crossing is being recommended for the following reasons:

- It allows the preservation of the scenic roadways as community trails, best protects the natural and topographic features within the road rights-of-way and maintains the City’s objective to consider the scenic roads as a part of the community’s future greenspace network.

- It implements Part 2, Policy 8.3.3.9 (iii) of the Municipal Plan by reducing the number of required road crossings of Tilt Drive, a designated Scenic Road, and part of the designated Heritage Conservation District Plan which was adopted pursuant to the Ontario Heritage Act.

- It provides for a more efficient community road network by directly linking the Hallman Aberdeen lands to the future West-South Collector Road, providing for better Transit and resident access.

- It takes advantage of a “least impact” crossing point identified in Doon South Creek
proposed new road crossings of that road. One local road crossing is recommended to cross Tilt Drive and provide access to the Hallman Brierdale lands through the Monarch lands to the east. However, to allow development of the Hallman Brierdale lands, a second means of access must be provided. Provision for a second means of access from the south would allow development to occur but reduce the development impacts on Tilt Drive. This road would cross Doon South Creek at a recognized "least impact" location and connect with the proposed West-South Collector Road. Policies are also be included within the Doon South Community Plan to require rehabilitation and enhancement of Doon South Creek in conjunction with the proposed road crossing.

In its efforts to balance all of the environmental, social and cultural issues in the development of a Community Plan, a new local road crossing of Doon South Creek is proposed immediately to the west of Tilt Drive. This proposal was made after weighing the benefits of avoiding another creek crossing with the potential impact on the scenic road network, the cultural resources, other undesignated but high quality natural areas, and the overall transportation system within the Doon South Community. With acceptance of this recommendation, a number of opportunities arise to rehabilitate and enhance Doon South Creek both at the proposed crossing location and at the existing Tilt Drive crossing.

A number of policy requirements must be addressed before any recommendation for a new road right-of-way may be approved within a provincially significant wetland. The City of Kitchener Municipal Plan, in conformity with the provincial wetlands planning policy statement requires that new municipal infrastructure be located outside of provincially significant wetlands wherever possible.

In addition to the City of Kitchener Municipal Plan, a number of policy requirements are also contained within the Regional Official Policies Plan. The Regional Plan requires that where the construction of a new road right-of-way is proposed within or adjacent to a provincially significant wetland, the submission of an Environmental Impact Statement (E.I.S.) or other appropriate study must be submitted for approval. However the R.O.P.P. also specifies that where alternative environmental reviews are being undertaken as part of a comprehensive planning process, an Environmental Impact Statement will not be required provided the environmental review fulfils requirements such Environmental Impact Statement. The requirements for the E.I.S. would be similar to those required by the City of Kitchener Municipal Plan.

The detailed review of impacts and alternatives conducted through the Community Plan and the Greenspace Management Plan process, together with the detailed environmental study completed with the Doon South Creek Subwatershed Study is intended to satisfy the policy and review requirements of an "alternative study" as required by Policy 3.2.8 of the Regional Official Policies Plan.

The proposed creek crossing location is identified in the Doon South Creek Subwatershed Management Plan as a "least impact" crossing location. The subwatershed study focused
and vegetation immediately abutting the right-of-way.

Pinnacle Drive, Dodge Drive and the remainder of Croh Drive are not recommended for inclusion within the proposed community trail network primarily due to the need to provide access to present and future uses on abutting lands. These roads are however still recognized as possessing some of the scenic qualities exhibited by the other scenic roads and policies are included in the Doon South Community Plan to ensure that all future development and road improvements are sensitive to the roadside vegetation and landforms.

The specific recommendations of the study which will be implemented through the Doon South Community Plan are:

- That the proposed Scenic Road Community Trail Network be closed to vehicular traffic in segments when an alternative transportation system is constructed in conjunction with the development of adjacent lands. New development on adjacent lands should be permitted to use the scenic roads for temporary access until alternative access becomes available.

- That the scenic roads be maintained in their existing state, with no engineering improvements allowed to permit access for adjacent development. Therefore, where temporary use of the scenic roads is proposed, it should be recognized that the number of new residential units may be limited until an alternative means of access is provided. In this respect, it is recommended that development proponents be required to submit a road base assessment to the Department of Public Works to determine how many units could be permitted to use the existing roadways without requiring engineering improvements.

- That corridor specific enhancement plans be used to determine treatment and design of temporary access connections and the intersection of the new transportation network with the scenic roadways. These plans will also address the suitability of lighting, etc. when such roads are to be used for temporary access.

- A plan outlining specific enhancement opportunities and management techniques is to be developed for each road corridor recommended for designation as a scenic road. These plans will be completed by development proponents on abutting lands and shall be consistent with the recommendations of the Doon South Creek Subwatershed Study and the Doon South Greenspace Management Plan.

3.4.3 New Local Road Crossing of Doon South Creek

It is proposed that a local road crossing be constructed across Doon South Creek to provide access to the Hallman Brierdale lands located to the west of Tilt Drive. The existing Municipal Plan policies respecting Tilt Drive seek to reduce the number and impact of
the Upper Doon Heritage Conservation District Plan. This designation relates not only to
the roadway itself, but also landforms and vegetation immediately abutting the right-of-way.

The Kitchener Municipal Plan recognizes several roads within the Doon South Community
as being "potential" scenic roads. These roads are Stauffer Drive, Reidel Drive, Groh Drive,
the westerly leg of Dodge Drive between Groh Drive and New Dundee Road, and Pinnacle
Drive between the northerly leg of New Dundee Road and Pine Hill Place. The Municipal
Plan indicates that these roadways would be studied prior to potential recommendations
regarding designation as Scenic Roads.

The concept of a network of "Scenic Roads" was also included within the Doon South-
Brigadoon Transportation Network and Corridor Study. The specific objectives of the Doon
South Scenic Roads Study as required by City Council is its resolution with respect to the
Doon South Brigadoon Transportation Network and Corridor Study were:

- Develop criteria for the designation of scenic roads.
- Determine the planned functions of scenic roads in the Doon South Community and
  in particular, roadway volumes, geometrics, and vehicular and pedestrian safety.
- Integration of the scenic road functions and the Stauffer Log Cabin with the
  surrounding Doon South Community. This to include future land use, collector and
  local roadway pattern, landscape and tree saving plans, subdivision and development
  controls, etc.
- Integration of the recommendations of the Doon South Creek Subwatershed
  Management Plan and the Doon South Greenspace Management Plan.

After a comprehensive review of the proposed scenic roads in relation to other community
planning issues, it is recommended that Till Drive, Stauffer Drive and the upper portions of
Groh Drive and Reidel Drive be designated as "Scenic Roads" on Map 4 of the Municipal
Plan, be closed to vehicular traffic and be incorporated into the City's community trail
system. The roads and vegetation immediately abutting the rights-of-way should be
preserved in their existing state and, where necessary, enhanced through replanting and
acquisition of lands immediately abutting the rights-of-way. It is also proposed that corridor
specific enhancement schemes would be devised to address interim road maintenance,
ultimate trail maintenance, timing for road closures, and identification of areas in need of
vegetative enhancement.

The remaining portion of Reidel Drive was considered in the evaluation of the proposed
scenic road network but was discounted due to long term plans to use the Reidel Drive
right-of-way for the future extension of Strasburg Road. Strasburg Road is proposed to be
constructed as a Secondary Arterial Road with a right-of-way of 26 metres. This would
inhibit the preservation of the existing Reidel roadway as well as most existing landforms
- Evaluate existing terrestrial linkages within the Doon Creek watershed and adjacent watersheds (Strasburg Creek and Blair Creek), and make recommendations with respect to the long term protection and enhancement of essential linkages.

- Develop a monitoring program, focusing on semi-annual or annual inspection of land use changes, bank stability, sedimentation and aquatic and riparian vegetation, to aid in determining whether objectives of the Doon South Creek Subwatershed Management Plan are being achieved.

- Make recommendations with respect to the removal of the beaver dam located within Doon South Creek at Even's Pond.

- Determine opportunities for enhancing fish habitat through appropriate stream rehabilitation.

The Greenspace Management Plan draws from the conclusions and recommendations of the Doon South Creek Subwatershed Study and the not yet finalized Blair Bechtel and Baumen Creeks Subwatershed Study and makes further, more specific recommendations for the protection and management of the natural environment and the establishment of the community trail network. Environmental implementation reports prepared in conjunction with development applications will be required to conform to the recommendations of the Greenspace Management Plan.

The Open Space boundaries proposed through this Amendment reflect the recommendations of the Greenspace Management Plan in terms of core area requirements, linkages and significant rehabilitation areas. Any additional setbacks or buffer areas which may be require are not included within the boundaries proposed through this Amendment. These additional buffer areas will be determined through the development approvals process and be zoned appropriately at that time.

3.4.2 Doon South Scenic Roads Study

The Doon South Community exhibits a number of significant environmental, topographic, cultural and heritage features which contribute to the unique character of the area. Among the most significant features is a network of rural roads which date back to the early pioneer settlement of the area. These roads have for many years been recognized by the residents of Doon South for their scenic qualities and the unique experience gained through travelling these roadways.

While many of the roads within the Doon South Area have long been recognized by residents for their scenic qualities, only Tilt Drive was given formal designation as such. The entire length of Tilt Drive, from Stauffer Drive to its intersection with Doon Village Road, is designated as a Scenic Road both by the City of Kitchener Municipal Plan and by
the natural resources within the subwatershed and presents an overall management plan to ensure protection of those resources as development proceeds. A key component of the report was to fulfill the requirements of a Comprehensive Environmental Impact Study as required by the Provincial Wetlands Planning Policy Statement and accomplish three things. These were:

- Identify the level and scope of future studies required for development of lands adjacent to the provincially significant wetland complex.
- Incorporate a Transportation Corridor Study to preferred locations for crossings of woodlots and wetland areas.
- Conduct a Sanitary Trunk Sewer Routing Study to identify the approximate route of the future Doon South Trunk Sanitary Sewer.

The final subwatershed study identified the most appropriate locations for transportation and other infrastructure crossings of the creek and wetland systems and set out general recommendations for environmental protection and overall stormwater management. These recommendations formed a basis for the development of the Doon South Community Plan and provided detailed direction for the preparation of environmental reviews during the development approvals process.

3.4 Community Plan Review

3.4.1 Doon South Greenspace Management Plan

Among the various recommendations of the Doon South Creek Subwatershed Study was for the City to undertake a Greenspace Management Plan for the area in conjunction with the preparation of a new Community Plan. The specific objectives identified in the Doon South Creek Subwatershed Study are as follows:

- Develop a conceptual plan for the enhancement of Doon South Creek and the riparian vegetation in the vicinity of Tilt Drive and certain tributaries.
- Develop a conceptual plan for the enhancement of the linkage of Topper Swamp to Doon South Creek.
- Address the issue of sustainable community access to the natural area, including the development of a trail network.
- Determine the status, and develop a management strategy for, the woodlot located to the northeast of the intersection of Caryndale Drive and Stauffer Drive.
3.3 Background Studies

3.3.1 Doon South-Brigadoon Transportation Network and Corridor Study

In 1994, prior to the adoption of the new Municipal Plan, City Council adopted recommendations of the Doon South-Brigadoon Transportation Network and Corridor Study. The purpose of the study was to establish a recommended transportation network within the southwest area of the municipality to meet traffic and public transit demands forecast for the area in the year 2011. Among the specific objectives of the study were the following:

* Assess the need for additional east-west access.
* Assess the need for additional access to the study area from Highway 401.
* Assess the opportunities for realigning Strasburg Road south of Stauffer so that Reidel Drive may be designated as a "Scenic Road".
* Minimize traffic impacts on the existing communities of Upper Doon, Doon South, Pioneer Park, Caryndale and Brigadoon.
* Recognize the desire to develop a "Scenic Roads" network and minimize impacts on heritage resources.

As it relates to the Doon South area, the transportation study recommended the extension of Doon South Drive from its present terminus at Windrush Trail, the Diversion of Doon Village Road south in the vicinity of Bechtel Drive to meet Doon South Drive and the construction of a west-south collector road from Strasburg Road to New Dundee Road. The recommended transportation network was reflected in the new Municipal Plan, with the exception of the deferred area, and was to form the basis of the Community Plan review and the Doon South Scenic Roads Study. The transportation study established rights-of-way ranging from 26 to 28 metres in width for each of the above collector roads.

As a result the community planning process, this Amendment will establish more detailed road alignments for the roads identified in the transportation study and would implement the network of scenic roads as originally envisioned. In addition, the community planning process has determined that ultimate collector road widths will be sufficient at 20 metres rather than the 26 to 28 metres currently set out. These reduced widths will ensure less of an impact on existing residential areas and will provide for a more neighbourhood oriented streetscape.

3.3.2 Doon South Creek Subwatershed Study

The Doon South Creek Subwatershed Study was also completed in 1994. The report details
wildlife habitats and significant upland natural areas.

In addition to the array of significant natural features, the Doon South Community is characterized by the presence of many cultural and heritage features associated with the early settlement of the Kitchener (Doon) area. Among these cultural features are the Stauffer Log Cabin on Tilt Drive, various other structures identified on the City’s Inventory of Heritage Buildings and a network of high quality scenic roadways. In addition, the Upper Doon Heritage Conservation District, comprising a number of individual dwellings associated with the pioneer settlers, abuts the Doon South community plan area immediately to the north.

3.2 Existing Planning Policy Framework

The Doon South area has been designated for urban development within both the Regional Official Policies Plan and the former Kitchener Official Plan for many years. Many of the significant environmental and heritage features of the area were designated for development within the former Official Plan and those designations were further refined in the existing 1978 Doon South Community Plan. In addition to the above, the entire length of Tilt Drive and abutting lands comprise part of the Upper-Doon Heritage Conservation District Plan.

In 1994 the City adopted the new Kitchener Municipal Plan to replace the former Official Plan. However, at the time the Municipal Plan was adopted by City Council, the Doon South Creek Subwatershed Study and the Doon South-Brigadoon Transportation Network and Corridor Study had only recently been completed and detailed open space boundaries and road networks within Doon South had not yet been determined. Accordingly, areas within the Doon South Community, as shown on Map 4 - Transportation and Map 5 - Land Use, were deferred pending the resolution of land use and transportation issues in accordance with new provincial, regional and municipal planning policies. Subsequent to the adoption of the Municipal Plan, the City embarked upon a community planning process to resolve the specific planning issues and establish a new Community Plan for the Doon South area.

After more than two years of significant landowner, resident and public agency input, a new Community Plan for Doon South has been prepared. This Amendment will incorporate the detailed land use boundaries and road alignments established through the Community Plan process, thereby allowing for implementation of the Community Plan, the Subwatershed Study and the Doon South-Brigadoon Transportation Network and Corridor Study. This Amendment will also resolve Deferrals 2(d) and 3(c) as set out in Regional Council’s approval of the Kitchener Municipal Plan.
AMENDMENT NO. TO THE MUNICIPAL PLAN
OF THE CITY OF KITCHENER

SECTION 1 - TITLE AND COMPONENTS

This Amendment shall be referred to as Amendment No. to the Municipal Plan of the City of Kitchener. Sections 1 to 5 inclusive of this document shall constitute this Amendment.

SECTION 2 - PURPOSE OF THE AMENDMENT

The purpose of the proposed Municipal Plan Amendment is to accomplish the following:

i) establish the extent of the Open Space district within the Doon South area based on the recommendations of the Doon South Creek Subwatershed Master Plan, the Blair, Bechtel and Baumen Creeks Subwatershed Master Plan, and detailed environmental review undertaken as part of the community planning process;

ii) establish a new Collector and Scenic Road network within the Doon South area based on the recommendations of the 1994 Doon South-Brigadoon Transportation Network and Corridor Study, the Doon South Scenic Roads Study and the community planning process;

iii) establish a local road crossing of the Doon South Creek provincially significant wetland complex in order to provide for a development scenario which has the least overall impact on the environmental, social and heritage resources of the area; and,

iv) resolve Deferrals 2(d) and 3(c) as shown on Map 4 - Transportation and Map 5 - Land Use respectively of the Kitchener Municipal Plan.

SECTION 3 - BASIS OF THE AMENDMENT

3.1 Location and Description of Area

The Doon South Community is a large, mostly undeveloped area of land located in the southernmost portion of the municipality. The community plan area exhibits varied topography and encompasses portions of three separate subwatersheds. The largest area of developable lands lies within the Doon South Creek subwatershed, however significant amounts of developable land also lie within the Strasburg Creek subwatershed to the north and west and the Blair Creek subwatershed located to the south and west. Together the three creek valley systems contain an array of provincially significant wetlands, sensitive
AMENDMENT NO. TO THE MUNICIPAL PLAN

OF THE CITY OF KITCHENER

DOON SOUTH COMMUNITY

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Notice of Public Meeting of Planning and Economic Development Committee - February 17, 1997
CITY OF KITCHENER
DEPARTMENT OF PLANNING AND DEVELOPMENT

Doon South Community Plan

Appendix 1

GREENSPACE MANAGEMENT PLAN
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DOON SOUTH COMMUNITY
GREENSPACE MANAGEMENT PLAN

1. INTRODUCTION

The Doon South Community is a large, mostly undeveloped area of land located in the southernmost portion of the municipality. The community plan area encompasses three subwatersheds with the largest portion of developable land lying within the Doon South Creek subwatershed. However, sizeable amounts of land lie within the Strasburg Creek subwatershed to the north and west as well as to the Blair Creek subwatershed to the south and west. Together, the three creek valley systems contain an array of provincially significant wetlands providing both sensitive habitats and significant hydrologic functions. These creek systems are augmented by a number of significant upland natural areas on adjacent table lands.

In 1994, the Doon South Creek Subwatershed Study was completed. The report details the natural resources within the subwatershed and presents an overall management plan to ensure protection of those resources as development proceeds. A key component of the report was to fulfill the requirements of a Comprehensive Environmental Impact Study as required by the Provincial Wetlands Planning Policy Statement and accomplish three things. These were:

a) identify the level and scope of future studies required for development of lands adjacent to the provincially significant wetland complex;
b) incorporate a Transportation Corridor Study to preferred locations for crossings of woodlots and wetland areas; and
c) conduct a Sanitary Trunk Sewer Routing Study to identify the approximate route of the future Doon South Trunk Sanitary Sewer.

Among the various recommendations of the Doon South Creek Subwatershed Study was for the City to undertake a Greenspace Management Plan for the area in conjunction with the preparation of a new Community Plan. In this respect, a number of objectives of this Greenspace Management Plan were identified.

This Greenspace Management Plan for the Doon South Community draws upon the findings and recommendations of the Doon South Creek Subwatershed Study, the previously completed Strasburg Creek Master Watershed Plan and the most recent draft of the Blair, Bechtel and Bauman Creeks Subwatershed Study. In addition, a significant amount of specific supporting information has been provided through the Environmental Implementation Report prepared on behalf of Monarch Construction Limited for the extension of the Wyldwoods Neighbourhood.
2. **OBJECTIVES OF THE GREENSPACE MANAGEMENT PLAN**

The specific objectives identified in the Doon South Creek Subwatershed Management Plan and accepted by the Doon South Community Plan Technical Review Committee are as follows:

- Develop a conceptual plan for the enhancement of Doon South Creek and the riparian vegetation in the vicinity of Tilt Drive and the tributaries D2, E, I, J and K (as identified in the Doon South Creek Subwatershed Study).

- Develop a conceptual plan for the enhancement of tributary F, being the linkage of Topper Swamp to Doon South Creek.

- Address the issue of sustainable community access to the natural area, including the development of a trail network.

- Determine the status, and develop a management strategy for, the woodlot located to the northeast of the intersection of Caryndale Drive and Stauffer Drive.

- Evaluate existing terrestrial linkages within the Doon Creek watershed and adjacent watersheds (Strasburg Creek and Blair Creek), and make recommendations with respect to the long term protection and enhancement of essential linkages.

- Develop a monitoring program, focusing on semi-annual or annual inspection of land use changes, bank stability, sedimentation and aquatic and riparian vegetation, to aid in determining whether objectives of the Doon South Creek Subwatershed Management Plan are being achieved.

- Make recommendations with respect to how removal of the beaver dam will occur.

- Determine opportunities for enhancing fish habitat through appropriate stream rehabilitation.

3. **WETLAND AND NATURAL AREA BUFFERS**

Both the provincial wetlands policy statement and the City of Kitchener Municipal Plan require that an environmental impact study be carried out for all lands adjacent to a provincially significant wetland complex. Adjacent lands are defined to include all lands within 120 metres of the boundary of such wetland or wetland complex. As part of separate subwatershed studies completed for the Strasburg Creek, Doon South Creek and Blair Creek systems, comprehensive environmental assessments were conducted for the wetland complexes associated with those creek systems as well as associated upland environmental features. The principle of providing appropriate protective wetland buffers was established
with these environmental assessments.

Based on the comprehensive environmental assessments carried out through the subwatershed plans, the area of "adjacent lands" to be considered in conjunction with development proposals was narrowed based on the environmental characteristics of individual systems. As a result, the edges of the wetland complexes and other environmental features were designated as being high, medium or low constraint areas. These constraint labels have been reflected on Map 1 of this Greenspace Management Plan and together with the recommendations contained within this greenspace management plan, will form the basis for the preparation of required Environmental Implementation Reports (EIR's) by development proponents.

**Edge Constraint Designations**

- Development proposals adjacent to High Constraint Wetland Edges will require the preparation of an EIR for all lands within 120 metres of the wetland complex in conjunction with the submission of a draft plan of subdivision.

- Development proposals adjacent to Medium Constraint Wetland Edges will require the preparation of an EIR for all lands within 30 metres of the wetland complex in conjunction with the submission of a draft plan of subdivision.

- Development adjacent to all other wetland edges will require the preparation of an EIR for all lands within 15 metres of the wetland complex in conjunction with the submission of a draft plan of subdivision.

**Environmental Implementation Reports**

In conjunction with the preparation of a draft plan of subdivision, an environmental implementation report must be prepared. The EIR will include the following:

- A statement of the rationale for the proposal together with a detailed description of the purpose of the proposed undertaking or development.

- Maps or plans showing the location of the lands affected by the proposal in relation to elements of the greenspace system.

- A detailed description of the possible environmental effects of the proposal, with particular emphasis on the elements of the greenspace system, including subsequent demand for future development that may be generated by approval of the proposal. This to include an explanation of the methods used to determine the effects of the proposed development.
Based on the analysis of possible effects and impacts of the proposal, provide a description of the actions/techniques that will be necessary to, in order of preference, prevent, minimize, or mitigate the possible negative effects of the proposal.

Provide an evaluation of the environmental impact of proposed road or servicing crossings of the environmental feature together with a presentation of recommended mitigation measures (unless an Environmental Assessment is required).

Detailed mapping of constraint and opportunity areas to substantiate limits of development which are consistent with this Plan and the applicable subwatershed study. This to include:

- demonstration that there will be no overall loss of wetland functions or contiguous wetland area;
- identification of appropriate vegetative buffers to maintain wetland functions; and,
- an indication of how vital terrestrial wildlife linkages or connections will be maintained, enhanced or created and included within the proposed development.

A summary of measures used to, in order of preference, avoid, minimize and mitigate the expected impacts of development.

A policy framework section referencing applicable regulations and policies of the municipality and affected agencies.

An identification of zoning, easements, or dedicated blocks which are necessary to ensure maintenance and integrity of environmental features, engineering facilities and terrestrial linkages.

4. TRIBUTARY ENHANCEMENT

A primary objective of the Greenspace Management Plan is to develop a conceptual plan for the enhancement of Doon South Creek and the riparian vegetation in the vicinity of Tilt Drive and tributaries D2, E, I, J and K, as identified in the Doon South Creek Subwatershed Study. The enhancement of these areas will improve wetland habitat condition, minimize risk to water quality as a result of adjacent development, and contribute to a continuous linear open space system within the Doon South Community. Specific enhancement recommendations are as follows.
4.1 Tributary D2 (Oregon Drive)

Description/Function

- Poorly defined runoff and seepage swale flowing through wetland, then under Oregon Drive culvert (partly blocked) down a steep gradient easterly towards Doon South Creek. Some shallow channel definition immediately downstream of culvert gradually disappearing within flood plain.

- Restricted flows and steep gradient east of culvert limit opportunities for fisheries enhancement.

- Main function is conveyance of water from the upland recharge area towards Doon South Creek.

- Shrub thicket swamp pocket surrounding tributary D2 created as a result of flow restrictions caused by partial culvert blockage. Considered part of provincially significant wetland complex.

Enhancement and/or Design Provisions

- Retain wetland and swale as open space and protect via buffer naturalization.

- Flows and flow duration may be increased through wetland pocket and swale using SWM design and may be beneficial to fisheries.

4.2 Tributary E

Description/Function

- Ephemeral field draw (corn field), supplemented by groundwater seepage within buffer and wetland.

- No defined channel within buffer and wetland.

- Intermittent seepage conditions and lack of defined channel severely limit fisheries enhancement opportunities.

- Main function is conveyance of runoff and seepage towards Doon South Creek and sustenance of wetland habitat conditions.

Enhancement and/or Design Provisions

- Replicate lost field draw through lot drainage and site specific SWM techniques.
- Retain diffuse channel within wetland and buffer area.

- Allow naturalization of cultivated portion of wetland buffer area through enhancement planting of native species and natural succession to control quality and quantity of surface flows to main creek and wetland.

- Retain and further protect wetland vegetation through old field buffer.

4.3 Tributary E (Linkage from Topper Swamp to Doon South Creek)

Description/Function

- Small, shallow drainage connection between Topper Swamp and Doon South Creek.

- No defined channel within Topper Swamp. Channel loses definition within Doon South Creek flood plain. No fish presence identified in Subwatershed Study. Channel limitations restrict opportunities for fisheries enhancement.

- Main function is conveyance of flows from Topper Swamp to Doon South Creek.

- Limited woody riparian cover along channel due to agricultural history (cultivation, grazing)

Enhancement and/or Design Provisions

- Doon South Drive crossing to utilize clear span or arch design so as to maintain flows and adequate adjacent flood plain for terrestrial wildlife movements.

- Develop linkage in association with SWM wet ponds for additional buffer protection.

- Develop SWM facilities as wetland/wet meadow ponds with upland tree/shrub plantings.

- Additional native riparian plantings along tributary to improve and broaden the effectiveness of this linkage.

- Locate community trail away from proposed linkage to the east of the SWM facility to allow an uninterrupted enhancement planting zone along the tributary and separating pedestrian from wildlife movements.
4.4 **Tributary 1**

**Description/Function**

- Cornfield swale with poorly defined flow path through main creek wetland area.
- Conveys surface and ephemeral groundwater flows to Doon South Creek.
- Fisheries enhancement opportunities constrained by sporadic low flows and very small channel dimensions.

**Enhancement and/or Design Provisions**

- Protect existing channel, associated wetland and wet meadow communities and buffer area through open space designation.
- Riparian planting to occur in conjunction with development of adjacent lands and development of SWM facilities.
- Develop SWM facilities as wetland/wet meadow ponds with upland tree/shrub plantings.
- Existing tributary swale to be used to mitigate peak stormwater events.

4.5 **Tributary 1**

**Description/Function**

- Tributary initiates at confluence of tributaries J1 and J2 within E.S.P.A. 34 and discharges to main creek.
- Shallow defined channel through E.S.P.A. gradually exhibiting a more poorly defined flow within wetland area of main creek. More defined ditch in vicinity of Tilt Drive and main creek.
- Conveys surface and likely some limited groundwater flows within 120 metres of main creek.
- Fisheries enhancement opportunities constrained by seasonal low flows and shallow or poorly defined channels.
Enhancement and/or Design Provisions

- Protect channel, associated wetland and wet meadow communities and buffer area through open space designation.

- Allow naturalization of cultivated portion of wetland buffer area through enhancement planting of native species and natural succession.

- Additional riparian planting to occur along swale channel in conjunction with development of adjacent lands and SWM facilities.

- Develop SWM facilities as wetland/wet meadow ponds with upland tree/shrub plantings.

- West-South Collector Road crossing of tributary to utilize appropriate design to maintain flows and adequate adjacent flood plain for terrestrial wildlife movements (e.g. clear span, arch, elliptical culvert, etc.).

- Detailed design of road to determine appropriate crossing design and if additional mitigative and enhancement measures are necessary.

4.6 Tributary K

Description/Function

- Ephemeral field draw (corn field) discharging to Even’s Pond.

- No defined channel within buffer and wetland.

- Fisheries enhancement opportunities constrained by sporadic low flows and poorly defined channel dimensions.

Enhancement and/or Design Provisions

- Protect swale channel, associated wetland and wet meadow communities and buffer area through open space designation.

- Allow naturalization of cultivated portion of swale buffer area through enhancement planting of native species and natural succession to control quality and quantity of surface flows to main creek and wetland.

- Additional native riparian plantings along tributary swale to improve and broaden the effectiveness of potential linkage from Caryndale Woodlot and Even’s Pond
(making use of existing hedgerows).

- West-South Collector Road crossing of tributary to utilize appropriate design to maintain flows and adequate adjacent flood plain for terrestrial wildlife movements (e.g. clear span, arch, elliptical culvert, etc.).

- Detailed design of road to determine appropriate crossing design and if additional mitigative and enhancement measures are necessary.

4.7  Doon South Creek in vicinity of Tilt Drive

Description/Function

- Conveys surface and groundwater flows.

- Baitfish habitat.

- Fisheries enhancement opportunities constrained by simple instream cover, seasonal low flows and shallow/narrow channel dimensions.

Enhancement and/or Design Provisions

- Protect channel, associated wetland and wet meadow communities and buffer area through open space designation.

- Consideration to removal of Tilt Drive and culvert when road is converted from transportation network to community trail network. City to replace with pedestrian/maintenance bridge structure thereby improving opportunities for terrestrial wildlife movements along stream corridor. Creek channel modifications and riparian planting can occur in conjunction with the removal of Tilt Drive and culvert.

5.  ENHANCEMENT AT LOCAL ROAD CROSSING OF DOON SOUTH CREEK

Description/Function

- This section of Doon South Creek is characterised by typical moisture tolerant wet meadow vegetation, primarily cattail, sedge, reed canary grass, boneset and fringed loosestrife. Some watercress evident within channel towards Tilt Drive.

- Some scattered shrubs such as red-osier and willow.
- Low gradient and shallow channel reduce value of habitat.

**Enhancement and/or Design Provisions**

- Proposed Local Road crossing of main Doon South Creek west of Tilt Drive to utilize appropriate design to maintain flows and adequate adjacent flood plain for terrestrial wildlife movements (e.g. clear span, arch, elliptical culvert, etc.).

- Further naturalization of wet meadow through enhancement planting of native species and assisted natural succession.

- Additional native riparian plantings recommended along main stream channel to improve water quality (temperature) and broaden potential for terrestrial wildlife movements.

- Detailed design of road to determine appropriate crossing design and if additional mitigative and enhancement measures are necessary.

6. **FISHERY ENHANCEMENT**

- No particular fisheries enhancement is felt to be warranted along Doon South Creek as stream flow and channel severely limit effective enhancement opportunities.

- Through implementation of specific practices as set out in the Doon South Creek Subwatershed Study and the implementation of design and enhancement provisions recommended in this plan, quantity (flow) and quality may be improved, thus enhancing fish habitat indirectly.

- Baitfish environment in vicinity of Tilt Drive will likely improve with specific stream modifications and riparian planting to be done when Tilt Drive and culvert are removed.

7. **TERRESTRIAL LINKAGES**

7.1 **Linkage between Blair Creek and E.S.P.A. 33**

- Develop as major linkage for movement of large wildlife (e.g. deer) between Roseville Swamp (via Blair Creek corridor) and E.S.P.A. 33.

- Ultimate width shall be in excess of 300 metres with linkage being formed between the tributary to Blair Creek and the existing hedgerow to the east (as recommended in Blair, Bechtel and Baumen Creeks Subwatershed Study).

- Landowner will be encouraged to cease active agricultural cultivation of the lands as soon
as possible or as a minimum in conjunction with the development of abutting lands.

- Preferred naturalization strategy will be through natural succession with consideration given to community based volunteer planting program through the City’s Environmental Committee in conjunction with the Grand River Conservation Authority and the Department of Parks and Recreation.

7.2 Use of Scenic Road Trails as Terrestrial Linkages

- Closure of scenic roads (Tilt, Stauffer, part of Groh, part of Reidel) and use as community trails allow for enhancement of existing vegetation within and adjacent to rights-of-way to act as terrestrial linkages between E.S.P.A.‘s and the three subwatersheds.

- All existing vegetation within and immediately abutting the rights-of-way will be preserved, maintained, and where necessary, enhanced.

- Exposed edge E.S.P.A. 33 and Caryndale Woodlot to be decreased though closure of Stauffer Drive and its use as a community trail together with the protection/enhancement of vegetation abutting the right-of-way

- Area of forest interior is effectively increased through implementation of above measures.
8. **GENERAL MANAGEMENT TECHNIQUES FOR TRIBUTARY ENHANCEMENT AND TERRESTRIAL LINKAGES**

Map 1 shows general management techniques to be applied throughout the Community Plan area to assist in the physical protection of natural areas, the establishment of a continuous linked open space system, and to augment existing natural conditions. These techniques are shown symbolically on Map 1, and are further explained below. The general management techniques specified are intended to signify the minimum management requirements needed to implement the specific tributary enhancement and terrestrial linkage recommendations outlined above. Individual Environmental Impact Studies prepared in conjunction with development proposals will further elaborate on these management techniques and where appropriate, specify additional specific management techniques which may be necessary.

<table>
<thead>
<tr>
<th>CODE</th>
<th>TREATMENT</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>1</td>
<td>BUFFER LIMITS</td>
<td>Buffer protection limits established and delineated using paige wire fencing (and silt fencing where appropriate). Fencing installed and maintained throughout grading and construction. Permanent buffer demarcation (fencing/signage) once construction is complete. Buffer width and protection measures will be identified by a scoped EIS in conformity with wetland, E.S.P.A. and woodland policies of the City of Kitchener Municipal Plan and the Regional Official Policies Plan.</td>
</tr>
<tr>
<td>2</td>
<td>ENHANCEMENT</td>
<td>Enhancement planting of buffer area, existing hedgerows or other natural area to establish native species, assist natural succession and to provide additional linkage opportunities for movement of wildlife. Species to be in compliance with the Region of Waterloo policy regarding the <strong>Planting of Alien Species in or Adjacent to Environmentally Sensitive Policy Areas</strong>, EEAC-92-11.</td>
</tr>
<tr>
<td>3</td>
<td>TREE MANAGEMENT</td>
<td>Vegetation protection measures and edge management/restoration in accordance with City of Kitchener Tree Management Policy.</td>
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<tr>
<td>4</td>
<td>PASSIVE MANAGEMENT</td>
<td>Passive, &quot;hands off&quot; management approach allowing naturalization through natural succession. Some selective management or removal of vegetation may be required in specific instances. Agricultural cultivation is encouraged to be curtailed as soon as practical.</td>
</tr>
<tr>
<td>5</td>
<td>SEPARATION</td>
<td>Community trails to be established in outer fringe of wetland buffers and storm water management areas to separate recreational use from sensitive areas. Existing wetland crossings to be utilized wherever possible.</td>
</tr>
<tr>
<td>6</td>
<td>WETLAND CROSSING DESIGN</td>
<td>Road and service crossing locations subject to detailed studies for the design, alignment and the implementation of recommended mitigative measures. Road crossings to use appropriate design to ensure adequate flows and sufficient adjacent flood plain for wildlife movement (clear span, arch, elliptical culvert, etc.).</td>
</tr>
<tr>
<td>7</td>
<td>SWM FACILITY DESIGN</td>
<td>Stormwater management facilities designed as wetland or wet meadow basins to facilitate wetland habitat development as well as quality and quantity control in accordance with the City of Kitchener policy and guidelines respecting storm water management. Hydrological functions of small outlying wetlands and seasonal drainage swales removed or altered through development to be replicated in storm and drainage design (grassed swales, infiltration trenches).</td>
</tr>
<tr>
<td>8</td>
<td>SWM NATURALIZATION</td>
<td>Stormwater management basins to be naturalized using compatible native plant species. Use of salvaged wetland substrates as seed bed in basin construction wherever possible. Use of</td>
</tr>
</tbody>
</table>
native riparian and upland plantings adjacent to basin to provide terrestrial linkage and channel protection.

9. EROSION CONTROL

Erosion and sediment controls as approved by the City in consultation with other agencies to be implemented and maintained prior to and throughout area grading and construction of adjacent lands. Controls to include siltation fencing, interceptor swales with check dams, siltation control ponds, maintenance of vegetative buffers, etc.

9. COMMUNITY TRAIL NETWORK

- The ultimate community trail network shall be constructed in accordance with the concept shown generally on Map 2.

- The Doon South Creek corridor will form the spine of the community trail network within the Community and shall link with trails through upland woodlots, the scenic road trail system, and the Upper Doon Heritage Conservation District.

- Trails will be generally located to the outer edge of the wetland buffer areas to reduce pedestrian impacts on wetland and ecosystem functions.

- Community trails will be constructed at a maximum width of 3 metres, with surface treatment consisting of stonedust, gravel, limestone, woodchip, boardwalk (in wet areas), or other suitable material depending on location and level of use and as determined by the City's Parks and Recreation Department.

- All trails through woodlands shall be constructed in less sensitive locations, and shall follow existing trails where possible. Such trails will be clearly defined and marked so as to discourage pedestrian and vehicular traffic in more sensitive areas of the woodlot.

- The scenic road trail system will be designated as part of the community trail network however the trail width may vary within the actual existing roadway width. The abutting vegetation is to be retained and, where appropriate, enhanced.

- The Ontario Hydro easement will form part of the community trail network providing linkages between New Dundee Road (Roseville Swamp) and Caryndale Drive. Additional parkland will be developed together with hydro corridor.
10. **GARYNDALE WOODLOT MANAGEMENT PROGRAM**

- No development intrusion within woodlot.

- An edge management program will be carried out at the time of development emphasizing tree management and retaining the maximum amount of existing trees.

- Scoped EIS for adjacent development (30m) to identify adequate buffer zones and any additional mitigation measures.

- That this woodlot remain part of a continuous linked open space system including ESPA 33, Doon South Creek and Evens Pond, and the Strasburg Creek ESPA.

- The Regional Tree Cutting By-laws shall apply to the use of the woodlot.

- That private use of the woodlot occur in accordance with "Good Forestry Practices".

- That, where possible, the Department of Parks and Recreations provide advice on woodland management.

11. **REMOVAL OF BEAVER DAM AT EVEN'S POND**

- That a trapper be retained to remove the existing beaver with costs to be borne by the City of Kitchener.

- That the beaver dam be removed at the time of development to restore stream flow in this part of Doon South Creek with costs to be borne by the development proponent.

- That the creek channel and all riparian vegetation damaged through removal of the beaver dam be restored with enhancements where feasible.
12. **SUBWATERSHED MONITORING PROGRAM**

Through the City's Environmental Committee as part of a broader municipal initiative, it is recommended that a Subwatershed Monitoring Program be developed for Doon South Creek. This monitoring program could consist of three phases, and be developed as a shared responsibility between the City of Kitchener, the Grand River Conservation Authority, the development industry and the broader community. The essential reasons for the development of a monitoring program are to determine whether specific management practices are performing as designed, to assess whether the greenspace system of the community is being adversely impacted by urban development, and to allow for a remedial action response or consideration of new practices where the monitoring program suggests that current practices are not working as intended.

While the specifics of the monitoring program will be determined through another process, any future program should give consideration to addressing the three distinct monitoring phases as outlined generally below:

**Phase 1 - Monitoring System and Base Line Inventory**

- Primary responsibility would lie with municipality in conjunction with other agencies.

- Essential components, frequency and data management of monitoring system must be identified.

- A vision for what the watershed is to become, including specific goals and objectives.

- At minimum, any initial monitoring system should include:

  - Identification of representative monitoring locations for system attributes. Such attributes may or may not include such attributes as streamflow, water temperature, erosion, vegetation, wildlife, water quality, and fishery inventories.

  - Annual inspection of representative groups of at-source infiltration facilities.

  - Annual inspection of all stormwater management facilities.

  - System for collecting, managing and analyzing data.

- Subwatershed Study could assist in identifying representative monitoring locations.

- Monitoring season should extend from mid-April through to mid-November.
- Baseline data should be prepared and monitored annually until urban development proceeds. Monitoring then becomes a developer responsibility for a specified time period.

- Consideration of using a consultant paid for out of the development charges fund to conduct this phase of the monitoring program.

Stage 2 - Pre-Development, During Development and Post Development

- Primary responsibility would lie with development proponent. This phase of the monitoring program would be required of the developer as a condition of development.

- In conjunction with final design submissions and the approved erosion control plan, the proponent should submit a detailed "during development" monitoring and response program to the City of Kitchener.

- During development program to extend until grading is complete, underground services are installed and base asphalt is in place.

- Development proponent will devise a "post-development" monitoring, response and maintenance program for the approval of the City of Kitchener and affected agencies.

- Submitted program should include performance targets, mitigation measures, a response plan where targets are exceeded, and detail any specific maintenance requirements which may be necessary.

- Post-development program to extend for two years to coincide with 24 month guarantee period for works and services as required through Condition 29 of the City's Standard Form Residential Subdivision Agreement.

Stage 3 - Long Term Monitoring of Subwatershed

- Primary responsibility lies with the municipality in conjunction with other affected agencies and the public, educational institutions, etc.

- Details of essential components of any long term monitoring program would be based on recommendations made in the development proponent's final monitoring report as identified above.

- Monitoring program would be carried out by the City of Kitchener and affected agencies and supplemented where possible through community based monitoring initiatives.

- City's Environmental Committee would take on a key role in the development of
community based monitoring, educational and stewardship initiatives.

- Long term monitoring program would be consistent with defined vision for the subwatershed and any specific goals and objectives.
DOON SOUTH COMMUNITY

SCENIC ROADS STUDY

1. INTRODUCTION

The Doon South Community exhibits a number of significant environmental, topographic, cultural and heritage features which contribute to the unique character of the area. Among the most significant features is a network of rural roads which date back to the early pioneer settlement of the area. These roads have for many years been recognized by the residents of Doon South for their scenic qualities and the unique experience gained through walking or driving these roadways.

While many of the roads within the Doon South Area have long been recognized by residents for their scenic qualities, only Tilt Drive was given formal designation as such. The entire length of Tilt Drive, from Stauffer Drive to its intersection with Doon Village Road, is designated as a Scenic Road both by the City of Kitchener Municipal Plan and by the Upper Doon Heritage Conservation District Plan. This designation relates not only to the roadway itself, but also landforms and vegetation immediately abutting the right-of-way.

The City of Kitchener Municipal Plan which was adopted in 1994, recognizes several roads within the Doon South Community as being “potential” scenic roads. These roads are Stauffer Drive, Reidel Drive, Groh Drive, the westerly leg of Dodge Drive between Groh Drive and New Dundee Road, and Pinnacle Drive between the northerly leg of New Dundee Road and Pine Hill Place. The Municipal Plan indicates that these roadways would be studied prior to potential recommendations regarding designation as Scenic Roads.

The Doon South-Brigadoon Transportation Network and Corridor Study completed by the City and the Regional Municipality of Waterloo in 1994 addressed the comprehensive transportation network requirement of the southwest areas of Kitchener. Through consideration of various transportation corridors, it became evident that Tilt Drive and the other potential scenic roads could be negatively impacted by urban development. Accordingly, in its consideration of the final recommended study, Kitchener City Council passed a resolution requiring a comprehensive study of the scenic roads system in Doon South in conjunction with the upcoming major review of the Community Plan.

One of the primary objectives of Council’s resolution regarding the scenic roads study was to ensure integration of the scenic road network into the surrounding planned Doon South Community in such a manner as to retain and preserve those features of the roadways which contribute to the overall scenic experience. This study, prepared in conjunction with the review of the Doon South Community Plan, seeks to address this objective.
2. OBJECTIVES, METHODOLOGY, AND EVALUATIONS PROCESS

The Scenic Roads Study was undertaken by the Department of Planning and Development in conjunction with a committee made up of the local Ward Councillor, abutting land owners, major area developers, and interested citizens from the broader community. The following outlines the stated objectives of the scenic roads study, the relevant Municipal Plan policies considered during the study, the framework used to ensure the consistent application of those policies, as well as the results of corridor specific evaluations of the roadway and abutting vegetation.

2.1 Objectives of the Scenic Roads Study

The specific objectives of the Doon South Scenic Roads Study as required by City Council is its resolution with respect to the Doon South Brigadoon Transportation Network and Corridor Study are:

- Develop criteria for the designation of scenic roads.
- Determine the planned functions of scenic roads in the Doon South Community and in particular, roadway volumes, geometrics, and vehicular and pedestrian safety.
- Integration of the scenic road functions and the Stauffer Log Cabin with the surrounding Doon South Community. This to include future land use, collector and local roadway pattern, landscape and tree saving plans, subdivision and development controls, etc.
- Integration of the recommendations of the Doon South Creek Subwatershed Management Plan and the Doon South Greenspace Management Plan.

2.2 Framework for Consistent Application of Policies

The following framework was adopted by the Scenic Roads Subcommittee to ensure that the Municipal Plan policies were applied consistently with equal weighting. The final recommendations were arrived at using this framework.

1. The following roads or road segments are identified in the Municipal Plan as either designated or potential scenic-heritage roads:

- Tilt Drive - Designated
- Stauffer Drive - Potential
- Reidel Drive - Potential
- Groh Drive - Potential
v) Dodge Drive (from Groh west to New Dundee) - Potential
vi) Pinnacle Drive (from north leg of New Dundee to Pine Hill Place) - Potential

All roads will be thoroughly studied and evaluated individually, as part of a potential scenic road network and in the context of other community plan issues. Once this evaluation has taken place, recommendations will be made to L.A.C.A.C. with respect to designation as a Scenic-Heritage Road.

2. Where a scenic road corridor is designated, such corridor is considered a heritage resource by the Municipal Plan and accordingly, relevant heritage policies will be considered consistently and equally with all other general and specific Municipal Plan policies. The requirements of the heritage policies will be balanced with other policies and ultimate recommendations will be made only after all issues and policies have been fully considered.

3. Significant viewsheds and vistas may be identified and evaluated through the scenic road study and dealt with where feasible through appropriate subdivision design, etc. However, viewsheds and vistas will not form part of any possible scenic road designation and will not form part of the criteria used for such designation. Viewsheds and vistas are often used interchangeably. For the purposes of this study they will be defined as follows:

Viewshed - The broad visual extent of scenery as seen from a particular vantage point. A viewshed is all encompassing.

Vista - A long narrow view, as between rows of trees for example, which usually terminates at a specific point of interest.

4. If a road is to be designated, a corridor specific plan for each road segment will be prepared in conjunction with the Community Plan. The Community Plan will address: adjacent land use plans, landscape plans, tree saving plans, development controls, traffic plans and urban design guidelines. The City will ensure an adequate transportation system is in place to off-load traffic increases resulting from future development. In addition, the Community Plan may if necessary, set out an action plan for the future preparation of a corridor management plan which would include such things as road maintenance schedules, monitoring programs, adopt-a-road programs, etc. The detailed study conducted as part of the Community Plan will fulfill the requirement for a Heritage Impact Assessment as stated in Policy 8.3.3.4.

5. The intent of the Municipal Plan is to ensure any road segment designated as a scenic-heritage road will remain open to vehicular traffic. However, this does not preclude the possible consideration of a designated scenic-heritage road as part of the overall core greenspace plan where feasible from a community planning perspective. If an alternative transportation system is in place, designated road
segments could be considered for incorporation into the open space/community trail system in order to recognize their recreation potential and role as a corridor for the movement of wildlife.

6. The policies of the Upper Doon Heritage Conservation District Plan will be implemented as they relate to Tilt Drive within and adjacent to the Upper Doon area. Specifically, the treescapes and hedgerows on either side of Tilt Drive will be preserved (or enhanced) and any new proposed intersections will be designed to preserve the landscape integrity of Tilt Drive.

2.3 Specific Roadway Evaluations

A crucial part of the scenic roads study was to evaluate the roadways based on a set of criteria developed specifically for the Doon South area. These criteria were based on the evaluation system included within the Regional Scenic Roads Handbook with modifications to address the policy framework for with the Scenic Roads Committee was working.

This set of criteria was included within which the evaluations form which is shown in Figure 1. The criteria were then applied to specific segments of the scenic road network as identified in Figure 2. The evaluation was conducted by a group of trained landscape and forestry staff of the City of Kitchener and scores were attributed as a group. The following is a summary and explanation of the individual elements included within the set of evaluation criteria:
HUMAN MADE/INFLUENCED ELEMENTS

- Structural Character (engineered) - This element refers to the degree a roadway has been altered or engineered. A low scenic rating would be given to a road constructed in a way which detracts from the scenic qualities of the area. This may include the removal of roadside vegetation or the installation of curbs, gutters or culverts.

- Ditches and Banks - These elements refer to the presence of roadside ditches and banks which are in a more natural form. Where a roadside features naturally vegetated ditches and banks or where these elements complement the existing topography, a higher score would be given.

- Surface Condition/Treatment - This element refers to the state of repair of the road surface as well as the surface treatment itself. Normally a fully paved road would score less than a tar and chip road and a tar and chip road would score less than a gravel road.

- Signage - This element refers to the presence, location and character of both official and unofficial signs within and adjacent to the road right-of-way. This element would be rated by the impact such signs have on the visual or aesthetic values of the roadway. Generally, where a road is characterized by visually intrusive signs, a lower score would be given.

- Telephone/Utility Poles - This element rates the presence, amount and impact of telephone and utility poles on the scenic roadway. Generally, the more visually intrusive these structures are, the lower the rating given.

- Human/Cultural Activities - This element rates the road on the observed human cultural or recreational use of the road corridors. Generally, the more cultural or recreational use observed, the higher the score given.

VEGETATION

- Diversity - This attribute refers to the different types and species of vegetation viewed along a road and their contrast to one another. The ability of this diversity to add to the visual quality of the road is measured.

- Maturity - The age of forests/vegetation adjacent to the roadway and within the viewshed are assessed. The more mature forests are generally perceived as more aesthetically pleasing and receive a higher score. However, where the vegetation in question is in a state of decline due to age or competition from other species, a lower score would result.

- Quality of Individual Specimens - This element refers to the presence of individual tree or plant specimens of high quality. While these may not be significant in terms of diversity, maturity, edge or texture, they represent a healthy individual specimen which adds to the scenic qualities of the road, are likely to live for many more years and could be enhanced with additional vegetation.

- Structure/Edge - This refers to the ability of the road side vegetation to provide definition to the edge of the road. For example, a forest that abuts a roadway provides a definite edge and would normally receive a higher scenic rating.

- Visual Texture and Colour - These attributes refer to the surface and visual depth provided by vegetation together with the range and contrast of vegetation colours. The more visual texture and colour present, the higher the score.
LANDFORM AND RELIEF

- Rolling Terrain/Undulations of Roadway - This refers to the natural topographical changes or undulations of the road itself and its impact on the viewer's experience. It is generally assumed the greater the terrain changes, the higher the rating.

- Curves/Turns in Roadway - This element refers to the presence of curves or turns in the roadway and the impact these elements may have on the overall visual experience. Generally, if a curve or turn highlights or enhances another interesting aspect or feature of the road, a higher score would be given.

- Visual Quality of Terrain - This element refers to the variety of landforms encountered while travelling a particular road segment. It is generally assumed that the greater the variety in terrain, the higher the scenic rating.

- Vista Within Right-of-Way - This element refers to the presence of a vista within the road right-of-way. The visual quality and importance of the vista in question is rated.

- Water (presence and aesthetic value) - This element refers to the presence of running or standing water, or wet areas adjacent to the roadway. This element rates the water on its aesthetic contribution to the roadside as well as its potential ecological relationship to roadside vegetation or wildlife.

ITEMS OF ADDED IMPORTANCE

- ESPA's (presence, size and proximity) - This element refers to the presence, size and proximity an ESPA on abutting lands. Since ESPA's are protected from urban development, adjacent lands are less likely to be altered through urban development and accordingly, an additional 1 point is added where an ESPA is present.

- Resources of Heritage Significance - This element refers to the presence and significance of heritage resources within the right-of-way or on abutting lands. Accordingly, an additional 1 point is added where resources of heritage significance are located within the right-of-way or on abutting lands.

- Historical Significance of Roadway - This element refers to the historical significance of a particular road. Where it has been determined that a particular roadway has some historical significance, an additional 1 point is added to the score.
3. **RECOMMENDED SCENIC ROAD NETWORK**

The recommended scenic road network is shown on Map 1. This network was arrived at by the Scenic Roads Committee after careful consideration of all relevant policies, corridor specific evaluations, and the determination of an alternative transportation network to access abutting lands.

It is recommended that Tilt Drive, Stauffer Drive, the upper portion of Groh Drive, and the northernmost portion of Reidel Drive be designated as scenic roads, eventually be closed to vehicular traffic and be incorporated into the City's community trail system. The roads and vegetation immediately abutting the rights-of-way should be preserved in their existing state and, where necessary, enhanced through replanting and acquisition of lands immediately abutting the rights-of-way. It is also proposed that corridor specific enhancement schemes would be devised to address interim road maintenance, ultimate trail maintenance, timing for road closures, and identification of areas in need of vegetative enhancement.

The remainder of Reidel Drive was considered in the evaluation of the proposed scenic road network but was discounted due to long term plans to use the Reidel Drive right-of-way for the future extension of Strasburg Road. Strasburg Road is a proposed to be constructed as a Secondary Arterial Road with a right-of-way of 26 metres. This would inhibit the preservation of the existing Reidel roadway as well as most existing landforms and vegetation immediately abutting the right-of-way.

Pinnacle Drive, Dodge Drive and the remainder of Groh Drive are not recommended for inclusion within the proposed community trail network primarily due to the need to provide access to present and future uses on abutting lands. These roads are however still recognized as possessing some of the scenic qualities exhibited by the other scenic roads and policies should be included in the Doon South Community Plan to ensure that all future development and road improvements are sensitive to the roadside vegetation and landforms.

4. **PROPOSED LOCAL ROAD CROSSING OF DOON SOUTH CREEK**

It is recommended that a local road crossing be constructed across Doon South Creek to provide access to the Hallman Aberdeen lands located to the west of Tilt Drive. The Municipal Plan policies respecting Tilt Drive seek to reduce the number and impact of proposed new road crossings of that road. One local road crossing is recommended to cross Tilt Drive and provide access to the Hallman Aberdeen lands through the Monarch lands to the east. However, to allow development of the Hallman Aberdeen lands, a second means of access must be provided. Provision for a second means of access from the south would allow development to occur but reduce the development impacts on Tilt Drive. This road would cross Doon South Creek at a recognized "least impact" location and connect with the proposed West-South Collector Road. Policies should also be included within the
Doon South Community Plan to require rehabilitation and enhancement of Doon South Creek in conjunction with the proposed road crossing.

Any proposed road crossing of the Doon South Creek provincially significant wetland must address the policy requirements of the City of Kitchener Municipal Plan, the Regional Official Policies Plan, and the provincial wetlands policy statement. In this regard, a detailed justification together with a comprehensive analysis of alternatives must be included as an appendix to the Doon South Community Plan to enable agency review of the proposal in light of the wetland policy requirements.

5. **Preservation of Vegetation Immediately Abutting R.O.W.**

In many cases, the vegetation immediately abutting the road right-of-ways is significant and warranted protection and/or enhancement. In order to best protect this vegetation, and provide for a suitable buffer between the scenic roads and future development, the Scenic Roads Committee evaluated various options.

5.1 **Options Considered**

**Dedication of Lands Beyond Existing R.O.W. to City**

- Lands sufficient to protect all significant adjacent vegetation would be dedicated to the City at time of plan registration.
- New fence line would be established with all lands being owned and maintained by the City.
- Question of whether dedication would be accepted as part of the required 5 percent parkland dedication would have to be determined.

**Establishment of a Scenic Easement**

- Lands sufficient to protect all significant adjacent vegetation would be identified in the subdivision agreement as a "scenic easement" and registered on title.
- Title of the lands would remain with the developer or future residential land owner and would be maintained in a natural state in perpetuity.
- The land area of the scenic easement may not be developed with buildings or structures but may be used in calculation of densities, lot coverage, etc. on abutting lands.
- Any vegetation damaged by construction or grading of abutting lands would be required to be restored.
- Active public education would need to be conducted by the developer and City to ensure future owners respect and understand the scenic easement.
- Intent of the scenic easement could be lost over time as properties change ownership.

Application of Tree Management Policy

- All significant vegetation abutting the scenic road R.O.W. would be addressed in a tree management plan to be approved during the development process.
- Lands would be owned and maintained by the developer or future residential land owner.
- Active public education would need to be conducted by the developer and the City to ensure future owners respect and understand the need to protect the vegetation abutting the R.O.W.
- Visual impact would be great due to new fences potentially being built immediately up to the existing scenic road right-of-way.

5.2 Recommended Option

While all three of the options considered could be used protect abutting vegetation with varying degrees of success, it was determined that the dedication of sufficient lands would afford the best overall protection. It is recommended that the City of Kitchener require dedication of up to 5 metres of land immediately abutting the right-of-way of the proposed Scenic Road Community Trail Network. The exact amount of land will be determined during the preparation of corridor specific enhancement plans. The required dedication will be used to protect existing significant vegetation, allow opportunities for replanting if conditions within the right-of-way are not sufficient for this, and help to provide a suitable buffer between the scenic road and abutting residential development. Where required, the dedication of abutting lands shall be accepted as part of the required parkland dedication for adjacent development. It is recommended that policies be included within the Doon South Community Plan to require the dedication of abutting lands.

6. Staging of Proposed Road Closures

It is recommended that the proposed Scenic Road Community Trail Network be closed to vehicular traffic in segments when an alternative transportation system is constructed in conjunction with the development of adjacent lands. New development on adjacent lands should be permitted to use the scenic roads for temporary access until alternative access becomes available.

It is recommended that the scenic roads be maintained in their existing state, with no engineering improvements allowed to permit access for adjacent development. Therefore, where temporary use of the scenic roads is proposed, it should be recognized that the
number of new residential units may be limited until an alternative means of access is provided. In this respect, it is recommended that development proponents be required to submit a road base assessment to the Department of Public Works to determine how many units could be permitted to use the existing roadways without requiring engineering improvements.

Corridor specific enhancement plans should be used to determine treatment and design of temporary access connections and the intersection of the new transportation network with the scenic roadways. These plans will also address the suitability of lighting, etc. when such roads are to be used for temporary access.

7. CORRIDOR SPECIFIC ENHANCEMENT OPPORTUNITIES

A plan outlining specific enhancement opportunities and management techniques is to be developed for each road corridor recommended for designation as a scenic road. These plans will be completed by development proponents on abutting lands and shall be consistent with the recommendations of the Doon South Creek Subwatershed Study and the Doon South Greenspace Management Plan.
CITY OF KITCHENER
DEPARTMENT OF PLANNING AND DEVELOPMENT

Doon South Community Plan
Appendix 3

JUSTIFICATION FOR PROPOSED WETLAND CROSSING
DOON SOUTH COMMUNITY PLAN

JUSTIFICATION FOR PROPOSED WETLAND CROSSING

1. ISSUE ANALYSIS

The Doon South Community is a unique area possessing an array of cultural and heritage resources, a provincially significant wetland complex, five Environmentally Sensitive Policy Areas, several high quality but undesignated woodlots, and a network of high quality rural roads recognized for their scenic qualities. The area also lies within three separate watersheds (Strasburg Creek, Doon South Creek and Blair Creek).

In addition to the above development constraints, a Community Plan has been in place for many years and has given an urban development designation to the vast majority of lands within the study area. This Community Plan is shown in Figure 1. The City of Kitchener has undertaken a major review of the original Community Plan together with parallel studies to determine how the network of scenic roads and greenspace features can best be integrated into the future planned residential community.

The specific planning context the municipality encountered through the review of the Doon South Community Plan and the integration of the scenic road network is as follows:

- The existence of the Upper Doon Heritage Conservation District immediately abutting the north of the community with several designated heritage structures, and including the length of Tilt Drive from Doon Village Road to Stauffer Drive.
- The existing Scenic Road designation applied to the entire length of Tilt Drive.
- The provincially significant wetland complex associated with Doon South Creek.
- The approved collector road network determined through the Doon South-Brigadoon Transportation Network and Corridor Study.
- The presence of E.S.P.A. numbers 30, 33, 34, 35 and 39.
- The presence of the Caryndale woodlot, Topper woodland and Tilt's Bush and other smaller but also undesignated natural features.
- The existence of the unique Caryndale neighbourhood.
- The abutting Strasburg Creek and Blair Creek wetland complexes to the north and south of the Community.
- Rolling and undulating topography and the viewsheds and vistas associated with such topography.
Several large land holdings recognized within the City's Staging of Development Report which require access to or across the identified scenic roads.

In its efforts to balance all of the above in the development of a community plan, the City of Kitchener, is recommending approval of a road network which recognizes a new local road crossing of Doon South Creek immediately to the west of Tilt Drive. This recommendation comes after weighing the benefits of avoiding another creek crossing with the potential impact on the scenic road network, the cultural resources, other undesignated but high quality natural areas, and the overall transportation system within the Doon South Community. With implementation of this solution, a number of opportunities arise to rehabilitate and enhance Doon South Creek both at the proposed crossing location and at the existing Tilt Drive crossing.

2. POLICY REQUIREMENTS

A number of policy requirements must be addressed before any recommendation for a new road right-of-way may be approved within a provincially significant wetland. The City of Kitchener Municipal Plan, in conformity with the provincial wetlands planning policy statement requires that any new municipal infrastructure proposed within a provincially significant wetland will only be permitted where an Environmental Impact Study has been completed and demonstrates that such development will not result in any of the following:

- Loss of wetland functions.
- Subsequent demand for future development which will negatively impact on existing wetland functions.
- Conflict with existing site-specific wetland management practices.
- Loss of contiguous wetland area.

In addition to the City of Kitchener Municipal Plan, a number of policy requirements are also contained within the Regional Official Policies Plan. The Regional Plan requires that where the construction of a new road right-of-way is proposed within or adjacent to a provincially significant wetland, the submission of an Environmental Impact Statement (E.I.S.) or other appropriate study must be submitted for approval. However, the R.O.P.P. also specifies that where alternative environmental reviews are being undertaken as part of a comprehensive planning process an Environmental Impact Statement will not be required provided the environmental review fulfills requirements such Environmental Impact Statement. The environmental review undertaken through the Doon South Creek Subwatershed Management Plan together with the detailed review of alternatives undertaken through the community planning process is considered sufficient to satisfy the Kitchener Municipal Plan and R.O.P.P. policies governing new roads within provincially significant
3. **alternatives considered**

3.1 **alternative 1**

Alternative 1 gave consideration to the provision of two local road crossings of Tilt Drive to provide access to the Hallman Brierdale and Gubler lands. This would have increased the total number of road crossings of Tilt Drive to four, including the proposed Doon Village Road Diversion and West-South Collector Road.

Tilt Drive is a designated scenic road both in the City’s Municipal Plan and the Upper Doon Heritage Conservation District Plan. Four road crossings of this heritage resource would have serious impacts both on the vegetation within and adjacent to the right-of-way as well as to the adjacent topography and embankments. In addition, the road segment would be further divided into four smaller segments and seriously undermine the reasons for designation of Tilt Drive as a scenic road.

3.2 **alternative 2**

Alternative 2 gave consideration to providing a connecting link through the Caryndale neighbourhood located to the west of the Hallman Brierdale lands. This alternative would see traffic directed through the unique Caryndale religious settlement and greatly impact functioning of the neighbourhood. Further, the Caryndale neighbourhood has not been receptive to permitting a direct link through the settlement to access the Hallman Aberdeen lands. Providing such a link would also duplicate the west to east link that will be provided by the proposed West-South Collector Road.

Additional impacts may also be expected with the South Strasburg Creek provincially significant wetland complex and E.S.P.A. 30 which immediately abut the terminus of Evenstone Avenue. This wetland complex and E.S.P.A. are important resources within the Strasburg Creek watershed.

3.3 **alternative 3**

Alternative 3 gave consideration to the provision of a road south from the Doon Village Road Diversion, through Tilt’s Bush, into the Gubler and Hallman Brierdale properties. This alternative would have severe impacts on Tilt’s Bush and would impair opportunities to provide a terrestrial linkage in this location between Strasburg Creek and Doon South Creek as recommended in the Doon South Greenspace Management Plan. Tilt’s Bush is identified as a high quality woodlot and is currently being considered for inclusion within E.S.P.A. 30. This alternative would not benefit
the efficient movement of traffic within the Doon South Community or contribute to better transit access.

3.4 Alternative 4

Alternative 4 gave consideration to the provision of a new road right-of-way across Doon South Creek to link the Hallman Brierdale lands with the proposed West-South Collector Road. With construction of the proposed road, Tilt Drive would be closed to vehicular traffic and included as part of the City's community trail network. This alternative would see the road crossing occur at a recognized "least impact" crossing location and would see some mitigable impacts on the Doon South Creek. This alternative would provide for a more efficient transportation system within the Doon South Community and better transit access. There is little vegetation of significance associated with Doon South Creek in this location and acceptance of this alternative would allow for additional enhancement opportunities of Doon South Creek both at the proposed crossing location and the existing Tilt Drive crossing.

3.5 Alternative 5

Alternative 5 gave consideration to the use of Tilt Drive as the primary access road for developable lands to the east and west. This alternative would have the greatest impacts on the Tilt Drive heritage resources and would virtually devastate the abutting vegetation and landforms through road widenings and engineering improvements. This alternative would also have mitigable impacts on Doon South Creek though the widening of Tilt Drive at the creek. Doon South Creek is an identified baitfish habitat in this location. The impacts on the scenic characteristics of Tilt Drive would not be mitigable.

4. RECOMMENDED ALTERNATIVE

Alternative 4 was chosen by the Scenic Roads Committee as the best overall option to protect the scenic road network, provide the least impact on the natural environment and still provide vehicular access to the Gubler and Hallman Brierdale lands. The draft review of the Doon South Community Plan was based on acceptance of Alternative 4. This justification report and analysis of alternatives, together with the Doon South Creek Subwatershed Study and the Doon South Greenspace Management Plan is intended to satisfy the policy and review requirements of an "alternative study" as required by Policy 3.2.8 of the Regional Official Policies Plan.

The proposed creek crossing location is identified in the Doon South Creek Subwatershed Management Plan as a "least impact" crossing location. The subwatershed study focused on grouping the existing wetland communities into low, medium and high constraint areas based on tolerance to fluctuations in moisture, susceptibility to impacts associated with
clearing for road construction, baseflow tributaries and water discharge, as well as the actual width of the wetland and its relationship to the overall greenspace system. This particular segment of wetland is identified as a low constraint area.

The Doon South Creek Subwatershed Study classified entire length of Doon South Creek as a provincially significant wetland. However, an analysis of the detailed work completed during the subwatershed study indicates that this particular wetland section consists primarily of wet meadow vegetation with open agricultural fields bordering on either side and contains no rare or Regionally significant vegetation. Given the above, mitigation of the road construction impacts could be easily achieved. The Doon South Subwatershed Study included a sufficient level of study to determine that a road crossing in the proposed location would not cause a loss of wetland functions or contiguous wetland area.

Alternative 4 provides a number of opportunities to rehabilitate and enhance Doon South Creek both at the proposed crossing location as well as at the existing Tilt Drive crossing. Use of a clear span or arch design for the proposed road would allow for the retention of the creek channel and adjacent flood plain as a terrestrial linkage and would allow for enhancements of the riparian vegetation in the creek channel. At such time as Tilt Drive is closed to vehicular traffic and incorporated into the community trail network, the existing bridge and culvert at Tilt Drive can be removed. This would allow for construction of a pedestrian bridge over the creek and permit channel improvements and enhancement of the riparian vegetation, both of which would benefit the existing baitfish environment. Recommendations regarding the above rehabilitation have been included within the draft Doon South Community Plan and Greenspace Management Plan.

The Community Plan process and Scenic Roads study have enabled the City an opportunity to conduct a detailed review of alternatives in partnership with the development industry and the existing community residents. In addition, significant input has been received from the City's Local Architectural Conservation Advisory Committee with respect to the significance of the scenic and heritage resources of the area. Based on the above process and community input, the City has determined that the best alternative represents providing a new road crossing of Doon South Creek west of Tilt Drive. The exact location of the proposed crossing is shown in Figure 2.

In summary, this alternative is being recommended for the following reasons:

- It allows the preservation of the scenic roadways as community trails, best protects the natural and topographic features within the road rights-of-way and maintains the City's objective to consider the scenic roads as a part of the community's future greenspace network.

- It implements Part 2, Policy 6.3.3.9 (iii) of the Municipal Plan by reducing the number of required road crossings of Tilt Drive, a designated Scenic Road, and part of a designated Heritage Conservation District Plan pursuant to the Ontario Heritage
- It provides for a more efficient community road network by directly linking the Hallman Aberdeen lands to the future West-South Collector Road, providing for better Transit access and reducing through traffic on local roads.

- It takes advantage of a "least impact" crossing point identified in Doon South Creek Subwatershed Study and provides for reduced impact on significant vegetation.

- It provides significant opportunities to rehabilitate and enhance Doon South Creek both at the proposed crossing location as well as at the existing Tilt Drive crossing.
JUSTIFICATION FOR PROPOSED WETLAND CROSSING

SCHEDULE A

CORRESPONDENCE
October 24, 1995

Mr. Larry Masseo,
Intermediate Planner,
Department of Planning and Development,
City of Kitchener,
200 King Street West,
P.O. Box 1118,
Kitchener, Ontario, N2G 4G7.

RE: DOON SOUTH COMMUNITY PLAN: PROPOSED ROAD CROSSING OF DOON SOUTH CREEK WEST OF TILT DRIVE

Dear Mr. Masseo;

I write in follow-up to our productive meeting this morning to clarify how the new R.O.P.P. policies would affect the proposed road crossing.

Policy 4.4.8 [renumbered in Modification 10, PC-95-079] states that when the construction of a road on a new right-of-way is proposed within a Provincially Significant Wetland, "the submission of an Environmental Impact Statement or other appropriate study (i.e. Environmental Assessment as per section 3.2.8) in accordance with Section 3.2 is required." Section 3.2.1 [Modification 4] states that the need for and scope of the Environmental Impact Statement will be determined by the M.N.R. or its delegate. The Ministry will subsequently review the E.I.S. in consultation with the Region and affected Area Municipality (3.2.7).

Section 4.4.9 stipulates the criteria by which the Region will evaluate the projected impacts on the Provincially Significant Wetland in determining whether to approve or support the undertaking.

Please contact this office if I can be of further assistance.

Sincerely,

Christopher Gosselin, M.A., B.Sc.(Agr.), M.A.
Manager of Environmental Planning

C.C. David Cooper, M.N.R.
Liz Caston, G.R.C.A.
October 10, 1995

Mr. David Cooper
Senior Planner
Ministry of Natural Resources
605 Beaverdale Road
P.O. Box 21048
Cambridge, Ontario
N3C 2W1

Dear Mr. Cooper,

RE: Doon South Community Plan Review and
Doon South Scenic Roads Study
Proposed Transportation Network

As you are aware the City of Kitchener is currently undertaking a major review of the Doon South Community Plan with an aim to implement the policies of the City's new Municipal Plan and the Doon South Creek Subwatershed Management Plan. Concurrent with the Community Plan process, the City is also undertaking a detailed study of the scenic road network within the community to address how the existing and potential scenic roads will be integrated within the community in the context of future development. Both processes have been ongoing now for the past 9 months, and considerable headway has been made in resolving a number of significant issues with the community, the development industry and the municipality.

The Doon South community is a unique area possessing an array of cultural and heritage resources, a provincially significant wetland complex, a number of E.S.P.A.'s, several high quality but undesignated woodlots, and lies within three different watersheds (Strasburg Creek, Doon South Creek and Blair Creek). In addition to the above development constraints, there is an existing Community Plan in place which has placed an urban development designation on the vast majority of lands within the study area. As you can imagine, it has been a very difficult task to ensure the protection of the heritage and natural resources while also meeting the needs of the development industry who have faced the constant erosion of the developable area of their land holdings for these same reasons.

The specific planning context the municipality has been dealing with going into the review of the Community Plan is as follows:

- The existence of the Upper Doon Heritage Conservation District immediately abutting the north of the community with several designated heritage structures, and including the

[Our Backyard Logo]
The proposed creek crossing location is identified in the Doon South Creek Subwatershed Management Plan as a "least impact" crossing location. In addition, the subwatershed study focused on grouping the existing wetland communities into low, medium and high constraint areas based on tolerance to fluctuations in moisture, susceptibility to impacts associated with clearing for road construction, baseflow tributaries and water discharge, as well as the actual width of the wetland and its relationship to the overall greenspace system. This particular segment of wetland is identified as a low constraint area.

It is our contention that in isolation, this portion of Doon South Creek would not rank as a provincially significant wetland. The Ministry's complexing rules are the only reason for a provincially significant designation on this creek. Further, an analysis of the detailed work completed during the subwatershed study indicates that this wetland section consists primarily of wet meadow vegetation with open agricultural fields bordering on either side and contains no
rare or Regionally significant vegetation. Given the above, we feel that mitigation of the road construction impacts could be easily achieved.

The Community Plan process and Scenic Roads study have enabled the City an opportunity to conduct a detailed review of alternatives in partnership with the development industry and the existing community residents. In addition, significant input has been received from the City’s Local Architectural Conservation Advisory Committee with respect to the significance of the scenic and heritage resources of the area. Based on the above process and community input, the City has determined that the best alternative represents providing a local road crossing of Doon South Creek west of Tilt Drive. This proposed crossing would directly connect the future West-South Collector Road with the Hallman Aberdeen lands west of Tilt Drive. We support this approach for the following reasons:

1. It allows the preservation of the scenic roadways as community trails, best protects the natural and topographic features within the road rights-of-way and maintains the City’s objective to consider the scenic roads as a part of the community’s future greenspace network.

2. It implements Part 2, Policy 8.3.3.9 (iii) of the Municipal Plan by reducing the number of required road crossings of Tilt Drive, a designated Scenic Road, and part of a designated Heritage Conservation District Plan pursuant to the Ontario Heritage Act.

3. It provides for a more efficient community road network by directly linking the Hallman Aberdeen lands to the future West-South Collector Road, providing for better Transit access and reducing through traffic on local roads.

4. It takes advantage of a “least impact” crossing point identified in Doon South Creek Subwatershed Study and provides for reduced impact on significant vegetation.

I have attached a draft copy of the proposed transportation network and will contact you shortly to arrange a meeting in which to discuss this matter in further detail. However, if you require immediate clarification on any matter, please do not hesitate to contact me at 741-2305.

Yours truly,

Larry Masseo, M.C.I.P., R.P.P.
Intermediate Planner

c: Terry Boutiller
    Carla Ladd
    Liz Caston
    Carlton Stewart
October 24, 1995

Mr. David Cooper
Senior Planner
Ministry of Natural Resources
605 Beavercle Road
P.O. Box 21048
Cambridge, Ontario
N3C 2W1

Dear Mr. Cooper:

RE: Doon South Community Plan Review and
Doon South Scenic Roads Study
Proposed Local Road Crossing of Doon South Creek

I would like to thank you for taking the time today to meet with Terry Boutilier, Liz Caston, Chris Gosselin and myself regarding the City's proposal for a new local road crossing of the Doon South Creek provincially significant wetland immediately to the west of Til Drive. As a follow up to that meeting, the following is an outline of the agreed upon work plan required for your office and the other agencies to consider this wetland crossing in light of the Wetlands Policy Statement.

1. As an appendix to the Community Plan, the City will document the process leading up to the decision to pursue this crossing. Information will include a detailed justification based on a comprehensive analysis of the issues at hand together with an analysis of alternatives which were considered.

2. The Community Plan will contain policies to require a design study for mitigation when the proposed road is constructed.

3. The Greenspace Management Plan to be developed in conjunction with Community Plan, in conformity with the Doon South Creek Subwatershed Study, will contain recommendations regarding the future enhancement of Doon South Creek in the vicinity of both Til Drive and the proposed new road crossing.

our backyard
It is our understanding that the Ministry of Natural Resources, the Grand River Conservation Authority, the Regional Municipality of Waterloo and the City of Kitchener all agree on the proposed crossing for the reasons outlined in my previous letter dated October 10, 1995, subject to the above noted work plan.

Yours truly,

Larry Massic, M.C.I.P., R.P.P.
Intermediate Planner

c: Terry Boutilier
    Carla Ladd
    Liz Caston
    Carlton Stewart
    Chris Gosselin
CITY OF KITCHENER

DEPARTMENT OF PLANNING AND DEVELOPMENT

Doon South Community Plan

Appendix 4

GLOSSARY OF TERMS
GLOSSARY OF TERMS

Abutting Lands -
Lands which immediately adjoin each other and share a common boundary.

Adjacent Lands -
Identifies lands near or abutting a wetland area or complex. Adjacent lands will comprise all lands within 120 metres of a High Constraint Wetland Edge, 30 metres of a Medium Constraint Wetland Edge, and 15 metres of all other wetland edges, as identified in the Doon South Greenspace Management Plan.

Benthic -
Pertaining to plant and animal life found at the bottom of water bodies.

Buffer Strip/Protective Buffer -
The area of land, as determined by an Environmental Implementation Report, which acts as a separation between natural areas and urban development and within which land uses are either restricted or prohibited.

Building Floor Area -
Means the aggregate horizontal floor area measured from the exterior walls of all floors of a building excluding any floor area located totally below the grade of the building's ground floor level.

Contiguous Lands -
Refers to lands adjoining an E.S.P.A. which are situated in sufficiently close proximity that development could reasonably be expected to produce adverse impacts on the ecological functions of the E.S.P.A.

Dedication (Parkland) -
Land not exceeding 2 percent for commercial or industrial developments and 5 percent for all other cases, conveyed to the municipality by the landowner for park or other public recreational purposes.

Development Charges By-law -
A By-law passed by the municipality under the Development Charges Act which specifies the growth related public capital facilities/projects required to accommodate new urban development and for which the development charges funds will be used to finance.

Environmental Implementation Report (EIR) -
A study conducted prior to development in order to investigate the potential environmental impact of development and detail, in order of preference, methods by which expected impacts will be avoided, minimized or mitigated.
Environmentally Sensitive Policy Area (ESPA) -
Areas designated for protection by the Regional Municipality of Waterloo and the City of Kitchener because they comprise important ecological communities or critical habitat areas which are remnants of once extensive habitat areas, exhibit rare, unusual or significant land forms, contain rare or endangered indigenous species, perform vital ecologic or hydrologic functions, and, may be intolerant of human disturbance.

Ephemeral -
Identifies stream flows or groundwater seepage flows which are short lived and last for only one or several days.

Flood Plain -
The area, usually lowlands, adjoining a watercourse, which has been, or may be covered by flood water during a regional storm flood.

Floor Space Ratio (FSR) -
Means the figure obtained when the building floor area on a lot is divided by the lot area.

Gross Floor Area -
Means the aggregate horizontal area measured from the exterior faces of the exterior walls of all floors of a building (excluding any floor area having a ceiling height of 2.0 metres or less or devoted exclusively to parking) within all buildings on a lot.

Gross Leasable Commercial Floor Space -
The total floor area designed and intended for exclusive use and occupancy by a tenant or owner measured from the centre line of interior partitions and from the outside face of exterior walls.

Hazard Lands -
Any lands which, because of their characteristics or location, are considered unsafe for most types of development. Flood plains, wetlands and unstable slopes are common examples of hazard lands.

Heritage Conservation -
The activity undertaken to protect, safeguard, pass on or enhance heritage resources and includes:

i) Identifying heritage resources by finding, selecting and documenting heritage elements and features;

ii) Protecting heritage resources by physical and legal means;

iii) Interpreting heritage resources by revealing their meaning and value; and

iv) Using heritage resources in responsible and sustainable ways.
Heritage Conservation District -
A geographic area primarily made up of groups of buildings, streets and open spaces which collectively give the area a special character. Typically, the Heritage Conservation District would be subject to a By-law designed to protect and retain the character and spirit of the area and to ensure that development is sympathetic to and fits into the fabric of the neighbourhood.

Heritage Designation -
A measure of protection enacted by By-law to the Ontario Heritage Act for the purpose of conserving and enhancing heritage resources.

Heritage Resource -
Natural and man-made features which have historic, cultural, architectural, archaeological, palaeontological or natural significance. These features may include elements such as properties, structures, buildings, rivers, roads, communication corridors and sites or areas including streetscapes, landscapes, cemeteries and burial places.

Mixed Use -
A development or area comprised of mixed land uses either in the same building or in separate buildings on either the same lot or on separate lots. The mix of land uses may include commercial or institutional uses together with residential dwellings.

Municipal Plan -
A document approved by the Minister of Municipal Affairs or a designate, which contains a formal set of principles and policies and land use maps concerning the nature, pattern, extent and scheduling of future growth and change within the municipality for a specified period.

Naturalization -
The creation of naturally regenerating woodlands, meadows, small ponds and wetlands through a process of natural regeneration and deliberate planting of previously urbanized or cultivated lands.

Net Residential Density -
The total number of residential units divided by the respective development land area devoted exclusively to residential uses. Land area shall exclude lands within an ESPA and all hazard lands, but shall include all wholly contained roadways, one-half of all bounding roadways and one-quarter of all intersections where two bounding roadways intersect but does not include bounding trunk roads.

Intermittent -
Identifies streams or wetlands which are not continuously present and only occur at certain regular intervals, usually seasonal.
Provincial Policy Statement -
A statement of provincial policy made under Section 3 of the Planning Act on any matter related to municipal planning and considered to be of provincial interest. A policy statement is made by the Minister of Municipal Affairs either alone or together with any other Minister of the Crown and must be approved by the Lieutenant Governor in Council.

Regional Official Policies Plan (ROPP) -
A comprehensive policy statement of Regional Council's intent with regard to spatial development, resource utilization, community stability and environmental protection issues affecting the Regional Municipality as a whole. The Regional Plan provides a framework within which Regional Council makes decisions on the appropriateness of development proposals within the context of matters lying within its mandate.

Regulatory Floodline -
A set of lines on either side of a river or stream showing the highest level which is expected to be reached if a Regional Storm (in Kitchener; one of the magnitude of Hurricane Hazel) should occur. These lines also define the limit of the flood plain.

Residential Care Facility -
A residence that is occupied by three (3) or more persons, exclusive of the staff, who by reasons of their emotional, mental, physical or legal status, are cared for on a temporary or permanent basis in a supervised group setting. This definition may include group homes, half-way houses and nursing homes. Residential care facilities occupied by 3 - 8 persons, exclusive of staff, shall be termed small residential care facilities, while those facilities occupied by more than 8 persons, exclusive of staff, shall be termed large residential care facilities.

Riparian Vegetation -
Vegetation which is found along river and stream banks and which contributes to the natural processes of the river or stream.

Road Base Assessment -
A study submitted by a development proponent for lands requiring temporary access to the Scenic Road Community Trail Network. The study will be prepared by a consulting engineer familiar with pavement management systems and will include detailed surveys of the road base for surface distress and deflection.
Stewardship -
Community or private citizen management and monitoring of a natural feature which is supported and sponsored by the municipality or other public agency.

Storm Water Management (SWM) -
Refers to plans and facilities which are generally site specific and localizes in nature, and are designed to control the quality and quantity of storm water flows. These plans and facilities are designed and constructed by the development proponent and approved by the City of Kitchener in consultation with the Grand River Conservation Authority. Storm Water Management will be addressed during the site plan or plan of subdivision processes and shall implement an approved subwatershed study.

Subdivision Draft Plan -
A proposed plan in which the layout of the lots and blocks, streets, parks, schools and other facilities have been approved by the Regional Municipality of Waterloo and conditions of approval imposed. The conditions of draft approval must be satisfied before final approval is given and the plan is allowed to be registered.

Subwatershed Management Plan/Study -
An integrated resource management plan for a particular subwatershed whose primary focus is to develop detailed targets and objectives for resource management, environmental protection and urban development. The Subwatershed Management Plan/Study process will precede or run concurrently with the land use planning process and will be a joint undertaking by the City of Kitchener, the Regional Municipality, the Ministry of Natural Resources, and the Grand River Conservation Authority.

Terrestrial Linkages -
Areas of land which provide opportunities for the movement of specified wildlife between primary habitat areas.

Timed Transfer Terminal -
A strategically located connecting point which is ideally provided in conjunction with other land uses and is used by Transit to link local bus routes with primary bus routes and other modes of transportation.

Tributary -
A small contributing flow of water to the main creek or stream.
Wetlands -
Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. These can be classified into two broad classes: Provincially Significant Wetlands (Classes I, II and III) or Locally Significant Wetlands (Classes IV through VII). The four main types of wetlands are bogs, swamps, fens and marshes.

Wetland Area -
A single contiguous wetland which may be composed of one or more wetland types.

Wetland Complexes -
Two or more individual wetland areas along with their adjacent lands, that are related in a functional manner, and are grouped within a common wetland boundary. The whole complex is evaluated and classified, not its individual wetland areas or components.

Wetland Functions -
The biological, hydrological, physical and social/economic interactions that occur within wetlands and between wetlands and the surrounding environment.

Zoning By-law -
A document dividing the municipality into smaller areas called zones, employed by the municipality to regulate the use of land. It states exactly what land uses are currently permitted in the various zones and provides regulations, among other matters, regarding permitted locations for buildings; and standards for lot size, parking requirements, building height, side yard dimensions and setback from the street.
REGION OF WATERLOO

REGIONAL TRANSPORTATION MASTER PLAN

FINAL REPORT

April 1999
EXECUTIVE SUMMARY

At its meeting of April 14, 1999, Regional Council was unanimous in adopting the following recommendation:

THAT the Regional Municipality of Waterloo take the following action regarding the Transportation Master Plan:

a) Approve the Action Plan for Implementation and Recommended Priorities as presented at the April 6, 1999 Planning and Culture Committee and April 7, 1999 Engineering Committee meetings [see Section E.8 and Chapter 4 of this report].

b) Approve the creation of the position of Transportation Demand Management Co-ordinator effective January 1, 2000 to implement the Action Plan.

c) Proceed with the establishment of an Advisory Committee of Public and Private Transit Carriers.

d) Establish a Committee of Regional Councillors to address improved rail service for the Region and to specifically:

i) identify scenarios for improved rail service to/from Waterloo Region, and

ii) report on the identified scenarios to Regional Council in September 1999 together with recommendations for future action including initiating discussions with the Greater Toronto Services Board, VIA Rail, Transport 2000, the City of Guelph, Rail Tex and the Minister of Transportation

e) Direct staff to report back to Regional Council prior to April 14, 2004 with a report outlining the effectiveness of the measures implemented from the Action Plan.

f) Establish a Committee of elected representatives and staff of the Region and Area Municipalities to:

i) develop a terms of reference for an Environmental Assessment Study to identify the alignment of the Central Transit Corridor

ii) ensure that the transit corridor is incorporated into the day to day planning activities of the affected municipalities

The initiation of the formal Environmental Assessment Study will be at the direction of Regional Council but no later than the year 2000.

g) Distribute the final report for the Transportation Master Plan to the Clerk of each Area Municipality for public display.
SUMMARY

The development of the current Transportation Master Plan was initiated in February of 1997. The study incorporated a consultative public process, preparation of a detailed work plan, scoping of the issues, development of a transportation vision, forecasting of future travel demands, identification of deficiencies and development of a Transportation Master Plan including an Action Plan for implementation.

The Transportation Master Plan incorporates an auto reduction strategy which emphasizes maximizing use of the existing transportation system; and, assuming a more than doubling in transit use, targets a 7% reduction in total auto trips by the year 2016. This auto reduction target is considered to be aggressive and will be accomplished through Transportation Demand Management (TDM) strategies focusing on public transit enhancements, bicycling and pedestrian facilities and TDM supportive land uses.

A transportation network improvement plan has been developed to resolve road corridor and link deficiencies resulting after the targeted auto reduction has been achieved.

E.1 BACKGROUND

The last Regional Transportation Master Plan (RTMP) was completed in 1984. Since that time, community values, emerging trends (telecommuting, aging population, increased interest in cycling and other technical advancements, environmental considerations and financial/funding constraints) and other societal issues have resulted in a change in focus relative to the provision of mobility services within the Region. Several sub-area transportation studies have been undertaken in the interim to address some of these issues and the transportation impacts of new communities. The current Transportation Master Plan was initiated in February of 1997 to incorporate the changing values and integrate the various sub-area studies.

An efficient, well maintained transportation network that provides for all modes of transportation is a key factor in the economic potential and quality of life for the residents of Waterloo Region.

The primary goal of the RTMP is to develop a long range transportation system improvement plan, or master plan, which identifies the nature and/or location of new or improved facilities required to achieve the Region’s transportation and planning objectives and policies, as articulated in the Region’s Official Policy Plan. The RTMP also articulates strategies to encourage shifts in mode use and to maximize investment in existing infrastructure. The RTMP fulfills the requirements of Phases 1 and 2 of the Class Environmental Assessment process which is the need and justification for individual projects.
E.2 STUDY ORGANIZATION

A Steering Committee was established to direct the study and consisted of representatives from:

- Regional Council
- Ministry of Transportation
- Area Municipal Staff
- Regional Staff
- Consultant Team

E.3 PUBLIC OPINION SURVEY

One of the first tasks undertaken by the Project Team was a public opinion survey which was completed in April 1997. A total of 300 people participated with an urban rural split of 75% to 25%. Responses can be summarized as follows:

- Almost 75% typically drive a car to work
- Majority of respondents indicated rarely using public transit
- Majority of respondents are satisfied with public transit both within (74%) and between (55%) cities and townships in the Region, as well as, the level of congestion on roadways (66%)
- Almost all respondents agree that a combination of transportation improvements (i.e. road, transit and other non-structural) are needed to support the Region’s population growth
- Respondents appear to favour transportation developments that protect both the environment (74%) and community (51%)
- Developments that are most likely to encourage residents to adopt another form of transportation from what they typically use are: better transit service (40%) and a better designed community (30%)
- Increasing the cost of driving and allowing traffic congestion to increase met with considerable disagreement as possible methods of encouraging reduced auto use (85% and 88% respectively)
- Respondents demonstrated a good understanding of the bicycle program
- A majority of respondents indicated that they would spend more tax dollars on:
  - construction of bike patches (69%)
  - road maintenance (63%)
  - pedestrian-friendly improvements to roadways (59%)
  - widening existing roadways and improving intersections (54%)
  - improvements to transit service (51%)
- There are few significant differences between the transportation attitudes of urban and rural residents. The key differences were:
  - urban residents were more likely than rural residents to report being dissatisfied with the condition of roadways
  - lower reported usage of public transit among rural respondents
E.4 PUBLIC PARTICIPATION PROCESS

A series of public workshops and information centres was held during the course of the study including:

- Transportation Demand Management Workshop .................. January 14, 1997
- Public Information Centre - Cambridge .......................... March 5, 1997
- Public Information Centre / Workshop - Kitchener ............... March 6, 1997
- Public Opinion Survey .................................................. April 1997
- Public Workshop .......................................................... August 18, 1997
- Public Information Centre - Cambridge ............................ September 23, 1997
- Public Information Centre - Waterloo ............................. September 24, 1997
- Developer Workshop ..................................................... March 2, 1998
- Public Workshop .......................................................... April 14, 1998
- Public Information Centre - Kitchener ............................. October 22, 1998
- Public Information Centre - Waterloo ............................. October 22, 1998
- Public Information Centre - Cambridge ............................. October 27, 1998
- Area Municipal Review ................................................ January, February 1999
- Joint Committee / Public Meeting .................................. March 10, 1999

The workshops and public information centres were used to help formulate the transportation vision and the draft plan and to obtain feedback on various components of the plan.

E.5 TRANSPORTATION VISION

As an initial step in the development of the Transportation Master Plan, a Vision was developed that was specific to transportation within the Region of Waterloo. A series of activities were undertaken during the development of the Vision including:

- A review of the ROPP policies and growth assumptions
- Public meetings and workshops were held to identify issues and visions
- Feedback from the Public Opinion Survey was considered.

The Transportation Vision for the near and long terms endorsed by the Steering Committee are:

The near term “vision” continues to provide an efficient road transportation system for residents and commercial/industrial operations while at the same time increasing the opportunities for residents to use transit, pedestrian and bicycle facilities.

The long term “vision” achieves a shift towards greater use of transit, pedestrian and bicycling facilities and away from the existing high auto reliance. This shift will be accomplished by providing a combination of increased land use densities, mixed land uses,
a higher order transit system linking the Region’s urban centres and an improved integration of the various modes of transportation.

The necessary transportation systems to achieve the “vision” will be in place to service the needs of the community.

E.6 FUTURE TRAVEL DEMAND

The year 2016 was selected as the horizon year for the development of the Transportation Master Plan. The population in Waterloo Region is expected to grow from 405,000 in 1996 to 543,900 in 2016, an increase of 138,900 or 34%. Employment is expected to increase from 204,000 in 1996 to 310,700 in 2016, an increase of 106,700 or 52%.

This population and employment data translates into travel demands of 77,300 trips in the 1996 morning peak hour, increasing to 114,000 trips in the 2016 morning peak hour, an increase of 36,700 or 47%. These travel statistics account for trips by all modes of transportation. The anticipated increase in travel must be accommodated by all modes of transportation.

E.6.1 Transportation Demand Management

Historically, Transportation Master Plans have only considered how to accommodate the future travel demand. This Plan goes further and investigated how travel demand may be managed to defer or eliminate the need to widen or construct roads.

The Steering Committee considered the following three scenarios when developing the Plan.

1. Auto Dominance

This scenario would result in status quo for the transportation network. The automobile would be the primary mode of transportation. Existing levels of transit, cycling and walking would remain. Low density development would be prevalent.

2. Auto Reduction

This scenario would result in some reduction in the use of the private auto through a commitment to "practical" Transportation Demand Management strategies. Opportunities would be provided for increased use of non-auto modes. Mixed-use development would be encouraged in nodes and along transportation corridors.

3. Auto Constrained

This scenario supports a major increase in transit use with a moratorium on road construction. A significant change in public values and sentiment would be required. High levels of congestion and significant government intervention could be experienced.
1. **Hire a Transportation Demand Management Co-ordinator**

**Rationale**

Many of the actions required to reduce auto usage within the Region require intervention and leadership to make them happen. At this point in time there is no assignment of responsibility for implementing Transportation Demand Management (TDM) strategies within the Region. The appointment of a TDM Co-ordinator, by the Region, is required in order to initiate and maintain strategies within and between all municipalities. This approach has been successful in reducing / deferring infrastructure in other Engineering divisions (Recycling Co-ordinator and Water Conservation Co-ordinator).

**Responsibility**

The Region of Waterloo will appoint the TDM Co-ordinator who can then liaise with Federal and Provincial agencies with respect to TDM activities at the senior levels of government and can co-ordinate the activities within and among the area municipalities within the Region.

**Timing**

Based on the lead time required to get approval for the Transportation Master Plan and go through the hiring process, it is anticipated the TDM Co-ordinator could start by January 1, 2000.

2. **Establish priority networks for improvements to bicycle and pedestrian treatments**

**Rationale**

Existing bicycle and pedestrian programs are often implemented as part of the development of proposals for roadways. In order to provide a higher priority on bicycle and pedestrian treatments, a program is required to specifically identify:

- overall bicycling and pedestrian networks;
- site-specific improvements that can be implemented to provide localized improvements and linkages between already existing facilities;
- a specific budget allocation to bicycling and pedestrian treatments.
Responsibility

The Region's TDM Co-ordinator, in conjunction with the Cycling Advisory Committee, should establish priorities for improvements based on existing plans and funding availability.

The Co-ordinator should then liaise with the area municipalities to supplement the plans and establish proposed budgets (Regional and Municipal) for review and adoption by Councils.

Timing

The initial identification of a program for bicycle and pedestrian treatments should be presented to Council within six months of the appointment of the TDM Co-ordinator.

3. Meet with area municipalities to initiate discussion for developing land use plans to support the Regional Transportation Master Plan

Rationale

The majority of peak period auto trips are made between home and work. The historic separation of land uses into categories such as residential, commercial and industrial requires residents to make auto trips for many other purposes in addition to the use of the auto for home to work trips.

The encouragement of mixed use development will provide opportunities for individuals to use bicycles or walking as an alternative to the use of autos for longer distance trips. A more dense development of mixed land uses will also lend itself to a more economically self-sustainable transit system.

Responsibility

The area municipalities should have regard to the transportation implications of land use decisions in the development of official plans, secondary plans and subdivision plans. Any Regional review of proposed Municipal plans shall assess the transportation implications of any plan forwarded for approval. The Regional transportation department will prepare a "check list" for consideration during the approval process. Reports to Council concerning development applications should identify whether the TDM "Check List" guidelines have been met or not.

When the Regional Official Policies Plan is next updated, it will be reviewed to update / incorporate the necessary policies to encourage mixed use development where such usage is beneficial to reducing auto usage without detriment to other policies of the Plan.
Timing

The review of plans for transportation implications will be immediate. The Region will prepare "check list" guidelines within six months of the appointment of the TDM Co-ordinator.

4. Improve TDM consideration in the site design process

Rationale

Site designs should co-ordinate a pattern of land use that is transit friendly, and supports pedestrian and bicycle access.

There are many references for such activities. A typical list of design guidelines included in a recent transportation plan for Albany, New York identified the following:

- Locating buildings closer to the street and the majority of the parking in the back;
- Providing turning radii that meet bus requirements;
- Locating bus stops and shelters in locations that are convenient to customers and integrating them into the architectural design of the development;
- Providing for bike racks or lockers at shelters on site, allowing for bike "park-and-ride" at these locations;
- Incorporating park-and-ride parking spaces that allow the site's use as a transit and car pool terminal;
- Providing safe and effective pedestrian movement from the street to the site and from building to building on site;
- Where needed, providing service roads or other connections to allow pedestrians, bikes, buses and other vehicles to visit adjacent sites without using the arterial; and
- Designing subdivisions and shopping centers to facilitate pedestrian access to transit stops.

Other sources of guidelines can be found in Kitchener Land Use Guidelines; "Transit-Supportive Land Use Planning Guidelines by the MTO / MMA", April 1992; and Transportation Research Board Report No. 33 "Transit-Friendly Streets: Design and Traffic Management Strategies to Support Livable Communities".
In order to apply these guidelines to sites within the Region of Waterloo, it is appropriate to develop guidelines that are specific to the Region.

Responsibility

The Regional Transportation Division, in conjunction with the Area Municipal Planning staff, will develop site design guidelines to ensure transit, bicycling and walking provisions are incorporated into site plans.

Timing

The Region will present the guidelines to Regional Council for approval within two years of appointment of the TDM Co-ordinator.

5. Routinely make road projects, bicycle, pedestrian and transit friendly

Rationale

The question of establishing priorities for bicycle, pedestrian and transit facilities is included under other action items.

Beyond this, it is important to provide non-auto users with safe, inviting space through the application of appropriate design considerations. At the present time many design details are routinely provided such as catch basin gratings being designed to ensure that bicyclists can ride over them; boulevards are often provided between the road and sidewalk to increase safety, avoid splashing and ensure that snow from roads does not get ploughed onto sidewalks; etc. These features can be enhanced by items such as landscaping in areas of bus stops to provide shade during the summer months; by providing benches for elderly persons waiting for buses, etc. At the present time there are no comprehensive design guidelines for the implementation of such features.

Responsibility

The Region, in consultation with the area municipalities and the transit authorities, will develop design guidelines for the incorporation of enhancement techniques for bicycle, pedestrians and transit facilities that are incorporated into roadway projects.

Timing

The Region will have draft guidelines available within one year of the appointment of the TDM Co-ordinator and a final set of guidelines for approval by Council within two years.
6. Improve transit integration and intermodal passenger connections throughout the Region

Rationale

Public transit within the Region is provided by two municipal transit agencies, Kitchener-Waterloo and Cambridge; taxi-service; private bus transit; school boards; and VIA Rail. The transfer between different modes or even between bus routes can be time consuming and frustrating and in the winter time can be extremely uncomfortable. Improving intermodal connections can range from the co-ordination of timetables at transfer or exchange points right through to the construction of major intermodal centres. Any improvements that can be made to improving connections will encourage the greater usage of public transit.

Responsibility

There are multiple interests in integrating intermodal services. To facilitate the co-ordination of these services, the Region will establish an Advisory Committee of public and private transit operators to meet on a routine basis. The Committee will address existing problems / deficiencies and look for opportunities to enhance existing services. To the extent that improvements can be implemented by the individual agencies this will be encouraged. In the eventuality that capital funding may be required that is not specific to an individual transit agency, then proposals will be brought before Regional Council for consideration.

Timing

The Region will convene the Committee within three months of the appointment of the TDM Co-ordinator.

The Region will discuss the potential to provide improved service linking municipalities with the Advisory Committee.

7. Provide support to transit through design of the built environment and use of technology

Rationale

Many of the other action items have dealt with improving transit service through measures such as co-ordination with other transit services, design of subdivisions and the enhancement of waiting areas. For transit to attract ridership away from autos it is also necessary for transit to be competitive in terms of travel times.

Actions to improve transit times can include the use of traffic signal priorities, congestion bypasses or bus lane / high occupancy vehicle lanes in certain areas. These transit initiatives should be integrated with other transit initiatives to provide
a complete "package" that will make transit service an attractive alternative to the use of the auto.

Responsibility

There are several transit operators who will benefit from transit priority measures. In order to ensure that all of their interests are addressed, the Region will include these items on the agenda of the Advisory Committee of transit operators that was identified under action item No. 6. Any recommendations related to transit priority measures will also be discussed with representatives of the area municipalities before being brought forward to Regional Council.

Timing

The Region will convene the Committee within three months of the appointment of the TDM Co-ordinator.

8. Educate the public regarding auto reduction and TDM initiatives

Rationale

There are many elements of Transportation Demand Management that can be implemented by individuals and do not require intervention by government. These can in fact be addressed through educational programs. Examples are: individuals choosing to car pool with a neighbour or shifting their starting hours to avoid peak travel times.

Responsibility

The Region’s proposed TDM Co-ordinator will develop typical transportation demand management measures and contact schools, universities and community groups, to advise and educate them to the benefits associated with TDM. The program that is developed will also include media releases, flyers, etc.

Timing

The TDM Co-ordinator will initiate contact with external groups within three months of being appointed.

9. Approach businesses to review opportunities to reduce auto use

Rationale

There are many elements of Transportation Demand Management that can be implemented by working with businesses. Examples are: establishing car pools or choosing to offer flexible hours to their employees or timing shift changes to avoid
peak travel times. These changes have significant effects especially on the peak roadway demands in the area of major employment nodes. The spreading of peak demands also has the effect of making better utilization of transit facilities.

Responsibility

The Region’s proposed TDM Co-ordinator will develop typical transportation demand management measures and approach businesses to pursue the benefits associated with TDM.

Timing

The TDM Co-ordinator will initiate contact with external groups within three months of being appointed.

10. Initiate discussions with VIA Rail and private transit carriers re: increasing service between Waterloo Region, Toronto and Guelph

Rationale

Some residents of the Region of Waterloo presently work in areas to the east and south of the Region. These include the key areas of Guelph, Brampton, Mississauga and Toronto. Service to these areas is presently virtually restricted to road access. The increased transit service could provide an alternative to the automobile for trips to the east and south, especially Highway 7 and Highway 401.

Responsibility

It is beyond the Region’s mandate to operate bus / rail transit service beyond its boundaries. The Region can, however, encourage inter-regional carriers to provide this service. These include VIA Rail, private carriers and possibly (in the long-term) GO Transit.

In order to address these opportunities, the Region will include the provision of studies of inter-regional transit service on the agenda of the Advisory Committee of transit operators that was identified under action item No. 6.

In addition, the Region will establish a Committee of Regional Councillors to address improved rail service for the Region and to specifically:

i) identify scenarios for improved rail service to/from Waterloo Region,

ii) recommend future actions including initiating discussions with the Greater Toronto Services Board, VIA Rail, Transport 2000, the City of Guelph and the Minister of Transportation.
Timing

The Region will convene the Advisory Committee within three months of the appointment of the TDM Co-ordinator.

The Committee of Regional Councillors will report to Regional Council in September 1999.

11. Implement policies to protect and develop a Central Transit Corridor

Rationale

There is a rail corridor that links Waterloo, Kitchener and Cambridge. Projections to the year 2016 do not indicate that there will be a volume of transit ridership that would support a dedicated transitway in this corridor. However, with the exception of existing road rights-of-way, which are largely utilized for roadway purposes, this rail corridor is the only continuous right-of-way linking the Region’s three urban areas. It is, therefore, prudent to maintain the availability of this right-of-way for possible future transit purposes. The route is shown in the Regional Official Policies Plan.

Responsibility

The Region, in consultation with Kitchener Transit and Cambridge Transit, will develop a conceptual plan, including potential station and access points to a transitway within the rail corridor. This transitway plan will form the basis for the long-term protection of the corridor, including stations and should include the development of land use plans with the area municipalities. Should sections of the rail corridor become available, the Region should ensure that it is in the position to protect or acquire these.

Timing

The Region will initiate, within two years of the completion of this Master Plan, the development of a conceptual plan for a transitway in the rail corridor. On completion of the plan, the Region and the municipalities will implement actions to protect the corridor.

12. Provide for the safe movement of horse drawn buggies

Rationale

The Region is the home of a sizable Mennonite community which uses horse drawn buggies for transportation. The Region and area municipalities already provide special design features, such as widened shoulders, to safely accommodate these road users. During the course of the Master Plan Study, various site-specific issues were
identified through meetings with the Mennonite community, to address these issues as they are identified.

Responsibility

The Region will arrange meetings with the Mennonite community to discuss any safety issues that may be occurring with respect to operating horse drawn buggies on Regional roads. Representatives of Woolwich and Wellesley Townships will also be invited to attend.

Timing

Meetings should be arranged when they least conflict with spring and fall activities and will be held for each road project that could impact Mennonite travel.

13. Improve roadway and bridge maintenance efforts and seek efficiency in practices

Rationale

The Region presently has a multi-million dollar capital investment in roadways and bridges. It is critically important that the condition of this infrastructure be maintained - the costs of rehabilitation when roadways and bridges are allowed to deteriorate (and also when they eventually deteriorate even with good management practices), is extensive. The maintenance of a high standard of driving surface and winter maintenance (ploughing and salting) was a concern expressed by the public during the course of the study.

The magnitude of the maintenance budget is such that the Region should continually seek efficiencies in practices as even small economies on large budgets can be very significant within the Region’s overall budget, e.g., developing pavement management systems and revising funding to ensure minimal maintenance standards are met.

Responsibility

The Region is responsible for the maintenance of roadways under its jurisdiction. The Province and the area municipalities are responsible for roadways under their jurisdictions.

Timing

Ongoing.
14. Protect options for new roadways but implement only when they are required and supported by the Community

Rationale

The continued growth of the Region will result in increased trip making. Even with the implementation of TDM measures, including improved transit service, throughout the Region, it is projected that peak hour auto trips will grow by 45% by the year 2016.

As part of the WTMP Study, projections have been made as to the roadway capacity improvements that are projected to be required within 0-5 years, 5-10 years, and beyond 10 years. In addition, localized operational improvements have also been identified within the same time frames.

These improvements are predicated on maximizing the use of the existing infrastructure to its maximum prior to adding additional roadway capacity. The property requirements for any roadway capacity improvements will need to be protected for the long-term. In addition, any roadway capacity improvements will require some form of Environmental Assessment process prior to their construction. This process will incorporate community involvement and any decisions by Council to implement specific improvements will reflect both the good of the overall community and the wishes of the specific community being affected.

Responsibility

Roadways throughout the Region fall under the jurisdiction of the Region, the area municipalities or the Province. For those roadways falling under Regional jurisdiction, lists have been developed, as part of this study, to identify 1) capacity improvements and 2) operations improvements for the 0-5; 5-10; and 10+ time frames. A list of those projects falling within the 0-5 year time frame is provided in Exhibit E.2. The total capital cost for Regional projects within the 0-5 year time frame is $9.43 M for capacity improvements and $25.86 M for operational improvements, i.e., an average of approximately $7 M total for each of the five years.

The Region will incorporate the 0-5 year recommendations into its capital budget and update this annually on the basis of changing needs. The priorities beyond five years will be monitored. Over the next five years the Region will monitor transportation throughout the Region and after five years will update the future priorities. After a further five years (ten years total) the Region will carry out a further transportation study to review the overall Master Plan to reflect conditions as they prevail at that time.
Timing

The Region will immediately incorporate the identified 0-5 year priority projects into its capital program. Projects beyond the five year time frame will be routinely monitored.

E.8.2 Preliminary Cost Estimate

The preliminary estimate of costs is as follows:

- **TDM initiatives**
  - salary for TDM co-ordinator
  - other costs not available

- **Transit**
  - Cambridge Transit and Kitchener Transit are proposing to spend $12.7 M over the next 10 years on transit improvements
  - these costs do not include funds for the establishment of timed transfer nodes as these facilities have generally been constructed with the assistance of private development
  - additional funds over and above the $12.7 M will be required to accommodate the increased ridership proposed in this plan
  - preliminary cost estimate
    - Cambridge Transit
      - $7 M to purchase additional buses
      - approximately $1 M additional net operating costs per year
    - Kitchener Transit
      - $20 M to purchase additional buses
      - approximately $2 M additional net operating costs per year

- **Roadway**

<table>
<thead>
<tr>
<th>Priority Period</th>
<th>Expenditures Within Priority Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 5 years</td>
<td>$35 million</td>
</tr>
<tr>
<td>5 to 10 years</td>
<td>$82 million</td>
</tr>
<tr>
<td>10 to 20 years</td>
<td>$151 million</td>
</tr>
</tbody>
</table>

As these projects are growth-related, the majority of funding would be collected through Regional Development Charges. The costs for the first 10 years are included in the forecast presented to Council during the 1999 budget process, and are incorporated in the Regional Development Charge By-law review being undertaken in 1999.

E.9 MONITORING

Over the next five years the Region will monitor transportation throughout the Region and after five years will update the future priorities. After a further five years (ten years total), the Region will carry out a further transportation study to review the overall Master Plan to reflect conditions as they prevail at that time.
In order to achieve the foregoing, Regional staff will prepare an annual report as to the status of the Action Plan items and will report back to Regional Council prior to April 14, 2004 with a report outlining the effectiveness of the measures implemented from the Action Plan.

It is proposed that the monitoring component be done by the TDM Co-ordinator in consultation with Regional and Area Municipal staff. Monitoring activities will include:

- the identification of specific TDM initiatives related to land use, transit, cycling, pedestrians
- identify yearly transit ridership and any changes
- review travel demand characteristics in those years in which the Transportation Tomorrow Survey data is updated
- review the list of roadway priorities and identify which ones have been implemented

Emerging Trends

It is not possible to predict all changes that could affect forecasts of future transportation demand and modal aspects over the coming years. Examples might include the "hydrogen economy" whereby the potential exists for personal automobiles to be powered by a non-polluting, sustainable resource. Any such trends will be monitored and, to the extent that they potentially may have an effect on future transportation demands and modal splits, they will be incorporated into the 5 year review of the effectiveness of the measures identified within the Action Plan.
CITY OF KITCHENER

DEVELOPMENT AND TECHNICAL SERVICES DEPARTMENT

PD 97/16

DOON SOUTH COMMUNITY PLAN

CONSOLIDATION JANUARY 2003
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INTRODUCTION

The Doon South Community is a large, mostly undeveloped area located in the southernmost portion of the municipality. The community plan area encompasses three subwatersheds with the largest portion of developable land lying within the Doon South Creek subwatershed. However, sizeable amounts of land lie within the Strasburg Creek subwatershed to the north and west as well as to the Blair Creek subwatershed to the south and west. Together, the three creek valley systems contain an array of provincially significant wetlands providing both sensitive habitats and significant hydrologic functions. These creek and wetland systems are augmented by a number of significant upland natural areas on adjacent table lands. The Doon South Community Plan seeks to establish a continuous linked open space network comprising the above features, and to integrate this network within the future residential community in a sustainable manner.

In addition to the array of significant natural features, the Doon South Community is characterized by stagnation topography and the presence of many cultural and heritage features associated with early settlement of the Kitchener (Doon) area. Among these cultural and heritage features are the adjacent village of Upper Doon (designated as a Heritage Conservation District) including various individual dwellings associated with pioneer settlers, the Stauffer Log Cabin on Till Drive, as well as a network of scenic roads. The preservation and integration of these cultural and heritage features is a primary objective of the Doon South Community Plan.

The Community Plan identifies two separate phases, based on development constraints and servicing issues. The first phase of the community is intended to develop with complete municipal services, at normal residential densities. The phase is presently designated by the City of Kitchener Community Plan for Limited Service Residential development. All development within the second phase is presently intended to develop on individual private septic systems and piped municipal water with recognition that other municipal services, including transit, may not be available.

Land use densities and servicing options for the second phase of the Doon South Community Plan will be explored by the City of Kitchener and the Regional Municipality of Waterloo in conjunction with the Blair, Bechtel and Baumen Creeks Subwatershed Study. Amendments to the City of Kitchener Community Plan and the Doon South Community Plan may be undertaken in the future in order to implement the recommendations of that subwatershed study.

RECOMMENDATIONS

The following policies will guide the development of the Doon South Community. They will provide the basis for the evaluation of proposals for the future development of the area.
1.0 GENERAL POLICIES

1.1 That the Doon South Community Plan shall conform to and implement the Regional Official Policies Plan and the City of Kitchener Municipal Plan.

1.2 That the Doon South Community Plan Land Use Map shall comprise the land use plan for the Community.

1.3 That development within the Doon South Community shall conform to all applicable development and implementation standards adopted by the City of Kitchener. Exceptions may be considered where feasible to implement specific urban design proposals which incorporate the unique topographic and cultural characteristics of the Doon South Community.

1.4 That as a condition of approval of applications for consent, site plan approval, or draft plan of subdivision, any alteration, filling or construction within a watercourse, flood plain, pond or wetland will require a “Fill, Construction and Alteration to Waterway Permit” from the Grand River Conservation Authority prior to any grading or construction and prior to the registration of plans of subdivision.

1.5 That the Net Residential Density be calculated by dividing the number of residential units by the area of residential land. Residential land excludes all E.S.P.A. areas and hazard lands but includes all internal roads, one half of bounding roads and one quarter of boundary intersections but does not include bounding trunk roads.

1.6 That through the Blair, Bechtel and Baumen Creeks Subwatershed Study, the City of Kitchener and Regional Municipality of Waterloo will explore alternative servicing options and increased residential densities for the lands designated Limited Service Residential within Phase 2 of the Doon South Community. However, the pending resolution of servicing and density issues for Phase 2 shall not preclude the processing of plans of subdivision on lands within the Blair Creek subwatershed but designated within Phase 1 of this Community Plan.

1.7 That buried services within Phase 1 shall be of sufficient capacity to accommodate Phase 2 lands should it prove necessary through the outcome of the Blair, Bechtel and Baumen Creeks Subwatershed Study.

1.8 That the widely recognized, publicly accessible and panoramic views obtained from the Neighbourhood Park located at the intersection of Street C with Street D
be considered in any decisions regarding the placement, height and massing of new buildings and structures within Doon South Community. Further, that new development give consideration to the creation of new views and vistas through road layout, use of natural topography, preservation of environmental, heritage and cultural features, and the strategic siting of new community landmarks.

1.9 That notwithstanding the Low Density Residential designation given to the Caryndale settlement located east of Caryndale Drive and north of Street E, existing undeveloped lots and blocks of record may develop with private individual sanitary services subject to the approval of the Regional Medical Officer of Health.

2.0 RESIDENTIAL

2.1 That the Low Density Residential category permit single detached, semi-detached, duplex, street townhouse and multiple dwellings at a maximum net residential density of 25 units per hectare.

2.2 That the Multiple Residential category permit street townhouse and multiple dwellings at a net residential density range of 26 to 60 units per hectare.

2.3 That the Limited Service Residential category permit single detached, semi-detached and duplex dwellings with private septic systems and piped municipal water services as specified in the City's Municipal Plan on an individual site basis. The creation of new lots shall not be permitted within the Limited Service Residential designation until the completion of the Blair, Bechtel and Baumen Creeks Subwatershed Study and the resolution of density and servicing issues for Phase 2 of the Community.

2.4 That no new residential lots be created which require direct vehicular access to Struaffer Drive or those portions of Tilt Drive, Groh Drive and Reidel Drive which are shown on Map 1 as part of the Scenic Road Community Trail Network and which are scheduled to be closed to vehicular traffic.

2.5 That multiple residential sites be encouraged where there is direct access to public transit service and where natural features such as topography, woodlots or recharge areas would be best accommodated or preserved by development with fewer buildings and minimal site coverage rather than development with one or two unit dwellings which require extensive site coverage.
2.6 That multiple residential uses, including street townhouse, be permitted within the Neighbourhood Commercial designation to a maximum density of 130 units per hectare and a maximum floor space ratio of 1.75. The maximum height shall be 18 metres or six storeys. Where development is proposed at or near the maximum height, consideration shall be given to maintaining views from the Neighbourhood Park located at the intersection of street C with street D as well as the preservation of visual skylines from the Upper Doon Heritage Conservation District.

2.7 That private home day care, home businesses and small residential care facilities shall be permitted within all residential land use categories.

2.8 That within the Limited Service Residential designation located south of New Dundee Road, passive recreational uses and facilities which are private or open to members only may be permitted provided that they are compatible with limited service residential uses and conserve the functions and features of E.S.P.A. 39 and the provincially significant wetlands. Permitted outdoor recreational uses shall include commercial riding stables, equine boarding services, tennis, lawn bowling, shuffle board, swimming pools, and horse shoe pits. Recreational uses which shall not be permitted include snowmobiling, trail biking, go-carting, arcades, miniature golf, golf driving ranges, water slides, wave machines, amusement parks and other similar uses.

All such development envisioned by this policy shall only be permitted subject to the approval of an Environmental Implementation report in accordance with the Doon South Greenspace Management Plan and will be subject to site plan or subdivision approval. Circulation and consultation with property owners within 500 metres shall occur on any recreational development proposal prior to consideration for approval by City Council.

3.0 INSTITUTIONAL

3.1 That Neighbourhood Institutional uses be located as shown on the Land Use Map. Permitted uses shall include elementary schools, religious institutions, day care facilities, small residential care facilities, single detached dwellings, semi-detached dwellings, duplex dwellings and street townhouse dwellings.

3.2 That a public elementary school site of approximately 3 hectares be located on the north side of street F adjacent to Tilt Drive. Should the designated school site be declared surplus in the future, alternate land uses will be restricted to other permitted Neighbourhood Institutional uses.
4.0 COMMERCIAL AND BUSINESS PARK

4.1 That Convenience Commercial facilities be located as shown on the Land Use Map.

4.2 That the Restricted Business Park category permit a full range of business uses together with accessory retail and office components. Those uses which benefit from the high exposure of this area to Highway 401 will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development. Uses considered to be incompatible with business park locations and adjacent residential areas, including those uses which emit noise, odour or other pollutants, shall be prohibited.

4.3 That any business park uses to be located adjacent to an existing or designated residential area shall be planned with adequate separation and buffering between the two uses.

4.4 That the Service Commercial category shall permit service commercial and office uses as well as computer, electronic or data processing businesses, research and development establishments, and scientific, technological or communications establishments. Those uses which benefit from the high exposure of this area to Highway 401 and Homer Watson Boulevard will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development.

4.5 That the Neighbourhood Commercial category shall permit a broad range of retail, commercial, office and institutional uses as well as multiple residential uses up to 130 units per hectare and a floor space ratio of 1.75. The Neighbourhood Commercial designation as shown on the Land Use Map shall function as a multi-use, community focal point to be planned and developed as a unit. It is recognized that while the Neighbourhood Commercial designation is comprised of three distinct land areas around the intersection of Street A and Street B, permitted uses may be mixed or developed independently within any of the three land areas. The amount of gross leasable commercial floor space for the entire designation shall range from a minimum of 1000 square metres to a maximum of 7,000 square metres and may be developed in phases.

5.0 NATURAL ENVIRONMENT AND PARKS

5.1 That park dedication in the amount of 5 percent of the total of all land being developed be required for development or subdivision of land for residential and institutional purposes.
5.2 That park dedication in the amount of 2 percent of the total of all land being developed be required for the development or subdivision of land for commercial purposes.

5.3 That where parks or eligible open space areas are to be provided on lands other than those subject to a particular development application, as determined by the Land Use Map, the City of Kitchener may require a cash in lieu dedication in the amount of 5 percent for residential and institutional development and 2 percent for commercial development.

5.4 That all hazard lands and wetlands, including specified buffers, shall be reserved from development. These lands shall not be accepted towards fulfilment of the required parkland dedication as set out above.

5.5 That open space linkages be established between the Strasburg Creek, Doon South Creek and Blair Creek subwatersheds to provide recreational opportunities for residents, visual amenities for communities, and to provide habitat and suitable movement corridors for small wildlife. These linkages shall, where feasible, make use of upland woodlots, Environmentally Sensitive Policy Areas, hedgerows, storm water management areas, and the vegetation within and adjacent to the Scenic Road Community Trail Network.

5.6 That a Neighbourhood Park of approximately 2 hectares be located at the southwest corner of Stauffer and Groh Drives in conjunction with the Ontario Hydro corridor as shown on the Land Use Map.

5.7 That a Neighbourhood Park of approximately 2.5 hectares be located at the northwest intersection of Street C with Street D as shown on the Land Use Map.

5.8 That a Neighbourhood Park of approximately 2 hectares be located in conjunction with the Ontario Hydro corridor at Street H, as shown generally on the Land Use Map.

5.9 That a lot of approximately 0.5 hectares be established in conjunction with the open space designation generally within the area located west of Tilt Drive and south of Strasburg Creek, as shown on the Land Use Map.

5.10 That play facilities and other recreational and/or sports facilities be developed in conjunction with the public elementary school site.
5.11 That the width of protective wetland buffer areas and specific implementation methods and management techniques for tributary enhancement, wetland and creek crossing mitigation, and terrestrial linkages, as identified in the Doon South Greenspace Management Plan, shall be determined through a scoped Environmental Implementation Report prepared by the development proponent and required during the development approval process.

5.12 That the scoped Environmental Implementation Report required by Policy 5.11 above, shall be completed for all development proposals within 120 metres of high constraint wetland edges, 30 metres for medium constraint wetland edges, and 15 metres for all wetland edges as specified in the Doon South Greenspace Management Plan.

5.13 That the requirements and content of any scoped Environmental Implementation Report shall be governed by the Doon South Creek Subwatershed Management Study and the Doon South Greenspace Management Plan and will be approved by the City of Kitchener Department of Planning and Development in consultation with the affected Agency.

5.14 That it be recognized that the Hallman Aberdeen lands west of Tilt Drive and the portion of the Chalon Estates land holdings north of Evesstone Avenue shall be serviced by municipal sanitary sewer and water connections in a westerly direction to existing trunk sewer and water main facilities. The exact alignment and any necessary mitigating measures shall be established through appropriate environmental study or studies.

5.15 That the cost of primary walk links and bridges providing direct links from residential areas to schools, parks and transit routes be funded by the development proponent. Such primary links will be identified through the subdivision review process.

5.16 That upland forest areas, excluding required wetland buffer areas, which are designated within the City of Kitchener Municipal Plan for urban development but designated on the Community Plan Land Use Map as Open Space in accordance with the Greenspace Management Plan, shall be considered eligible as part of the required parkland dedication provided all active park areas, as shown on the Land Use Plan, can be satisfied through the required parkland dedication for each respective subdivision.

5.17 That with the approval of Ontario Hydro, the hydro corridor be utilized as open space linkage to connect the Scenic Road Community Trail Network with park facilities and other designated community trails.
5.18 That where feasible and appropriate, the existing natural topography, vegetation, scenic vistas and historical features of Doon South be retained in their natural state to the greatest degree possible and incorporated into subdivision design and development.

5.19 That the Environmental Implementation Report submitted by the proponent at the time of submission of development applications includes an overview of treed areas. Further, prior to any site grading or tree removal, the proponent shall submit a Grading and Tree Management Plan in accordance with the City's Tree Management Policy and the Doon South Greenspace Management Plan. This plan will describe treed areas to be saved and methods by which treed areas will be protected.

5.20 That prior to grading or construction on any site, the development proponent shall prepare plans to illustrate how topsoil or silt will be prevented from entering any wetland or water body for the approval of the City's Department of Public Works in consultation with the Grand River Conservation Authority.

5.21 That development within or contiguous to any Environmentally Sensitive Policy Area shall be subject to the requirements of the Regional Official Policies Plan and the City's Municipal Plan. Accordingly, any Environmental Implementation Report required by the Doon South Greenspace Management Plan shall also satisfy the Regional policy requirements with respect to Environmentally Sensitive Policy Areas.

5.22 That the City may require the dedication of up to 5 metres of land adjacent to the designated Scenic Road Community Trail Network in order to protect and/or enhance significant existing vegetation located beyond the road right-of-way. Such land shall be considered eligible towards fulfilment of the required parkland dedication.

5.23 That, where feasible and appropriate, all terrestrial linkages/rehabilitation areas identified in the Doon South Greenspace Management Plan shall be designated as Open Space on the attached Land Use Map and shall be subject to the City's Tree Management Policy and specific management techniques as determined through the preparation of a scoped Environmental Implementation Report for abutting lands.

5.24 That the community trail network generally identified in the Doon South Greenspace Management Plan be implemented at the time of development of the lands in which the proposed community trail are located or at the time of development of lands immediately abutting the proposed community trail. Subject
to appropriate amendments to the Development Charges By-law being approved by City Council, if sufficient funds are not available to the City to construct such community trails at the time new development is underway, the development proponent may be required to front-end finance and construct such trails with credits to be granted through the provisions of the Development Charge By-law. Failing the approval of the required amendments to the Development Charge By-law, the community trail system shall be implemented by the City subject to the availability of sufficient funds.

5.25 That the Neighbourhood Park located at the northwest intersection of Street C with Street D be recognized for its provision of publicly accessible, distant panoramic views of the City and the Grand River valley.

6.0 TRANSPORTATION

6.1 That the planning, design and construction of all roads and walkways within the Doon South Community have regard to protection of existing environmental features and the creation of a continuous linked open space system.

6.2 That Homer Watson Boulevard be recognized as Regional Road No. 28 and be designated as a Primary Arterial Road with a right-of-way of 45.7 metres. It is recognized that Homer Watson Boulevard is further designated as a Controlled Access – Prohibited roadway by the Regional Municipality of Waterloo.

6.3 That New Dundee Road be recognized as Regional Road No. 12 and designated as a Primary Arterial Road with a right-of-way of 30.5 metres.

6.4 That all Major and Minor Collectors Roads be designed and constructed as front-lotted roads accommodating on-street parking and public transit and with standard right-of-way of 20 metres. The width of the carriageway within the right-of-way will be determined at the time of detailed road design.

6.5 That the rights-of-way for Street A and Street B be permitted to exceed the established width of 20 metres within the Neighbourhood Commercial designation at the developers cost in order to achieve urban design objectives and attractive streetscapes.

6.6 That Reidel Drive, with the exception of that portion designated as part of the Scenic Road Community Trail Network and proposed to be closed to vehicular traffic, shall be re-constructed as the future southward extension of Strasburg Road and shall be designated as a Secondary Arterial Road with a right-of-way of 26 metres.
6.7 That local roads be designed with a standard right-of-way of 20 metres. Reductions in accordance with Council policy will be considered for minor roads and cul-de-sacs.

6.8 That the portions of Tilt Drive, Stauffer Drive, Groh Drive and Reidel Drive identified on the Land Use Map as being part of the Scenic Roads Community Trail Network shall be closed to vehicular traffic and incorporated into the open space system as Community Trails. The closure of these roads will be staged in sequence with the development of abutting lands and the construction of the new collector road network as identified on the Land Use Map. The staging of such road closures will generally occur in conformity with sequence and requirements set out in Schedule 1, "Staging of Scenic Road Closures".

6.9 That the roadways within the Scenic Roads Community Trail Network identified in Policy 6.8 above may be used to access new subdivision development on a temporary basis until such time as a permanent collector and local road network is in place to access such development in accordance with City policy. Where access is permitted on a temporary basis, it is recognized that such roads will be maintained as close as possible to their existing state. With the exception of new tar and chip surface treatments in keeping with the scenic road designation, no engineering improvements shall be permitted. Developments proponents for abutting lands requiring temporary access to these roads shall submit a detailed road base assessment of the scenic road up to and including the intersection of Tilt Drive and Doon Village Road, for the approval of the General Manager of Public Works prior to issuance of draft plan approval. The number of new residential units may be limited until permanent alternative access is provided if in the opinion of the General Manager of Public Works, after a review of the required road base assessment, the existing roadways cannot accommodate the projected increase in traffic.

6.10 That, temporary vehicular access to the Hallman Aberdeen lands west of Tilt Drive and existing Doon Village Road subject to the approval of a road base assessment as identified in Policy 6.9 above. The primary permanent means of access to these lands shall be through a local road connection across Tilt Drive from the terminus of Street F. Further, a second temporary connection shall be permitted from the Hallman Aberdeen lands to Tilt Drive in order to provide a second means of access until such time as a permanent connection is achieved southward to connect with Street E.

6.11 That, through the review of subdivision applications for the lands west of Tilt Drive and north of Street E, the City shall seek to achieve a road system which provides an efficient and direct public transit link between Tilt Drive and Street E.
6.12 That at the time of the development of lands abutting the Scenic Road Community Trail Network, signage be erected at the developer's cost which clearly sets out the City's intention to close the affected road at some point in the future and include the right-of-way within the community trail network.

6.13 That through traffic be diverted around the village of Upper Doon by way of the diversion of Doon Village Road (Street A) southerly to cross Strasburg Creek and Tilt Drive to connect with extension of Doon South Drive (Street B). The exact location of the Doon Village Road Diversion crossing of Strasburg Creek will be determined by the Municipal Class Environmental Assessment process as outlined in the Environmental Assessment Act. Further, the construction of the portion of this road between Bechtel Drive and Tilt Drive will be considered as a high priority in the City's Ten Year Capital Forecast/Development Charge Fund.

6.14 That a local road crossing of Doon South Creek be permitted to the west of Tilt Drive and to the north of the Street E subject to the completion of a design study for mitigation and the preparation of suitable creek enhancements in accordance with the Doon South Greenspace Management Plan and the Doon South Creek Subwatershed Management Plan. The required design study shall emphasize the mitigation of expected impacts and not further review of alternatives.

6.15 That it be recognized that Street E is a proposed Major Collector Road acting to collect local traffic within Doon South as well as providing a direct link through the Doon South Community from Strasburg Road to New Dundee Road. The remainder of the collector road network shall be designed so as to discourage traffic cutting through the community while allowing route choices for internal traffic. Innovative local street networks which allow for diversity and choice of routes will be encouraged.

6.16 That portions of Pinnacle Drive, Groh Drive and Dodge Drive are recognized for their scenic qualities and shall, where feasible, be maintained with their existing alignment, width and surface treatment. Every effort will be made to maintain and conserve existing vegetation and landforms within and immediately adjacent to the right-of-way. Accordingly, new development proposals will be reviewed to ensure that impacts on these roads are minimized.

6.17 That the northernmost portion of Tilt Drive between the Doon Village Road Diversion (Street A) and existing Doon Village Road remain open to vehicular traffic in order to provide access to the village of Upper Doon. Any engineering improvements to this section of Tilt Drive will be in accordance with the Upper Doon Heritage Conservation District Plan.
6.18 That all planned new road crossings of the Scenic Road Community Trail Network be subject to specific design studies which recommend mitigating measures such as enhancement plantings, surface treatment, location of municipal services, maintenance, etc. Such studies shall be undertaken by the development proponent as part of the development approval process and will conform to the general recommendations of the Doon South Scenic Roads Study and Greenspace Management Plan.

6.19 That in the development of a transportation network, consideration be given to all forms of transportation including walking, cycling, public transit and the automobile. This will be accomplished through measures such as:

- The creation of street networks and pedestrian links suitable to alternate transportation modes.
- The use of site planning and urban design techniques to foster attractive pedestrian streetscapes and environments.
- Minimizing walking distances between housing, schools, transit stops, parks, open space and other local destinations.

7.0 PUBLIC TRANSIT

7.1 That public transit in Phase 1 of the Doon South Community be recognized as essential. Accordingly, community design shall consider the City's "Guidelines for the Design of New Residential Development with Respect to the Provision of Transit Service".

7.2 That future development in the area recognize the proposed future transit routing for Doon South as shown on Schedule 2, "Proposed Transit Service". Interim transit routes will be determined at the time of subdivision review until such time as the ultimate transportation system is constructed. Where feasible, land uses, local streets and primary walk links and bridges will be designed such that 95 percent of development is within 450 metres of transit service.

7.3 That the ultimate transit routing identified on Schedule 2, "Proposed Transit Service", be based on a community transit route within the Doon South area connecting to a timed transfer terminal.

7.4 That site design in Doon South have regard for convenient and safe pedestrian access between on street transit facilities and buildings, particularly within the Neighbourhood Commercial and multiple residential designations.
7.5 That land uses generating higher transit usage such as office, commercial or institutional uses be located adjacent to transit routes.

7.6 That local streets and walkways be designed to provide convenient and direct pedestrian access to transit routes.

7.7 That it is recognized that transit service will not be available to the area within Phase 2 currently designated for Limited Service Residential development.

8.0 SERVICING AND UTILITIES

8.1 That all new development within Phase 1 be serviced by municipal water, sanitary and storm sewers. Development within Phase 1 will be serviced by the Doon South Trunk Sanitary Sewer or the Strasburg Creek Trunk Sanitary Sewer as determined by the natural drainage shed boundaries.

8.2 That the level and type of sanitary services within Phase 2 shall be determined following the completion of the Blair, Bechtel and Baumen Creeks Subwatershed Study.

8.3 That the Doon South Creek Subwatershed Management Plan and the Strasburg Creek Master Watershed Study be the guiding documents for servicing, storm water management and environmental protection within Phase 1 of the Doon South Community.

8.4 That the Blair, Bechtel and Baumen Creeks Subwatershed Study become the guiding document for servicing, storm water management and environmental protection within Phase 2 of the Doon South Community and within those parts of Phase of Phase 1 which are located within the Blair Creek subwatershed.

8.5 That storm water management practices in the Doon South Community be in compliance with the "Interim Storm Water Management Guidelines for New Development" and "Storm Water Management Practices, Planning and Design Manual" documents published by the Ontario Ministry of Environment and Energy in 1994. The design of storm water management facilities shall also be in accordance with the City’s "Design Principles for Storm Water Management Facilities, August, 1996".

8.6 That the exact location and detailed design of the Doon South Trunk Sanitary Sewer be determined in conjunction with the subdivision approvals process under the Planning Act or, if necessary, by the Municipal Class Environmental Assessment process under the Environmental Assessment Act.
8.7 That with the approval of Ontario Hydro and the City of Kitchener, the Ontario Hydro corridor be used in conjunction with adjacent uses in accordance with the attached Land Use Map.

9.0 HERITAGE RESOURCES

9.1 That recognition be given to the Upper Doon Heritage Conservation District, including the entire length of Tilt Drive, and consideration to these features be given in the design, siting and massing of development on abutting lands.

9.2 That properties listed on the municipal data base of heritage resources and identified on Schedule 3, "Heritage Structures" be subject to Policies 5.3.14 and 5.3.15 of the City of Kitchener Municipal Plan. Accordingly, a Heritage Impact Assessment shall be required to be approved prior to or concurrent with issuance of draft plan approval in conformity with the City's process dealing with the conservation of heritage resources within the plan of subdivision process. The required Heritage Impact Assessment shall be completed in accordance with the City of Kitchener Heritage Impact Assessment Guidelines and will identify a recommended strategy for the conservation of the heritage resource.

9.3 That in accordance with Policy 5.3.17 of the City of Kitchener Municipal Plan, consideration will be given to the effects of public works on all heritage resources, including the scenic road corridors identified on the Land Use Map.

9.4 That prior to the commencement of any grading or development activities in the immediate vicinity of the Fischer Residence on Oregon Drive and the Stauffer Long House on Tilt Drive, archaeological assessments shall be submitted for the review and approval of the Ministry of Citizenship, Culture and Recreation as a condition of approval of applications for consent or plans of subdivision.

10.0 NOISE

10.1 That Highway 401, Homer Watson Boulevard, Strasburg Road, Street E, and New Dundas Road be recognized as major traffic corridors potentially generating significant amounts of noise. Proponents of new residential development along these major corridors will be responsible for assessing future noise impacts, and if necessary, ensuring that any required noise attenuation measures are incorporated into the development proposal.

10.2 That noise attenuation walls/berms, building construction features, and passive noise control measures such as site design, building setbacks, architectural design, and noise warning clauses be used in attenuating noise impacts.
## SCHEDULE 1

**STAGING OF SCENIC ROAD CLOSURES**

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CITY OF KITCHENER
DEVELOPMENT & TECHNICAL SERVICES DEPARTMENT

Doon South Community Plan

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DOON SOUTH COMMUNITY
GREENSPACE MANAGEMENT PLAN

1. INTRODUCTION

The Doon South Community is a large, mostly undeveloped area of land located in the southernmost portion of the municipality. The community plan area encompasses three subwatersheds with the largest portion of developable land lying within the Doon South Creek subwatershed. However, sizeable amounts of land lie within the Strasburg Creek subwatershed to the north and west as well as to the Blair Creek subwatershed to the south and west. Together, the three creek valley systems contain an array of provincially significant wetlands providing both sensitive habitats and significant hydrologic functions. These creek systems are augmented by a number of significant upland natural areas on adjacent table lands.

In 1994, the Doon South Creek Subwatershed Study was completed. The report details the natural resources within the subwatershed and presents an overall management plan to ensure protection of those resources as development proceeds. A key component of the report was to fulfill the requirements of a Comprehensive Environmental Impact Study as required by the Provincial Wetlands Planning Policy Statement and accomplish three things. These were:

a) identify the level and scope of future studies required for development of lands adjacent to the provincially significant wetland complex;
b) incorporate a Transportation Corridor Study to preferred locations for crossings of woodlots and wetland areas; and
c) conduct a Sanitary Trunk Sewer Routing Study to identify the approximate route of the future Doon South Trunk Sanitary Sewer.

Among the various recommendations of the Doon South Creek Subwatershed Study was for the City to undertake a Greenspace Management Plan for the area in conjunction with the preparation of a new Community Plan. In this respect, a number of objectives of this Greenspace Management Plan were identified.

This Greenspace Management Plan for the Doon South Community draws upon the findings and recommendations of the Doon South Creek Subwatershed Study, the previously completed Strasburg Creek Master Watershed Plan and the most recent draft of the Blair, Bechtel and Bauman Creeks Subwatershed Study. In addition, a significant amount of specific supporting information has been provided through the Environmental Implementation Report prepared on behalf of Monarch Construction Limited for the extension of the Wyldwoods Neighbourhood.
2. **OBJECTIVES OF THE GREENSPACE MANAGEMENT PLAN**

The specific objectives identified in the Doon South Creek Subwatershed Management Plan and accepted by the Doon South Community Plan Technical Review Committee are as follows:

- Develop a conceptual plan for the enhancement of Doon South Creek and the riparian vegetation in the vicinity of Tilt Drive and the tributaries D2, E, F, J and K (as identified in the Doon South Creek Subwatershed Study).

- Develop a conceptual plan for the enhancement of tributary F, being the linkage of Topper Swamp to Doon South Creek.

- Address the issue of sustainable community access to the natural area, including the development of a trail network.

- Determine the status, and develop a management strategy for, the woodlot located to the northeast of the intersection of Caryndale Drive and Stauffer Drive.

- Evaluate existing terrestrial linkages within the Doon Creek watershed and adjacent watersheds (Strasburg Creek and Blair Creek), and make recommendations with respect to the long term protection and enhancement of essential linkages.

- Develop a monitoring program, focusing on semi-annual or annual inspection of land use changes, bank stability, sedimentation and aquatic and riparian vegetation, to aid in determining whether objectives of the Doon South Creek Subwatershed Management Plan are being achieved.

- Make recommendations with respect to how removal of the beaver dam will occur.

- Determine opportunities for enhancing fish habitat through appropriate stream rehabilitation.

3. **WETLAND AND NATURAL AREA BUFFERS**

Both the provincial wetlands policy statement and the City of Kitchener Municipal Plan require that an environmental impact study be carried out for all lands adjacent to a provincially significant wetland complex. Adjacent lands are defined to include all lands within 120 metres of the boundary of such wetland or wetland complex. As part of separate subwatershed studies completed for the Strasburg Creek, Doon South Creek and Blair Creek systems, comprehensive environmental assessments were conducted for the wetland complexes associated with those creek systems as well as associated upland environmental features. The principle of providing appropriate protective wetland buffers was established
with these environmental assessments.

Based on the comprehensive environmental assessments carried out through the subwatershed plans, the area of "adjacent lands" to be considered in conjunction with development proposals was narrowed based on the environmental characteristics of individual systems. As a result, the edges of the wetland complexes and other environmental features were designated as being high, medium or low constraint areas. These constraint labels have been reflected on Map 1 of this Greenspace Management Plan and together with the recommendations contained within this greenspace management plan, will form the basis for the preparation of required Environmental Implementation Reports (EIR's) by development proponents.

**Edge Constraint Designations**

- Development proposals adjacent to High Constraint Wetland Edges will require the preparation of an EIR for all lands within 120 metres of the wetland complex in conjunction with the submission of a draft plan of subdivision.

- Development proposals adjacent to Medium Constraint Wetland Edges will require the preparation of an EIR for all lands within 30 metres of the wetland complex in conjunction with the submission of a draft plan of subdivision.

- Development adjacent to all other wetland edges will require the preparation of an EIR for all lands within 15 metres of the wetland complex in conjunction with the submission of a draft plan of subdivision.

**Environmental Implementation Reports**

In conjunction with the preparation of a draft plan of subdivision, an environmental implementation report must be prepared. The EIR will include the following:

- A statement of the rationale for the proposal together with a detailed description of the purpose of the proposed undertaking or development.

- Maps or plans showing the location of the lands affected by the proposal in relation to elements of the greenspace system.

- A detailed description of the possible environmental effects of the proposal, with particular emphasis on the elements of the greenspace system, including subsequent demand for future development that may be generated by approval of the proposal. This to include an explanation of the methods used to determine the effects of the proposed development.
Based on the analysis of possible effects and impacts of the proposal, provide a description of the actions/techniques that will be necessary to, in order of preference, prevent, minimize, or mitigate the possible negative effects of the proposal.

Provide an evaluation of the environmental impact of proposed road or servicing crossings of the environmental feature together with a presentation of recommended mitigation measures (unless an Environmental Assessment is required).

Detailed mapping of constraint and opportunity areas to substantiate limits of development which are consistent with this Plan and the applicable subwatershed study. This to include:

- demonstration that there will be no overall loss of wetland functions or contiguous wetland area;
- identification of appropriate vegetative buffers to maintain wetland functions; and,
- an indication of how vital terrestrial wildlife linkages or connections will be maintained, enhanced or created and included within the proposed development.

A summary of measures used to, in order of preference, avoid, minimize and mitigate the expected impacts of development.

A policy framework section referencing applicable regulations and policies of the municipality and affected agencies.

An identification of zoning, easements, or dedicated blocks which are necessary to ensure maintenance and integrity of environmental features, engineering facilities and terrestrial linkages.

4. **TRIBUTARY ENHANCEMENT**

A primary objective of the Greenspace Management Plan is to develop a conceptual plan for the enhancement of Doon South Creek and the riparian vegetation in the vicinity of Tilt Drive and tributaries D2, E, I, J and K, as identified in the Doon South Creek Subwatershed Study. The enhancement of these areas will improve wetland habitat condition, minimize risk to water quality as a result of adjacent development, and contribute to a continuous linear open space system within the Doon South Community. Specific enhancement recommendations are as follows.
4.1 Tributary D2 (Oregon Drive)

Description/Function
- Poorly defined runoff and seepage swale flowing through wetland, then under Oregon Drive culvert (partly blocked) down a steep gradient easterly towards Doon South Creek. Some shallow channel definition immediately downstream of culvert gradually disappearing within flood plain.

- Restricted flows and steep gradient east of culvert limit opportunities for fisheries enhancement.

- Main function is conveyance of water from the upland recharge area towards Doon South Creek.

- Shrub thicket swamp pocket surrounding tributary D2 created as a result of flow restrictions caused by partial culvert blockage. Considered part of provincially significant wetland complex.

Enhancement and/or Design Provisions
- Retain wetland and swale as open space and protect via buffer naturalization.

- Flows and flow duration may be increased through wetland pocket and swale using SWM design and may be beneficial to fisheries.

4.2 Tributary E

Description/Function
- Ephemeral field draw (corn field), supplemented by groundwater seepage within buffer and wetland.

- No defined channel within buffer and wetland.

- Intermittent seepage conditions and lack of defined channel severely limit fisheries enhancement opportunities.

- Main function is conveyance of runoff and seepage towards Doon South Creek and sustenance of wetland habitat conditions.

Enhancement and/or Design Provisions
- Replicate lost field draw through lot drainage and site specific SWM techniques.
- Retain diffuse channel within wetland and buffer area.

- Allow naturalization of cultivated portion of wetland buffer area through enhancement planting of native species and natural succession to control quality and quantity of surface flows to main creek and wetland.

- Retain and further protect wetland vegetation through old field buffer.

4.3 Tributary F (linkage from Topper Swamp to Doon South Creek)

Description/Function

- Small, shallow drainage connection between Topper Swamp and Doon South Creek.

- No defined channel within Topper Swamp. Channel loses definition within Doon South Creek flood plain. No fish presence identified in Subwatershed Study. Channel limitations restrict opportunities for fisheries enhancement.

- Main function is conveyance of flows from Topper Swamp to Doon South Creek.

- Limited woody riparian cover along channel due to agricultural history (cultivation, grazing)

Enhancement and/or Design Provisions

- Doon South Drive crossing to utilize clear span or arch design so as to maintain flows and adequate adjacent flood plain for terrestrial wildlife movements.

- Develop linkage in association with SWM wet ponds for additional buffer protection.

- Develop SWM facilities as wetland/wet meadow ponds with upland tree/shrub plantings.

- Additional native riparian plantings along tributary to improve and broaden the effectiveness of this linkage.

- Locate community trail away from proposed linkage to the east of the SWM facility to allow an uninterrupted enhancement planting zone along the tributary and separating pedestrian from wildlife movements.
4.4 Tributary 1

Description/Function

- Comfield swale with poorly defined flow path through main creek wetland area.
- Conveys surface and ephemeral groundwater flows to Doon South Creek.
- Fisheries enhancement opportunities constrained by sporadic low flows and very small channel dimensions.

Enhancement and/or Design Provisions

- Protect existing channel, associated wetland and wet meadow communities and buffer area through open space designation.
- Riparian planting to occur in conjunction with development of adjacent lands and development of SWM facilities.
- Develop SWM facilities as wetland/wet meadow ponds with upland tree/shrub plantings.
- Existing tributary swale to be used to mitigate peak stormwater events.

4.5 Tributary 1

Description/Function

- Tributary initiates at confluence of tributaries J1 and J2 within E.S.P.A. 34 and discharges to main creek.
- Shallow defined channel through E.S.P.A. gradually exhibiting a more poorly defined flow within wetland area of main creek. More defined ditch in vicinity of Tilt Drive and main creek.
- Conveys surface and likely some limited groundwater flows within 120 metres of main creek.
- Fisheries enhancement opportunities constrained by seasonal low flows and shallow or poorly defined channels.
Enhancement and/or Design Provisions

- Protect channel, associated wetland and wet meadow communities and buffer area through open space designation.

- Allow naturalization of cultivated portion of wetland buffer area through enhancement planting of native species and natural succession.

- Additional riparian planting to occur along swale channel in conjunction with development of adjacent lands and SWM facilities.

- Develop SWM facilities as wetland/wet meadow ponds with upland tree/shrub plantings.

- West-South Collector Road crossing of tributary to utilize appropriate design to maintain flows and adequate adjacent flood plain for terrestrial wildlife movements (e.g. clear span, arch, elliptical culvert, etc.).

- Detailed design of road to determine appropriate crossing design and if additional mitigative and enhancement measures are necessary.

4.6 Tributary K

Description/Function

- Ephemeral field draw (corn field) discharging to Even’s Pond.

- No defined channel within buffer and wetland.

- Fisheries enhancement opportunities constrained by sporadic low flows and poorly defined channel dimensions.

Enhancement and/or Design Provisions

- Protect swale channel, associated wetland and wet meadow communities and buffer area through open space designation.

- Allow naturalization of cultivated portion of swale buffer area through enhancement planting of native species and natural succession to control quality and quantity of surface flows to main creek and wetland.

- Additional native riparian plantings along tributary swale to improve and broaden the effectiveness of potential linkage from Caryndale Woodlot and Even’s Pond
(making use of existing hedgerows).

- West-South Collector Road crossing of tributary to utilize appropriate design to maintain flows and adequate adjacent flood plain for terrestrial wildlife movements (e.g. clear span, arch, elliptical culvert, etc.).

- Detailed design of road to determine appropriate crossing design and if additional mitigative and enhancement measures are necessary.

4.7 Doon South Creek in vicinity of Tilt Drive

**Description/Function**

- Conveys surface and groundwater flows.

- Baitfish habitat.

- Fisheries enhancement opportunities constrained by simple instream cover, seasonal low flows and shallow/narrow channel dimensions.

**Enhancement and/or Design Provisions**

- Protect channel, associated wetland and wet meadow communities and buffer area through open space designation.

- Consideration to removal of Tilt Drive and culvert when road is converted from transportation network to community trail network. City to replace with pedestrian/maintenance bridge structure thereby improving opportunities for terrestrial wildlife movements along stream corridor. Creek channel modifications and riparian planting can occur in conjunction with the removal of Tilt Drive and culvert.

5. **ENHANCEMENT AT LOCAL ROAD CROSSING OF DOON SOUTH CREEK**

**Description/Function**

- This section of Doon South Creek is characterised by typical moisture tolerant wet meadow vegetation, primarily cattail, sedge, reed canary grass, boneset and fringed loosestrife. Some watercress evident within channel towards Tilt Drive.

- Some scattered shrubs such as red-osier and willow.
- Low gradient and shallow channel reduce value of habitat.

**Enhancement and/or Design Provisions**

- Proposed Local Road crossing of main Doon South Creek west of Tilt Drive to utilize appropriate design to maintain flows and adequate adjacent flood plain for terrestrial wildlife movements (e.g. clear span, arch, elliptical culvert, etc.).

- Further naturalization of wet meadow through enhancement planting of native species and assisted natural succession.

- Additional native riparian plantings recommended along main stream channel to improve water quality (temperature) and broaden potential for terrestrial wildlife movements.

- Detailed design of road to determine appropriate crossing design and if additional mitigative and enhancement measures are necessary

6. **FISHERY ENHANCEMENT**

- No particular fisheries enhancement is felt to be warranted along Doon South Creek as stream flow and channel severely limit effective enhancement opportunities.

- Through implementation of specific practices as set out in the Doon South Creek Subwatershed Study and the implementation of design and enhancement provisions recommended in this plan, quantity (flow) and quality may be improved, thus enhancing fish habitat indirectly.

- Saltfish environment in vicinity of Tilt Drive will likely improve with specific stream modifications and riparian planting to be done when Tilt Drive and culvert are removed.

7. **TERRESTRIAL LINKAGES**

7.1 **Linkage between Blair Creek and E.S.P.A. 33**

- Develop as major linkage for movement of large wildlife (e.g. deer) between Roseville Swamp (via Blair Creek corridor) and E.S.P.A. 33.

- Ultimate width shall be in excess of 300 metres with linkage being formed between the tributary to Blair Creek and the existing hedgerow to the east (as recommended in Blair, Bechtel and Baumen Creeks Subwatershed Study).

- Landowner will be encouraged to cease active agricultural cultivation of the lands as soon
as possible or as a minimum in conjunction with the development of abutting lands.

- Preferred naturalization strategy will be through natural succession with consideration given to community based volunteer planting program through the City's Environmental Committee in conjunction with the Grand River Conservation Authority and the Department of Parks and Recreation.

7.2 **Use of Scenic Road Trails as Terrestrial Linkages**

- Closure of scenic roads (Tilt, Stauffer, part of Groh, part of Reidel) and use as community trails allow for enhancement of existing vegetation within and adjacent to rights-of-way to act as terrestrial linkages between E.S.P.A.'s and the three subwatersheds.

- All existing vegetation within and immediately abutting the rights-of-way will be preserved, maintained, and where necessary, enhanced.

- Exposed edge E.S.P.A. '33 and Caryndale Woodlot to be decreased through closure of Stauffer Drive and its use as a community trail together with the protection/enhancement of vegetation abutting the right-of-way

- Area of forest interior is effectively increased through implementation of above measures.
8. **GENERAL MANAGEMENT TECHNIQUES FOR TRIBUTARY ENHANCEMENT AND TERRESTRIAL LINKAGES**

Map 1 shows general management techniques to be applied throughout the Community Plan area to assist in the physical protection of natural areas, the establishment of a continuous linked open space system, and to augment existing natural conditions. These techniques are shown symbolically on Map 1, and are further explained below. The general management techniques specified are intended to signify the minimum management requirements needed to implement the specific tributary enhancement and terrestrial linkage recommendations outlined above. Individual Environmental Impact Studies prepared in conjunction with development proposals will further elaborate on these management techniques and where appropriate, specify additional specific management techniques which may be necessary.

<table>
<thead>
<tr>
<th>CODE</th>
<th>TREATMENT</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>1</td>
<td>BUFFER LIMITS</td>
<td>Buffer protection limits established and delineated using pail wire fencing (and site fencing where appropriate). Fencing installed and maintained throughout grading and construction. Permanent buffer demarcation (fencing/signage) once construction is complete. Buffer width and protection measures will be identified by a scoped EIS in conformity with wetland, E.S.P.A. and woodland policies of the City of Kitchener Municipal Plan and the Regional Official Policies Plan.</td>
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<tr>
<td>2</td>
<td>ENHANCEMENT</td>
<td>Enhancement planting of buffer area, existing hedgerows or other natural area to establish native species, assist natural succession and to provide additional linkage opportunities for movement of wildlife. Species to be in compliance with the Region of Waterloo policy regarding the Planting of Alien Species in or Adjacent to Environmentally Sensitive Policy Areas, EEAC-92-11.</td>
</tr>
<tr>
<td>3</td>
<td>TREE MANAGEMENT</td>
<td>Vegetation protection measures and edge management/restoration in accordance with City of Kitchener Tree Management Policy.</td>
</tr>
</tbody>
</table>
4  PASSIVE MANAGEMENT  Passive, "hands-off" management approach allowing naturalization through natural succession. Some selective management or removal of vegetation may be required in specific instances. Agricultural cultivation is encouraged to be curtailed as soon as practical.

5  SEPARATION  Community trails to be established in outer fringe of wetland buffers and storm water management areas to separate recreational use from sensitive areas. Existing wetland crossings to be utilized wherever possible.

6  WETLAND CROSSING DESIGN  Road and service crossing locations subject to detailed studies for the design, alignment and the implementation of recommended mitigative measures. Road crossings to use appropriate design to ensure adequate flows and sufficient adjacent flood plain for wildlife movement (clear span, arch, elliptical culvert, etc.).

7  SWM FACILITY DESIGN  Stormwater management facilities designed as wetland or wet meadow basins to facilitate wetland habitat development as well as quality and quantity control in accordance with the City of Kitchener policy and guidelines respecting storm water management. Hydrological functions of small outlying wetlands and seasonal drainage swales removed or altered through development to be replicated in storm and drainage design (grassed swales, infiltration trenches).

8  SWM NATURALIZATION  Stormwater management basins to be naturalized using compatible native plant species. Use of salvaged wetland substrates as seed bed in basin construction wherever possible. Use of
native riparian and upland plantings adjacent to basin to provide terrestrial linkage and channel protection.

9 EROSION CONTROL

Erosion and sediment controls as approved by the City in consultation with other agencies to be implemented and maintained prior to and throughout area grading and construction of adjacent lands. Controls to include siltation fencing, interceptor swales with check dams, siltation control ponds, maintenance of vegetative buffers, etc.

9. COMMUNITY TRAIL NETWORK

- The ultimate community trail network shall be constructed in accordance with the concept shown generally on Map 2.

- The Doon South Creek corridor will form the spine of the community trail network within the Community and shall link with trails through upland woodlots, the scenic road trail system, and the Upper Doon Heritage Conservation District.

- Trails will be generally located to the outer edge of the wetland buffer areas to reduce pedestrian impacts on wetland and ecosystem functions.

- Community trails will be constructed at a maximum width of 3 metres, with surface treatment consisting of stonedust, gravel, limestone, woodchips, boardwalk (in wet areas), or other suitable material depending on location and level of use and as determined by the City's Parks and Recreation Department.

- All trails through woodlands shall be constructed in less sensitive locations, and shall follow existing trails where possible. Such trails will be clearly defined and marked so as to discourage pedestrian and vehicular traffic in more sensitive areas of the woodlot.

- The scenic road trail system will be designated as part of the community trail network however the trail width may vary within the actual existing roadway width. The abutting vegetation is to be retained and, where appropriate, enhanced.

- The Ontario Hydro easement will form part of the community trail network providing linkages between New Dundee Road (Roseville Swamp) and Caryndale Drive. Additional parkland will be developed together with hydro corridor.
10. **CARYNDALE WOODLOT MANAGEMENT PROGRAM**

- No development intrusion within woodlot.

- An edge management program will be carried out at the time of development emphasizing tree management and retaining the maximum amount of existing trees.

- Scoped EIS for adjacent development (30m) to identify adequate buffer zones and any additional mitigation measures.

- That this woodlot remain part of a continuous linked open space system including ESPA 33, Doon South Creek and Evens Pond, and the Strasburg Creek ESPA.

- The Regional Tree Cutting By-laws shall apply to the use of the woodlot.

- That private use of the woodlot occur in accordance with "Good Forestry Practices".

- That, where possible, the Department of Parks and Recreations provide advice on woodland management.

11. **REMOVAL OF BEAVER DAM AT EVEN’S POND**

- That a trapper be retained to remove the existing beaver with costs to be borne by the City of Kitchener.

- That the beaver dam be removed at the time of development to restore stream flow in this part of Doon South Creek with costs to be borne by the development proponents.

- That the creek channel and all riparian vegetation damaged through removal of the beaver dam be restored with enhancements where feasible.
12. **SUBWATERSHED MONITORING PROGRAM**

Through the City's Environmental Committee as part of a broader municipal initiative, it is recommended that a Subwatershed Monitoring Program be developed for Doon South Creek. This monitoring program could consist of three phases, and be developed as a shared responsibility between the City of Kitchener, the Grand River Conservation Authority, the development industry and the broader community. The essential reasons for the development of a monitoring program are to determine whether specific management practices are performing as designed, to assess whether the greenspace system of the community is being adversely impacted by urban development, and to allow for a remedial action response or consideration of new practices where the monitoring program suggests that current practices are not working as intended.

While the specifics of the monitoring program will be determined through another process, any future program should give consideration to addressing the three distinct monitoring phases as outlined generally below:

**Phase 1**  - Monitoring System and Base Line Inventory

- Primary responsibility would lie with municipality in conjunction with other agencies.

- Essential components, frequency and data management of monitoring system must be identified.

- A vision for what the watershed is to become, including specific goals and objectives.

- At minimum, any initial monitoring system should include:

  - Identification of representative monitoring locations for system attributes. Such attributes may or may not include such attributes as streamflow, water temperature, erosion, vegetation, wildlife, water quality, and fishery inventories.

  - Annual inspection of representative groups of at-source infiltration facilities.

  - Annual inspection of all stormwater management facilities.

  - System for collecting, managing and analyzing data.

- Subwatershed Study could assist in identifying representative monitoring locations.

- Monitoring season should extend from mid-April through to mid-November.
- Baseline data should be prepared and monitored annually until urban development proceeds. Monitoring then becomes a developer responsibility for a specified time period.

- Consideration of using a consultant to conduct this phase of the monitoring program.

Stage 2 - Pre-Development, During Development and Post Development

- Primary responsibility would lie with development proponent. This phase of the monitoring program would be required of the developer as a condition of development.

- In conjunction with final design submissions and the approved erosion control plan, the proponent should submit a detailed “during development” monitoring and response program to the City of Kitchener.

- During development program to extend until grading is complete, underground services are installed and base asphalt is in place.

- Development proponent will devise a “post-development” monitoring, response and maintenance program for the approval of the City of Kitchener and affected agencies.

- Submitted program should include performance targets, mitigation measures, a response plan where targets are exceeded, and detail any specific maintenance requirements which may be necessary.

- Post-development program to extend for two years to coincide with 24 month guarantee period for works and services as required through the City’s Standard Form Residential Subdivision Agreement.

Stage 3 - Long Term Monitoring of Subwatershed

- Primary responsibility lies with the municipality in conjunction with other affected agencies and the public, educational institutions, etc.

- Details of essential components of any long term monitoring program would based on recommendations made in the development proponent’s final monitoring report as identified above.

- Monitoring program would be carried out by the City of Kitchener and affected agencies and supplemented where possible through community based monitoring initiatives.

- City’s Environmental Committee would take on a key role in the development of
community based monitoring, educational and stewardship initiatives.

- Long term monitoring program would be consistent with defined vision for the subwatershed and any specific goals and objectives.
CITY OF KITCHENER

DEVELOPMENT & TECHNICAL SERVICES DEPARTMENT

Doon South Community Plan

Appendix 2

SCENIC ROADS STUDY
DOON SOUTH COMMUNITY

SCENIC ROADS STUDY

1. INTRODUCTION

The Doon South Community exhibits a number of significant environmental, topographic, cultural and heritage features which contribute to the unique character of the area. Among the most significant features is a network of rural roads which date back to the early pioneer settlement of the area. These roads have for many years been recognized by the residents of Doon South for their scenic qualities and the unique experience gained through walking or driving these roadways.

While many of the roads within the Doon South Area have long been recognized by residents for their scenic qualities, only Tilt Drive was given formal designation as such. The entire length of Tilt Drive, from Stauffer Drive to its intersection with Doon Village Road, is designated as a Scenic Road both by the City of Kitchener Municipal Plan and by the Upper Doon Heritage Conservation District Plan. This designation relates not only to the roadway itself, but also to landforms and vegetation immediately abutting the right-of-way.

The City of Kitchener Municipal Plan which was adopted in 1994, recognizes several roads within the Doon South Community as being "potential" scenic roads. These roads are Stauffer Drive, Reidel Drive, Groh Drive, the westerly leg of Dodge Drive between Groh Drive and New Dundee Road, and Pinnacle Drive between the northerly leg of New Dundee Road and Pine Hill Place. The Municipal Plan indicates that these roadways would be studied prior to potential recommendations regarding designation as Scenic Roads.

The Doon South-Brigadoon Transportation Network and Corridor Study completed by the City and the Regional Municipality of Waterloo in 1994 addressed the comprehensive transportation network requirement of the southwest areas of Kitchener. Through consideration of various transportation corridors, it became evident that Tilt Drive and the other potential scenic roads could be negatively impacted by urban development. Accordingly, in its consideration of the final recommended study, Kitchener City Council passed a resolution requiring a comprehensive study of the scenic roads system in Doon South in conjunction with the upcoming major review of the Community Plan.

One of the primary objectives of Council's resolution regarding the scenic roads study was to ensure integration of the scenic road network into the surrounding planned Doon South Community in such a manner as to retain and preserve those features of the roadways which contribute to the overall scenic experience. This study, prepared in conjunction with the review of the Doon South Community Plan, seeks to address this objective.
2. **OBJECTIVES, METHODOLOGY, AND EVALUATIONS PROCESS**

The Scenic Roads Study was undertaken by the Department of Planning and Development in conjunction with a committee made up of the local Ward Councillor, abutting land owners, major area developers, and interested citizens from the broader community. The following outlines the stated objectives of the scenic roads study, the relevant Municipal Plan policies considered during the study, the framework used to ensure the consistent application of those policies, as well as the results of corridor specific evaluations of the roadway and abutting vegetation.

### 2.1 Objectives of the Scenic Roads Study

The specific objectives of the Doon South Scenic Roads Study as required by City Council is its resolution with respect to the Doon South Brigadoon Transportation Network and Corridor Study are:

- Develop criteria for the designation of scenic roads.
- Determine the planned functions of scenic roads in the Doon South Community and in particular, roadway volumes, geometrics, and vehicular and pedestrian safety.
- Integration of the scenic road functions and the Stauffer Log Cabin with the surrounding Doon South Community. This to include future land use, collector and local roadway pattern, landscape and tree saving plans, subdivision and development controls, etc.
- Integration of the recommendations of the Doon South Creek Subwatershed Management Plan and the Doon South Greenspace Management Plan.

### 2.2 Framework for Consistent Application of Policies

The following framework was adopted by the Scenic Roads Subcommittee to ensure that the Municipal Plan policies were applied consistently with equal weighting. The final recommendations were arrived at using this framework.

- The following roads or road segments are identified in the Municipal Plan as either designated or potential scenic-heritage roads:
  1. Tilt Drive - Designated
  2. Stauffer Drive - Potential
  3. Reidel Drive - Potential
  4. Groh Drive - Potential
  5. Dodge Drive (from Groh west to New Dundee) - Potential
vi) Pinnacle Drive (from north leg of New Dundee to Pine Hill Place) - Potential

All roads will be thoroughly studied and evaluated individually, as part of a potential scenic road network and in the context of other community plan issues. Once this evaluation has taken place, recommendations will be made to L.A.C.A.C. with respect to designation as a Scenic-Heritage Road.

b) Where a scenic road corridor is designated, such corridor is considered a heritage resource by the Municipal Plan and accordingly, relevant heritage policies will be considered consistently and equally with all other general and specific Municipal Plan policies. The requirements of the heritage policies will be balanced with other policies and ultimate recommendations will be made only after all issues and policies have been fully considered.

c) Significant viewsheds and vistas may be identified and evaluated through the scenic road study and dealt with where feasible through appropriate subdivision design, etc. However, viewsheds and vistas will not form part of any possible scenic road designation and will not form part of the criteria used for such designation. Viewsheds and vistas are often used interchangeably. For the purposes of this study they will be defined as follows:

Viewshed - The broad visual extent of scenery as seen from a particular vantage point. A viewshed is all encompassing.

Vista - A long narrow view, as between rows of trees for example, which usually terminates at a specific point of interest.

d) If a road is to be designated, a corridor specific plan for each road segment will be prepared in conjunction with the Community Plan. The Community Plan will address: adjacent land use plans, landscape plans, tree saving plans, development controls, traffic plans and urban design guidelines. The City will ensure an adequate transportation system is in place to off-load traffic increases resulting from future development. In addition, the Community Plan may if necessary, set out an action plan for the future preparation of a corridor management plan which would include such things as road maintenance schedules, monitoring programs, adopt-a-road programs, etc. The detailed study conducted as part of the Community Plan will fulfill the requirement for a Heritage Impact Assessment as stated in Policy 8.3.3.4.

e) The intent of the Municipal Plan is to ensure any road segment designated as a scenic-heritage road will remain open to vehicular traffic. However, this does not preclude the possible consideration of a designated scenic-heritage road as part of the overall core greenspace plan where feasible from a community planning perspective. If an alternative transportation system is in place, designated road segments could be considered for incorporation into the open space/community trail system in order to recognize their recreation potential and role as a corridor for the
movement of wildlife.

f) The policies of the Upper Doon Heritage Conservation District Plan will be implemented as they relate to Tilt Drive within and adjacent to the Upper Doon area. Specifically, the treescapes and hedgerows on either side of Tilt Drive will be preserved (or enhanced) and any new proposed intersections will be designed to preserve the landscape integrity of Tilt Drive.
2.4 Specific Roadway Evaluations

A crucial part of the scenic roads study was to evaluate the roadways based on a set of criteria developed specifically for the Doon South area. These criteria were based on the evaluation system included within the Regional Scenic Roads Handbook with modifications to address the policy framework for with the Scenic Roads Committee was working.

This set of criteria was included within which the evaluations form which is shown in Figure 1. The criteria were then applied to specific segments of the scenic road network as identified in Figure 2. The evaluation was conducted by a group of trained landscape and forestry staff of the City of Kitchener and scores were attributed as a group. The following is a summary and explanation of the individual elements included within the set of evaluation criteria:

a) **Human Made/Influenced Elements**

- **Structural Character (engineered)** - This element refers to the degree a roadway has been altered or engineered. A low scenic rating would be given to a road constructed in a way which detracts from the scenic qualities of the area. This may include the removal of roadside vegetation or the installation of curbs, gutters or culverts.

- **Ditches and Banks** - These elements refer to the presence of roadside ditches and banks which are in a more natural form. Where a roadside features naturally vegetated ditches and banks or where these elements complement the existing topography, a higher score would be given.

- **Surface Condition/Treatment** - This element refers to the state of repair of the road surface as well as the surface treatment itself. Normally a fully paved road would score less than a tar and chip road and a tar and chip road would score less than a gravel road.

- **Signage** - This element refers to the presence, location and character of both official and unofficial signs within and adjacent to the road right-of-way. This element would be rated by the impact such signs have on the visual or aesthetic values of the roadway. Generally, where a road is characterized by visually intrusive signs, a lower score would be given.

- **Telephone/Utility Poles** - This element rates the presence, amount and impact of telephone and utility poles on the scenic roadway. Generally, the more visually intrusive these structures are, the lower the rating given.

- **Human/Cultural Activities** - This element rates the road on the observed human cultural or recreational use of the road corridors (walking, jogging, cycling, etc.). Generally, the more cultural or recreational use observed, the
higher the score given.

b) **VEGETATION**

- **Diversity** - This attribute refers to the different types and species of vegetation viewed along a road and their contrast to one another. The ability of this diversity to add to the visual quality of the road is measured.

- **Maturity** - The age of forests/vegetation adjacent to the roadside and within the viewshed are assessed. The more mature forests are generally perceived as more aesthetically pleasing and receive a higher score. However, where the vegetation in question is in a state of decline due to age or competition from other species, a lower score would result.

- **Quality of Individual Specimens** - This element refers to the presence of individual tree or plant specimens of high quality. While these may not be significant in terms of diversity, maturity, edge or texture, they represent a healthy individual specimen which adds to the scenic qualities of the road, are likely to live for many more years and could be enhanced with additional vegetation.

- **Structure/Edge** - This refers to the ability of the roadside vegetation to provide definition to the edge of the road. For example, a forest that abuts a roadway provides a definite edge and would normally receive a higher scenic rating.

- **Visual Texture and Colour** - These attributes refer to the surface and visual depth provided by vegetation together with the range and contrast of vegetation colours. The more visual texture and colour present, the higher the score.

c) **LANDFORM AND RELIEF**

- **Rolling Terrain/Landform of Roadway** - This refers to the natural topographical changes or undulations of the road itself and its impact on the viewer’s experience. It is generally assumed the greater the terrain changes, the higher the rating.

- **Curves/Turns in Roadway** - This element refers to the presence of curves or turns in the roadway and the impact these elements may have on the overall visual experience. Generally, if a curve or turn highlights or enhances another interesting aspect or feature of the road, a higher score would be given.
- Visual Quality of Terrain - This element refers to the variety of landforms encountered while travelling a particular road segment. It is generally assumed that the greater the variety in terrain, the higher the scenic rating.

- Vista Within Right-of-Way - This element refers to the presence of a vista within the road right-of-way. The visual quality and importance of the vista in question is rated.

- Water (presence and aesthetic value) - This element refers to the presence of running or standing water, or wet areas adjacent to the roadway. This element rates the water on its aesthetic contribution to the roadside as well as its potential ecological relationship to roadside vegetation or wildlife.

d) ITEMS OF ADDED IMPORTANCE

- ESPA's (presence, size and proximity) - This element refers to the presence, size and proximity an ESPA on abutting lands. Since ESPA's are protected from urban development, adjacent lands are less likely to be altered through urban development and accordingly, an additional 1 point is added where an ESPA is present.

- Resources of Heritage Significance - This elements refers to the presence and significance of heritage resources within the right-of-way or on abutting lands. Accordingly, an additional 1 point is added where resources of heritage significance are located within the right-of-way or on abutting lands.

- Historical Significance of Roadway - This element refers to the historical significance of a particular road. Where is has been determined that a particular roadway has some historical significance, an additional 1 point is added to the score.
3. **RECOMMENDED SCENIC ROAD NETWORK**

The recommended scenic road network is shown on Map 1. This network was arrived at by the Scenic Roads Committee after careful consideration of all relevant policies, corridor specific evaluations, and the determination of an alternative transportation network to access abutting lands.

It is recommended that Tilt Drive, Stauffer Drive, the upper portion of Groh Drive, and the northernmost portion of Reidel Drive be designated as scenic roads, eventually be closed to vehicular traffic and be incorporated into the City's community trail system. The roads and vegetation immediately abutting the rights-of-way should be preserved in their existing state and, where necessary, enhanced through replanting and acquisition of lands immediately abutting the rights-of-way. It is also proposed that corridor specific enhancement schemes would be devised to address interim road maintenance, ultimate trail maintenance, timing for road closures, and identification of areas in need of vegetative enhancement.

The remainder of Reidel Drive was considered in the evaluation of the proposed scenic road network but was discounted due to long term plans to use the Reidel Drive right-of-way for the future extension of Strasburg Road. Strasburg Road is a proposed to be constructed as a Secondary Arterial Road with a right-of-way of 26 metres. This would inhibit the preservation of the existing Reidel roadway as well as most existing landforms and vegetation immediately abutting the right-of-way.

Pinnacle Drive, Dodge Drive and the remainder of Groh Drive are not recommended for inclusion within the proposed community trail network primarily due to the need to provide access to present and future uses on abutting lands. These roads are however still recognized as possessing some of the scenic qualities exhibited by the other scenic roads and policies should be included in the Doon South Community Plan to ensure that all future development and road improvements are sensitive to the roadside vegetation and landforms.

4. **PROPOSED LOCAL ROAD CROSSING OF DOON SOUTH CREEK**

It is recommended that a local road crossing be constructed across Doon South Creek to provide access to the Hallman Aberdeen lands located to the west of Tilt Drive. The Municipal Plan policies respecting Tilt Drive seek to reduce the number and impact of proposed new road crossings of that road. One local road crossing is recommended to cross Tilt Drive and provide access to the Hallman Aberdeen lands through the Monarch lands to the east. However, to allow development of the Hallman Aberdeen lands, a second means of access must be provided. Provision for a second means of access from the south would allow development to occur but reduce the development impacts on Tilt Drive. This road would cross Doon South Creek at a recognized "least impact" location and connect with the proposed West-South Collector Road. Policies should also be included within the
Doon South Community Plan to require rehabilitation and enhancement of Doon South Creek in conjunction with the proposed road crossing.

Any proposed road crossing of the Doon South Creek provincially significant wetland must address the policy requirements of the City of Kitchener Municipal Plan, the Regional Official Policies Plan, and the provincial wetlands policy statement. In this regard, a detailed justification together with a comprehensive analysis of alternatives must be included as an appendix to the Doon South Community Plan to enable agency review of the proposal in light of the wetland policy requirements.

5. PRESERVATION OF VEGETATION IMMEDIATELY ABUTTING R.O.W.

In many cases, the vegetation immediately abutting the road right-of-ways is significant and warranted protection and/or enhancement. In order to best protect this vegetation, and provide for a suitable buffer between the scenic roads and future development, the Scenic Roads Committee evaluated various options.

5.1 Options Considered

a) Dedication of Lands Beyond Existing R.O.W. to City

- Lands sufficient to protect all significant adjacent vegetation would be dedicated to the City at time of plan registration.
- New fence line would be established with all lands being owned and maintained by the City.
- Question of whether dedication would be accepted as part of the required 5 percent parkland dedication would have to be determined.

b) Establishment of a Scenic Easement

- Lands sufficient to protect all significant adjacent vegetation would be identified in the subdivision agreement as a "scenic easement" and registered on title.
- Title of the lands would remain with the developer or future residential land owner and would be maintained in a natural state in perpetuity.
- The land area of the scenic easement may not be developed with buildings or structures but may be used in calculation of densities, lot coverage, etc. on abutting lands.
- Any vegetation damaged by construction or grading of abutting lands would be required to be restored.
- Active public education would need to be conducted by the developer and City to ensure future owners respect and understand the scenic
The scenic easement could be lost over time as properties change ownership.

**c) Application of Tree Management Policy**

- All significant vegetation abutting the scenic road R.O.W. would be addressed in a tree management plan to be approved during the development process.
- Lands would be owned and maintained by the developer or future residential land owner.
- Active public education would need to be conducted by the developer and the City to ensure future owners respect and understand the need to protect the vegetation abutting the R.O.W.
- Visual impact would be great due to new fences potentially being built immediately up to the existing scenic road right-of-way.

**5.2 Recommended Option**

While all three of the options considered could be used protect abutting vegetation with varying degrees of success, it was determined that the dedication of sufficient lands would afford the best overall protection. It is recommended that the City of Kitchener require dedication of up to 5 metres of land immediately abutting the right-of-way of the proposed Scenic Road Community Trail Network. The exact amount of land will be determined during the preparation of corridor specific enhancement plans. The required dedication will be used to protect existing significant vegetation, allow opportunities for replanting if conditions within the right-of-way are not sufficient for this, and help to provide a suitable buffer between the scenic road and abutting residential development. Where required, the dedication of abutting lands shall be accepted as part of the required parkland dedication for adjacent development. It is recommended that policies be included within the Doon South Community Plan to require the dedication of abutting lands.

**6. STAGING OF PROPOSED ROAD CLOSURES**

It is recommended that the proposed Scenic Road Community Trail Network be closed to vehicular traffic in segments when an alternative transportation system is constructed in conjunction with the development of adjacent lands. New development on adjacent lands should be permitted to use the scenic roads for temporary access until alternative access becomes available.

It is recommended that the scenic roads be maintained in their existing state, with no engineering improvements allowed to permit access for adjacent development. Therefore,
where temporary use of the scenic roads is proposed, it should be recognized that the number of new residential units may be limited until an alternative means of access is provided. In this respect, it is recommended that development proponents be required to submit a road base assessment to the Department of Public Works to determine how many units could be permitted to use the existing roadways without requiring engineering improvements.

Corridor specific enhancement plans should be used to determine treatment and design of temporary access connections and the intersection of the new transportation network with the scenic roadways. These plans will also address the suitability of lighting, etc. when such roads are to be used for temporary access.

7. **CORRIDOR SPECIFIC ENHANCEMENT OPPORTUNITIES**

A plan outlining specific enhancement opportunities and management techniques is to be developed for each road corridor recommended for designation as a scenic road. These plans will be completed by development proponents on abutting lands and shall be consistent with the recommendations of the Doon South Creek Subwatershed Study and the Doon South Greenspace Management Plan.
CITY OF KITCHENER
DEVELOPMENT & TECHNICAL SERVICES DEPARTMENT

Doon South Community Plan

Appendix 3

JUSTIFICATION FOR PROPOSED WETLAND CROSSING
DOON SOUTH COMMUNITY PLAN

JUSTIFICATION FOR PROPOSED WETLAND CROSSING

1. ISSUE ANALYSIS

The Doon South Community is a unique area possessing an array of cultural and heritage resources, a provincially significant wetland complex, five Environmentally Sensitive Policy Areas, several high quality but undesignated woodlots, and a network of high quality rural roads recognized for their scenic qualities. The area also lies within three separate watersheds (Strasburg Creek, Doon South Creek and Blair Creek).

In addition to the above development constraints, a Community Plan has been in place for many years and has given an urban development designation to the vast majority of lands within the study area. This Community Plan is shown in Figure 1. The City of Kitchener has undertaken a major review of the original Community Plan together with parallel studies to determine how the network of scenic roads and greenspace features can best be integrated into the future planned residential community.

The specific planning context the municipality encountered through the review of the Doon South Community Plan and the integration of the scenic road network is as follows:

- The existence of the Upper Doon Heritage Conservation District immediately abutting the north of the community with several designated heritage structures, and including the length of Tilt Drive from Doon Village Road to Stauffer Drive.
- The existing Scenic Road designation applied to the entire length of Tilt Drive.
- The provincially significant wetland complex associated with Doon South Creek.
- The approved collector road network determined through the Doon South-Brigadoon Transportation Network and Corridor Study.
- The presence of E.S.P.A. numbers 30, 33, 34, 35 and 39.
- The presence of the Caryndale woodlot, Topper woodland and Tilt’s Bush and other smaller but also undesignated natural features.
- The existence of the unique Caryndale neighbourhood.
- The abutting Strasburg Creek and Blair Creek wetland complexes to the north and south of the Community.
- Rolling and undulating topography and the viewsheds and vistas associated with such topography.
Several large land holdings recognized within the City’s Staging of Development Report which require access to or across the identified scenic roads.

In its efforts to balance all of the above in the development of a community plan, the City of Kitchener, is recommending approval of a road network which recognizes a new local road crossing of Doon South Creek immediately to the west of Tilt Drive. This recommendation comes after weighing the benefits of avoiding another creek crossing with the potential impact on the scenic road network, the cultural resources, other undesignated but high quality natural areas, and the overall transportation system within the Doon South Community. With implementation of this solution, a number of opportunities arise to rehabilitate and enhance Doon South Creek both at the proposed crossing location and at the existing Tilt Drive crossing.

2. POLICY REQUIREMENTS

A number of policy requirements must be addressed before any recommendation for a new road right-of-way may be approved within a provincially significant wetland. The City of Kitchener Municipal Plan, in conformity with the provincial wetlands planning policy statement requires that any new municipal infrastructure proposed within a provincially significant wetland will only be permitted where an Environmental Impact Study has been completed and demonstrates that such development will not result in any of the following:

- Loss of wetland functions.
- Subsequent demand for future development which will negatively impact on existing wetland functions.
- Conflict with existing site-specific wetland management practices.
- Loss of contiguous wetland area.

In addition to the City of Kitchener Municipal Plan, a number of policy requirements are also contained within the Regional Official Policies Plan. The Regional Plan requires that where the construction of a new road right-of-way is proposed within or adjacent to a provincially significant wetland, the submission of an Environmental Impact Statement (E.I.S.) or other appropriate study must be submitted for approval. However, the R.O.P.P. also specifies that where alternative environmental reviews are being undertaken as part of a comprehensive planning process an Environmental Impact Statement will not be required provided the environmental review fulfills requirements such Environmental Impact Statement. The environmental review undertaken through the Doon South Creek Subwatershed Management Plan together with the detailed review of alternatives undertaken through the community planning process is considered sufficient to satisfy the Kitchener Municipal Plan and R.O.P.P. policies governing new roads within provincially significant wetlands.
3. **ALTERNATIVES CONSIDERED**

3.1 **Alternative 1**

Alternative 1 gave consideration to the provision of two local road crossings of Tilt Drive to provide access to the Hallman Brierdale and Gubler lands. This would have increased the total number of road crossings of Tilt Drive to four, including the proposed Doon Village Road Diversion and West-South Collector Road.

Tilt Drive is a designated scenic road both in the City’s Municipal Plan and the Upper Doon Heritage Conservation District Plan. Four road crossings of this heritage resource would have serious impacts both on the vegetation within and adjacent to the right-of-way as well as to the adjacent topography and embankments. In addition, the road segment would be further divided into four smaller segments and seriously undermine the reasons for designation of Tilt Drive as a scenic road.

3.2 **Alternative 2**

Alternative 2 gave consideration to providing a connecting link through the Caryndale neighbourhood located to the west of the Hallman Brierdale lands. This alternative would see traffic directed through the unique Caryndale religious settlement and greatly impact functioning of the neighbourhood. Further, the Caryndale neighbourhood has not been receptive to permitting a direct link through the settlement to access the Hallman Aberdeen lands. Providing such a link would also duplicate the west to east link that will be provided by the proposed West-South Collector Road.

Additional impacts may also be expected with the South Strasburg Creek provincially significant wetland complex and E.S.P.A. 30 which immediately abut the terminus of Evenstone Avenue. This wetland complex and E.S.P.A. are important resources within the Strasburg Creek watershed.

3.3 **Alternative 3**

Alternative 3 gave consideration to the provision of a road south from the Doon Village Road Diversion, through Tilt’s Bush, into the Gubler and Hallman Brierdale properties. This alternative would have severe impacts on Tilt’s Bush and would impair opportunities to provide a terrestrial linkage in this location between Strasburg Creek and Doon South Creek as recommended in the Doon South Greenspace Management Plan. Tilt’s Bush is identified as a high quality woodlot and is currently being considered for inclusion within E.S.P.A. 30. This alternative would not benefit the efficient movement of traffic within the Doon South Community or contribute to better transit access.

3.4 **Alternative 4**
Alternative 4 gave consideration to the provision of a new road right-of-way across Doon South Creek to link the Hallman Brierdale lands with the proposed West-South Collector Road. With construction of the proposed road, Tilt Drive would be closed to vehicular traffic and included as part of the City's community trail network. This alternative would see the road crossing occur at a recognized "least impact" crossing location and would see some mitigable impacts on the Doon South Creek. This alternative would provide for a more efficient transportation system within the Doon South Community and better transit access. There is little vegetation of significance associated with Doon South Creek in this location and acceptance of this alternative would allow for additional enhancement opportunities of Doon South Creek both at the proposed crossing location and the existing Tilt Drive crossing.

3.5 Alternative 5

Alternative 5 gave consideration to the use of Tilt Drive as the primary access road for developable lands to the east and west. This alternative would have the greatest impacts on the Tilt Drive heritage resources and would virtually devastate the abutting vegetation and landforms through road widenings and engineering improvements. This alternative would also have mitigable impacts on Doon South Creek though the widening of Tilt Drive at the creek. Doon South Creek is an identified baitfish habitat in this location. The impacts on the scenic characteristics of Tilt Drive would not be mitigable.

4. RECOMMENDED ALTERNATIVE

Alternative 4 was chosen by the Scenic Roads Committee as the best overall option to protect the scenic road network, provide the least impact on the natural environment and still provide vehicular access to the Gubler and Hallman Brierdale lands. The draft review of the Doon South Community Plan was based on acceptance of Alternative 4. This justification report and analysis of alternatives, together with the Doon South Creek Subwatershed Study and the Doon South Greenspace Management Plan is intended to satisfy the policy and review requirements of an "alternative study" as required by Policy 3.2.8 of the Regional Official Policies Plan.

The proposed creek crossing location is identified in the Doon South Creek Subwatershed Management Plan as a "least impact" crossing location. The subwatershed study focused on grouping the existing wetland communities into low, medium and high constraint areas based on tolerance to fluctuations in moisture, susceptibility to impacts associated with clearing for road construction, baseflow tributaries and water discharge, as well as the actual width of the wetland and its relationship to the overall greenspace system. This particular segment of wetland is identified as a low constraint area.

The Doon South Creek Subwatershed Study classified entire length of Doon South Creek as a provincially significant wetland. However, an analysis of the detailed work completed
during the subwatershed study indicates that this particular wetland section consists primarily of wet meadow vegetation with open agricultural fields bordering on either side and contains no rare or Regionally significant vegetation. Given the above, mitigation of the road construction impacts could be easily achieved. The Doon South Subwatershed Study included a sufficient level of study to determine that a road crossing in the proposed location would not cause a loss of wetland functions or contiguous wetland area.

Alternative 4 provides a number of opportunities to rehabilitate and enhance Doon South Creek both at the proposed crossing location as well as at the existing Tilt Drive crossing. Use of a clear span or arch design for the proposed road would allow for the retention of the creek channel and adjacent flood plain as a terrestrial linkage and would allow for enhancements of the riparian vegetation in the creek channel. At such time as Tilt Drive is closed to vehicular traffic and incorporated into the community trail network, the existing bridge and culvert at Tilt Drive can be removed. This would allow for construction of a pedestrian bridge over the creek and permit channel improvements and enhancement of the riparian vegetation, both of which would benefit the existing baitfish environment. Recommendations regarding the above rehabilitation have been included within the draft Doon South Community Plan and Greenspace Management Plan.

The Community Plan process and Scenic Roads study have enabled the City an opportunity to conduct a detailed review of alternatives in partnership with the development industry and the existing community residents. In addition, significant input has been received from the City’s Local Architectural Conservation Advisory Committee with respect to the significance of the scenic and heritage resources of the area. Based on the above process and community input, the City has determined that the best alternative represents providing a new road crossing of Doon South Creek west of Tilt Drive. The exact location of the proposed crossing is shown in Figure 2.

In summary, this alternative is being recommended for the following reasons:

- It allows the preservation of the scenic roadways as community trails, best protects the natural and topographic features within the road rights-of-way and maintains the City’s objective to consider the scenic roads as a part of the community’s future greenspace network.

- It implements Part 2, Policy 8.3.3.9 (iii) of the Municipal Plan by reducing the number of required road crossings of Tilt Drive, a designated Scenic Road, and part of a designated Heritage Conservation District Plan pursuant to the Ontario Heritage Act.

- It provides for a more efficient community road network by directly linking the Hallman Aberdeen lands to the future West-South Collector Road, providing for better Transit access and reducing through traffic on local roads.

- It takes advantage of a "least impact" crossing point identified in Doon South Creek
Subwatershed Study and provides for reduced impact on significant vegetation.

- It provides significant opportunities to rehabilitate and enhance Doon South Creek both at the proposed crossing location as well as at the existing Tilt Drive crossing.
JUSTIFICATION FOR PROPOSED WETLAND CROSSING

SCHEDULE A

CORRESPONDENCE
Mr. Larry Massoe,
Intermediate Planner,
Department of Planning and Development,
City of Kitchener,
200 King Street West,
P.O. Box 1118,
Kitchener, Ontario, N2G 4C7.

RE: DOON SOUTH COMMUNITY PLAN: PROPOSED ROAD CROSSING OF DOON SOUTH CREEK WEST OF TILT DRIVE

Dear Mr. Massoe;

I write in follow-up to our productive meeting this morning to clarify how the new R.O.P.P. policies would affect the proposed road crossing.

Policy 4.4.8 [renumbered in Modification 10, PC-95-079] states that when the construction of a road on a new right-of-way is proposed within a Provincially Significant Wetland, "the submission of an Environmental Impact Statement or other appropriate study (i.e. Environmental Assessment as per section 3.2.8) in accordance with Section 3.2 is required." Section 3.2.1 [Modification 4] states that the need for and scope of the Environmental Impact Statement will be determined by the M.N.R. or its delegate. The Ministry will subsequently review the E.I.S. in consultation with the Region and affected Area Municipality [3.2.7].

Section 4.4.9 stipulates the criteria by which the Region will evaluate the projected impacts on the Provincially Significant Wetland in determining whether to approve or support the undertaking.

Please contact this office if I can be of further assistance.

Sincerely,

Christopher Gosselin, M.A., B.sc.(Agr.), M.A.
Manager of Environmental Planning

cc: David Cooper, M.N.R.
    Liz Caston, G.R.C.A.
October 10, 1995

Mr. David Cooper
Senior Planner
Ministry of Natural Resources
605 Beaverdale Road
P.O. Box 21048
Cambridge, Ontario
N3C 2W1

Dear Mr. Cooper:

RE: Doon South Community Plan Review and
Doon South Scenic Roads Study
Proposed Transportation Network

As you are aware the City of Kitchener is currently undertaking a major review of the Doon South Community Plan with an aim to implement the policies of the City's new Municipal Plan and the Doon South Creek Subwatershed Management Plan. Concurrent with the Community Plan process, the City is also undertaking a detailed study of the scenic road network within the community to address how the existing and potential scenic roads will be integrated within the community in the context of future development. Both processes have been ongoing now for the past 9 months, and considerable headway has been made in resolving a number of significant issues with the community, the development industry and the municipality.

The Doon South community is a unique area possessing an array of cultural and heritage resources, a provincially significant wetland complex, a number of E.S.P.A.'s, several high quality but undesignated woodlots, and lies within three different watersheds (Strasburg Creek, Doon South Creek and Blair Creek). In addition to the above development constraints, there is an existing Community Plan in place which has placed an urban development designation on the vast majority of lands within the study area. As you can imagine, it has been a very difficult task to ensure the protection of the heritage and natural resources while also meeting the needs of the development industry who have faced the constant erosion of the developable area of their land holdings for these same reasons.

The specific planning context the municipality has been dealing with going into the review of the Community Plan is as follows:

- The existence of the Upper Doon Heritage Conservation District immediately abutting the north of the community with several designated heritage structures, and including the
length of Tilt Drive from Doon Village Road to Stauffer Drive.

- The existing Scenic Road designation applied to the entire length of Tilt Drive.
- The provincially significant wetland complex associated with Doon South Creek.
- The approved collector road network determined through the Doon South-Brigadoon Transportation Network and Corridor Study.
- The presence of E.S.P.A. numbers 30, 33, 34, 35 and 39.
- The presence of the Caryndale woodland, Topper woodland and Tilt's Bush and other smaller but also undesignated natural features.
- The existence of the unique Caryndale neighbourhood.
- The abutting Strasburg Creek and Blair Creek wetland complexes to the north and south of the Community.
- Rolling and undulating topography and the viewsheds and vistas associated with such topography.

In its efforts to balance all of the above in the development of a community plan, the City of Kitchener, in conjunction with the Scenic Roads Subcommittee, is recommending that a road network be approved showing a local road crossing of Doon South Creek to the west of Tilt Drive. While we recognize that this section of the creek carries a "provincially significant" wetland designation, the City has weighed the benefits of avoiding another creek crossing with the potential impact on the scenic road network, other cultural resources, and other undesignated but high quality natural areas. We are of the opinion that our proposal represents the best community planning solution to the issues at hand.

The proposed creek crossing location is identified in the Doon South Creek Subwatershed Management Plan as a "least impact" crossing location. In addition, the subwatershed study focused on grouping the existing wetland communities into low, medium and high constraint areas based on tolerance to fluctuations in moisture, susceptibility to impacts associated with clearing for road construction, baseflow tributaries and water discharge, as well as the actual width of the wetland and its relationship to the overall greenspace system. This particular segment of wetland is identified as a low constraint area.

It is our contention that in isolation, this portion of Doon South Creek would not rank as a provincially significant wetland. The Ministry's complexing rules are the only reason for a provincially significant designation on this creek. Further, an analysis of the detailed work completed during the subwatershed study indicates that this wetland section consists primarily of wet meadow vegetation with open agricultural fields bordering on either side and contains no
rare or Regionally significant vegetation. Given the above, we feel that mitigation of the road construction impacts could be easily achieved.

The Community Plan process and Scenic Roads study have enabled the City an opportunity to conduct a detailed review of alternatives in partnership with the development industry and the existing community residents. In addition, significant input has been received from the City's Local Architectural Conservation Advisory Committee with respect to the significance of the scenic and heritage resources of the area. Based on the above process and community input, the City has determined that the best alternative represents providing a local road crossing of Doon South Creek west of Tilt Drive. This proposed crossing would directly connect the future West-South Collector Road with the Hallman Aberdeen lands west of Tilt Drive. We support this approach for the following reasons:

1. It allows the preservation of the scenic roadways as community trails, best protects the natural and topographic features within the road rights-of-way and maintains the City's objective to consider the scenic roads as a part of the community's future greenspace network.

2. It implements Part 2, Policy 8.3.3.9 (iii) of the Municipal Plan by reducing the number of required road crossings of Tilt Drive, a designated Scenic Road, and part of a designated Heritage Conservation District Plan pursuant to the Ontario Heritage Act.

3. It provides for a more efficient community road network by directly linking the Hallman Aberdeen lands to the future West-South Collector Road, providing for better Transit access and reducing through traffic on local roads.

4. It takes advantage of a "least impact" crossing point identified in Doon South Creek Subwatershed Study and provides for reduced impact on significant vegetation.

I have attached a draft copy of the proposed transportation network and will contact you shortly to arrange a meeting in which to discuss this matter in further detail. However, if you require immediate clarification on any matter, please do not hesitate to contact me at 741-2305.

Yours truly,

Larry Masseo, M.C.I.P., R.P.P.
Intermediate Planner

C: Terry Boulter
Carla Ladd
Liz Caston
Carlton Stewart
October 24, 1995

Mr. David Cooper
Senior Planner
Ministry of Natural Resources
605 Beaverdale Road
P.O. Box 21048
Cambridge, Ontario
N3C 2W1

Dear Mr. Cooper:

RE: Doon South Community Plan Review and
Doon South Scenic Roads Study
Proposed Local Road Crossing of Doon South Creek

I would like to thank you for taking the time today to meet with Terry Bouttilier, Liz Caston, Chris Gosselin and myself regarding the City's proposal for a new local road crossing of the Doon South Creek provincially significant wetland immediately to the west of Tilt Drive. As a follow up to that meeting, the following is an outline of the agreed upon work plan required for your office and the other agencies to consider this wetland crossing in light of the Wetlands Policy Statement.

1. As an appendix to the Community Plan, the City will document the process leading up to the decision to pursue this crossing. Information will include a detailed justification based on a comprehensive analysis of the issues at hand together with an analysis of alternatives which were considered.

2. The Community Plan will contain policies to require a design study for mitigation when the proposed road is constructed.

3. The Greenspace Management Plan to be developed in conjunction with Community Plan, in conformity with the Doon South Creek Subwatershed Study, will contain recommendations regarding the future enhancement of Doon South Creek in the vicinity of both Tilt Drive and the proposed new road crossing.

[Signature]

Conserving Our Environment
It is our understanding that the Ministry of Natural Resources, the Grand River Conservation Authority, the Regional Municipality of Waterloo and the City of Kitchener all agree on the proposed crossing for the reasons outlined in my previous letter dated October 10, 1995, subject to the above noted work plan.

Yours truly,

Larry Massic, M.C.I.P., R.P.P.
Intermediate Planner

c: Terry Boutillier
   Carla Ladd
   Liz Casto
   Carlton Stewart
   Chris Gosselin
CITY OF KITCHENER
DEVELOPMENT AND TECHNICAL SERVICES DEPARTMENT

Doon South Community Plan

Appendix 4

GLOSSARY OF TERMS
GLOSSARY OF TERMS

Abutting Lands -
Lands which immediately adjoin each other and share a common boundary.

Adjacent Lands -
Identifies lands near or abutting a wetland area or complex. Adjacent lands will comprise all lands within 120 metres of a High Constraint Wetland Edge, 30 metres of a Medium Constraint Wetland Edge, and 15 metres of all other wetland edges, as identified in the Doon South Greenspace Management Plan.

Benthic -
Pertaining to plant and animal life found at the bottom of water bodies.

Buffer Strip/Protective Buffer -
The area of land, as determined by an Environmental Implementation Report, which acts as a separation between natural areas and urban development and within which land uses are either restricted or prohibited.

Building Floor Area -
Means the aggregate horizontal floor area measured from the exterior walls of all floors of a building excluding any floor area located totally below the grade of the building's ground floor level.

Contiguous Lands -
Refers to lands adjoining an E.S.P.A. which are situated in sufficiently close proximity that development could reasonably be expected to produce adverse impacts on the ecological functions of the E.S.P.A.

Dedication (Parkland) -
Land not exceeding 2 percent for commercial or industrial developments and 5 percent for all other cases, conveyed to the municipality by the landowner for park or other public recreational purposes.

Development Charges By-law -
A By-law passed by the municipality under the Development Charges Act which specifies the growth related public capital facilities/projects required to accommodate new urban development and for which the development charges funds will be used to finance.

Environmental Implementation Report (EIR) -
A study conducted prior to development in order to investigate the potential environmental impact of development and detail, in order of preference, methods by which expected impacts will be avoided, minimized or mitigated.
Environmentally Sensitive Policy Area (ESPA) -
Areas designated for protection by the Regional Municipality of Waterloo and the City of Kitchener because they comprise important ecological communities or critical habitat areas which are remnants of once extensive habitat areas, exhibit rare, unusual or significant land forms, contain rare or endangered indigenous species, perform vital ecologic or hydrologic functions, and, may be intolerant of human disturbance.

Ephemeral -
Identifies stream flows or groundwater seepage flows which are short lived and last for only one or several days.

Flood Plain -
The area, usually lowlands, adjoining a watercourse, which has been, or may be covered by flood water during a regional -storm flood.

Floor Space Ratio (FSR) -
Means the figure obtained when the building floor area on a lot is divided by the lot area.

Gross Floor Area -
Means the aggregate horizontal area measured from the exterior faces of the exterior walls of all floors of a building (excluding any floor area having a ceiling height of 2.0 metres or less or devoted exclusively to parking) within all buildings on a lot.

Gross Leasable Commercial Floor Space -
The total floor area designed and intended for exclusive use and occupancy by a tenant or owner measured from the centre line of interior partitions and from the outside face of exterior walls.

Hazard Lands -
Any lands which, because of their characteristics or location, are considered unsafe for most types of development. Flood plains, wetlands and unstable slopes are common examples of hazard lands.

Heritage Conservation -
The activity undertaken to protect, safeguard, pass on or enhance heritage resources and includes:

i) Identifying heritage resources by finding, selecting and documenting heritage elements and features;

ii) Protecting heritage resources by physical and legal means;

iii) Interpreting heritage resources by revealing their meaning and value; and

iv) Using heritage resources in responsible and sustainable ways.
Heritage Conservation District -
A geographic area primarily made up of groups of buildings, streets and open spaces which collectively give the area a special character. Typically, the Heritage Conservation District would be subject to a By-law designed to protect and retain the character and spirit of the area and to ensure that development is sympathetic to and fits into the fabric of the neighbourhood.

Heritage Designation -
A measure of protection enacted by By-law to the Ontario Heritage Act for the purpose of conserving and enhancing heritage resources.

Heritage Resource -
Natural and man-made features which have historic, cultural, architectural, archaeological, palaeontological or natural significance. These features may include elements such as properties, structures, buildings, rivers, roads, communication corridors and sites or areas including streetscapes, landscapes, cemeteries and burial places.

Intermittent -
Identifies streams or wetlands which are not continuously present and only occur at certain regular intervals, usually seasonal.

Mixed Use -
A development or area comprised of mixed land uses either in the same building or in separate buildings on either the same lot or on separate lots. The mix of land uses may include commercial or institutional uses together with residential dwellings.

Municipal Plan -
A document approved by the Minister of Municipal Affairs or a designate, which contains a formal set of principles and policies and land use maps concerning the nature, pattern, extent and scheduling of future growth and change within the municipality for a specified period.

Naturalization -
The creation of naturally regenerating woodlands, meadows, small ponds and wetlands through a process of natural regeneration and deliberate planting of previously urbanized or cultivated lands.

Net Residential Density -
The total number of residential units divided by the respective development land area devoted exclusively to residential uses. Land area shall exclude lands within an ESPA and all hazard lands, but shall include all wholly contained roadways, one-half of all bounding roadways and one-quarter of all intersections where two bounding roadways intersect but does not include bounding trunk roads.
Regulatory Floodline - A set of lines on either side of a river or stream showing the highest level which is expected to be reached if a Regional Storm is to occur. These lines also define the limit of the flood plain.

Regional Official Policies Plan (ROP) - A comprehensive policy statement of Regional Council's intent with regard to spatial development and the utilization of Regional Council's land resource. The Regional Plan provides a framework within which Regional Council makes decisions on the appropriateness of development proposals within the context of matters lying within its mandate.

Road Base Assessment - A study submitted by the development proponent to lands requiring temporary access to the Scenic Trail. The study will be prepared by a consulting engineer familiar with pavement management systems, and will include detailed surveys of the road base for surface distress and deflection.

Vegetation - Vegetation which is found along river and stream banks, and which contributes to the natural processes of the river or stream.

Residential Care Facility - A residence that is occupied by persons, other than on a temporary or permanent basis, for the provision of skilled personal care services to persons with physical or mental handicap, who, by reason of their personal need, require supervision and care.

Regional Planning - A policy statement of provincial policy made under Section 3 of the Planning Act, on any matter related to provincial planning and considered to be of provincial interest. A policy statement is made by the Minister of Municipal Affairs, with the advice of the Crown and must be approved by the Lieutenant Governor in Council.
Stewardship -
Community or private citizen management and monitoring of a natural feature which is supported and sponsored by the municipality or other public agency.

Storm Water Management (SWM) -
Refers to plans and facilities which are generally site specific and localizes in nature, and are designed to control the quality and quantity of storm water flows. These plans and facilities are designed and constructed by the development proponent and approved by the City of Kitchener in consultation with the Grand River Conservation Authority. Storm Water Management will be addressed during the site plan or plan of subdivision processes and shall implement an approved subwatershed study.

Subwatershed Management Plan/Study -
An integrated resource management plan for a particular subwatershed whose primary focus is to develop detailed targets and objectives for resource management, environmental protection and urban development. The Subwatershed Management Plan/Study process will precede or run concurrently with the land use planning process and will be a joint undertaking by the City of Kitchener, the Regional Municipality, the Ministry of Natural Resources, and the Grand River Conservation Authority.

Terrestrial Linkages -
Areas of land which provide opportunities for the movement of specified wildlife between primary habitat areas.

Timed Transfer Terminal -
A strategically located connecting point which is ideally provided in conjunction with other land uses and is used by Transit to link local bus routes with primary bus routes and other modes of transportation.

Tributary -
A small contributing flow of water to the main creek or stream.
Wetlands -
Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. These can be classified into two broad classes: Provincially Significant Wetlands (Classes I, II and III) or Locally Significant Wetlands (Classes IV through VII). The four main types of wetlands are bogs, swamps, fens and marshes.

Wetland Area -
A single contiguous wetland which may be composed of one or more wetland types.

Wetland Complexes -
Two or more individual wetland areas along with their adjacent lands, that are related in a functional manner, and are grouped within a common wetland boundary. The whole complex is evaluated and classified, not its individual wetland areas or components.

Wetland Functions -
The biological, hydrological, physical and social/economic interactions that occur within wetlands and between wetlands and the surrounding environment.

Zoning By-law -
A document dividing the municipality into smaller areas called zones, employed by the municipality to regulate the use of land. It states exactly what land uses are currently permitted in the various zones and provides regulations, among other matters, regarding permitted locations for buildings; and standards for lot size, parking requirements, building height, side yard dimensions and setback from the street.
CITY OF KITCHENER
DEVELOPMENT AND TECHNICAL SERVICES DEPARTMENT

Doon South Community Plan

Appendix 5

REGIONAL APPROVAL
REGIONAL MUNICIPALITY OF WATERLOO

COMMISSIONER OF PLANNING AND CULTURE

DATE: March 4, 1998

SUBJECT: DOON SOUTH COMMUNITY PLAN
          PHASES 1 AND 2
          CITY OF KITCHENER

RECOMMENDATION:

I. THAT the Regional Commissioner of Planning and Culture in accordance with By-law No. 95-028, as amended, of the Regional Municipality of Waterloo modify and approve the following policies in the Doon South Community Plan, which are of Regional significance, as outlined in City of Kitchener Planning Department Reports PD 97/13 and PD 97/23 adopted on March 24, 1997, and PD 98/6 adopted on January 19, 1998;

A  1) General Policies
   1.1 1.2 1.5 1.6 1.7

2) Residential
   2.1 2.2 2.5 2.6 2.8

3) Commercial and Business Park
   4.3 4.4

4) Natural Environment and Parks
   5.4 5.5 5.11 5.12 5.13 5.14
   5.16 5.19 5.20 5.21 5.23

5) Transportation
   6.1 6.2 6.3 6.14 6.19
6) **Public Transit**
   
   7.1 7.4 7.5 7.6

7) **Servicing and Utilities**
   
   8.1 8.2 8.3 8.4 8.5

8) **Heritage Resources**
   
   9.1 9.4

9) **Noise**
   
   10.1 10.2

10) **Schedule 2**

11) **Appendix 1 - Greenspace Management Plan**

12) **Appendix 3 - Justification for Proposed Wetland Crossing**

13) **Appendix 4 - Glossary of Terms**

B. **Save an except for the following for which no decision has been made:**

1) **Policy 1.9**

2) **Policy 2.3**

3) That the decision relating to the Limited Service Residential designation applied to portions of Environmentally Sensitive Policy Area No. 33, as illustrated on the attached Schedule ‘A’, be deferred until such time as the Regional Municipality of Waterloo approves a detailed implementation plan for the Blair, Bechtel and Bauman Creeks Subwatershed Plan, and the City of Kitchener has adopted a comprehensive Municipal Plan Amendment to implement the subwatershed plan.

4) That the decision relating to the Limited Service Residential designation applied to portions of the Blair Creek Provincially Significant Wetland Complex and Creek Corridor, as illustrated on the attached Schedule ‘A’, be deferred until such time as the Regional Municipality of Waterloo approves a detailed implementation plan for the Blair, Bechtel and Bauman Creeks Subwatershed Plan, and the City of Kitchener has adopted a comprehensive Municipal Plan Amendment to implement the subwatershed plan.

- 2 -
C. With such modifications being (modifications to original text are underlined or stricken out):

1) Policy 1.4

"That as a condition of approval of applications for consent, site plan approval, or draft plan of subdivision, any alteration, filling or construction within a watercourse, floodplain, pond or wetland will require a "Fill, Construction and Alteration to Waterway Permit" from the Grand River conservation Authority prior to any grading or construction and prior to the registration of plans of subdivision."

2) Policy 4.2

"That the Restricted Business Park category permit a full range of business uses together with accessory retail and office components. Those uses which benefit from high exposure of this area to Highway 401 will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development. Uses considered to be incompatible with high-exposure business park locations and adjacent residential areas, including those uses which emit noise, odour or other pollutants, shall be prohibited."

3) Policy 5.18

Delete.

4) Renumber Policy 5.26 as Policy 5.18 with the following changes:

"That where feasible and appropriate, the existing natural topography, vegetation, scenic vistas and historical features of Doon South be retained in their natural state to the greatest degree possible and incorporated into subdivision design and development."

5) Policy 9.4

"That prior to the commencement of any grading or development activities in the immediate vicinity of the Fischer Residence on Oregon Drive and the Stauffer Log House on Tilt Drive, archaeological assessments shall be submitted for the review and approval of the Ministry of Citizenship, Culture and Recreation as a condition of approval of applications for consent or plans of subdivision."

6) Policy 10.1

"That Highway 401, Homer Watson Boulevard, Strasburg Road, Street E, and New Dundee Road be recognized as major traffic corridors potentially generating significant amounts of noise. Proponents of new residential development along
these major corridors will be responsible for assessing future noise impacts, and if necessary, ensuring that any required noise attenuation measures are incorporated into the development proposal.

7) Policy 10.2

"That noise attenuation walls/berms, building construction features, and passive noise control measures such as site design, building setbacks, architectural design, and noise warning clauses be used in attenuating noise impacts."

8) That the Limited Service Residential designation applied on Lot 35 of Draft Plan of Subdivision Application 30T-95025 (9134612 Ontario Incorporated) on the west side of Pinnacle Drive between Street ‘H’ and New Dundee Road (Regional Road No. 12) be deleted and replaced with Low Density Residential as illustrated on the attached Schedule ‘A’.

9) That the reference to ‘Heritage Buildings’ be deleted from the Land Use Plan as Schedule 3 already contains a comprehensive list of all known heritage buildings in the Doon South Community.

II THAT the Regional Commissioner of Planning and Culture in accordance with By-law No. 95-028, as amended, of the Regional Municipality of Waterloo advise the City of Kitchener that the remainder of the policies, schedules, and appendices in the Doon South Community Plan not listed above, as outlined in City of Kitchener Planning Department Reports PD 97/13 and PD 97/23 adopted on March 24, 1997, and PD 98/6 adopted on January 19, 1998, are not of Provincial or Regional significance.

SUMMARY:

In January of 1995, the City of Kitchener initiated a comprehensive review of the Doon South Community Plan. This review was intended to provide the background work needed to update the original community plan, which was approved in the late 1970s and had now become out-of-date. After more than two years of agency input and public participation, the City of Kitchener completed its review and adopted a new community plan on March 24, 1997. The new community plan sets out policies for such matters as environmental protection, heritage conservation, residential densities, transportation networks, servicing and utilities, and staging of development.

Under Section 12.2.3 of the Regional Plan, Area Municipalities must submit the results of a community planning exercise to the Region for review to determine whether the results affect matters of Provincial or Regional significance. Matters deemed to be of Provincial or Regional significance are to be approved by resolution of Regional Council, or alternatively by the Regional Commissioner of Planning and Culture in accordance with Regional By-law 95-028, as amended.
The following report summarizes the Region’s review of the Doon South Community Plan as required under Section 12.2.3 of the Regional Plan. The report identifies policies, schedules, mapping, and appendices in the community plan that are of Regional significance and which therefore require Regional approval. Matters identified as being significant have either been recommended for approval, or approval with modifications as necessary. Two policies and three small areas of the land use map in the community plan have been recommended for deferral pending additional review. The City of Kitchener endorsed the modifications proposed by Regional staff in a resolution dated January 19, 1998.

REPORT:

1.0 Background

The Doon South Community is comprised of approximately 730 hectares of land in the southern portion of the City of Kitchener. The community, which contains a diversity of significant wetlands and upland natural areas, is generally bounded by the Upper Doon Heritage Conservation District to the north, Homer Watson Boulevard to the east, New Dundee Road to the south, and the future extension of Strasburg Road to the west.

At the time the Region approved the City’s Municipal Plan in 1995, the detailed land use boundaries and transportation network for the Doon South Community had not yet been determined. Although the City had recently completed two major studies for this area (i.e., Doon South Creek Subwatershed Study, and the Doon South-Brigadoon Transportation Network and Corridor Study), the City did not have an opportunity to incorporate the recommendations of these studies into the new Municipal Plan. As a result, in adopting the Municipal Plan in 1994, City of Kitchener Council deferred the affected areas in the Doon South Community until the associated land use and transportation issues could be resolved. These deferrals were subsequently carried through in the Region’s approval of the Municipal Plan in 1995.

To resolve the outstanding deferrals, and to ensure that future development in the Doon South Community complied with new Provincial, Regional, and Municipal policies, the City of Kitchener initiated a comprehensive review of the Doon South Community Plan in November of 1994. This planning review process took over two years to complete and included participation from residents, affected land owners, Regional staff, and other public agencies. The final draft of the Doon South Community Plan was adopted by City of Kitchener Council on March 24, 1997.

2.0 Policy Directions

The new community plan sets out policies related to such matters as environmental protection, heritage conservation, residential densities, transportation networks, and servicing and staging of development. The general intent of these policies are summarized in turn below.

2.1 Environmental Protection

The Doon South Community contains a diversity of Provincially significant wetlands and natural upland areas spread across three separate subwatersheds. The largest areas of undeveloped land lie within the Doon
South Creek subwatershed in the central part of the community. Other areas of undeveloped land lie within the Strasburg Creek subwatershed to the north, and the Blair Creek subwatershed towards the southern and western parts of the community. To protect these natural areas, the community plan identifies the most appropriate locations for transportation and infrastructure crossings of the creek and wetland systems, and sets out specific requirements (e.g., buffers, and setbacks) for environmental protection and stormwater management. The plan also provides for a continuous network of open space areas to minimize fragmentation and to help rehabilitate areas that have become degraded.

2.2 Heritage Conservation

A major objective of the Doon South Community Plan relates to the conservation of heritage resources. Examples of these resources include heritage structures such as the Stauffer Log House and the Fisher Residence, the Upper Doon Heritage Conservation District, and a network scenic roads dating back to the early settlers of the area. The community also exhibits a high potential for the recovery of archaeological remains.

In recognition of the community’s abundance of heritage resources, the community plan provides for the staged closure of Tilt Drive, and establishes a network of scenic roads. The plan also identifies heritage structures that will be subject to the Policies 5.3.14 and 5.3.15 of the City’s Municipal Plan. These policies require the completion of Heritage Impact Assessments as part of the plan of subdivision approval process. The community plan also requires the completion of an archaeological assessment, prior to any grading or development activities, in the immediate vicinity of the Fischer Residence on Oregon Drive and the Stauffer Log House on Tilt Drive.

2.3 Residential Densities

The community plan provides for a range of housing types in keeping with the intent of the Regional Official Policies Plan and the City’s Municipal Plan. Residential densities in the community will range from a minimum of 25 to a maximum of 100 units per hectare. Multiple residential sites are designated for areas with direct access to public transit, and where natural features (e.g., woodlots, recharge areas) would benefit from multiple dwellings with minimum site coverage rather than single or semi-detached dwellings with extensive coverage.

2.4 Transportation Network

Prior to adopting its new Municipal Plan, the City of Kitchener adopted the recommendations of the Doon South-Brigadoon Transportation Corridor and Network Study. This study recommended a transportation network for the southwest area of Kitchener to meet expected growth in traffic and public transit use to the year 2011. With regard to the Doon South Community, the transportation study recommended the extension of Doon South Drive from its present terminus at Windrush Trail, the diversion of Doon Village Road between Bechtel Drive and Doon South Drive, and the construction of a major west-south collector road from the future extension of Strasburg Road to New Dundee Road. These road alignments were further refined through the community planning process and incorporated into the new community plan.
2.5 Servicing and Staging of Development

The Doon South Community Plan is divided into two phases of development based on development constraints and servicing issues. Phase 1 of the community will develop on full municipal services with a range of residential densities. Phase 2 of the community, which lies within the Blair, Bechtel and Bauman Creeks subwatershed area, is presently designated as ‘Limited Service Residential’. This designation is intended for development on individual septic systems with piped municipal water. No new lots will be created under this designation until the implementation plan for the Blair, Bechtel and Bauman Creeks Subwatershed Study has been completed, and the City of Kitchener has adopted a comprehensive Municipal Plan Amendment to implement the subwatershed plan. Regional staff anticipate that the implementation plan for the subwatershed plan will be completed in the Spring of 1998.

3.0 Regional Plan Conformity

Under Section 12.2.1 of the Regional Plan, the results of an Area Municipal community planning process must be submitted to the Region for review for determination as to whether the results are matters of Provincial or Regional significance. Matters deemed to be of Provincial or Regional significance are to be approved by resolution of Regional Council, or alternatively by the Regional Commissioner of Planning and Culture in accordance with Regional By-law 95-028, as amended.

In reviewing the Doon South Community Plan, Regional staff identified several matters of Regional significance. These items have either been recommended for approval as adopted by City of Kitchener Council, or recommended for approval with modifications as noted above under Recommendation 1, subsections A and C. Each of the modifications proposed by Regional staff are considered minor, and were prepared in consultation with staff of the City of Kitchener.

Regional staff outlined the specific rationale for each of the proposed modifications in a letter to the City dated January 5, 1998. These modifications were subsequently endorsed by City of Kitchener Council at its meeting of January 19, 1998, save and except for Policy 2.3 (Limited Service Residential). City Council requested the Region to defer this policy to permit staff to obtain additional information on the feasibility of allowing smaller parcels in Phase 2 of the Doon South Community to develop without the requirement for municipal water services.

In a follow-up letter dated February 2, 1998, the City’s Planning and Development Department requested the Region to also defer the proposed modification to Policy 1.9. This deferral is intended to give the City staff an opportunity to resolve concerns raised by Chalon Estates Incorporated. These concerns relate to the development of existing blocks of record in the Caryndale neighbourhood.

In reviewing the land use boundaries proposed through the community plan, Regional staff identified several minor discrepancies on the proposed Land Use Map. To address these issues, Regional staff have recommended two deferrals (Deferrals Nos. 3 and 4) and two modifications (Modifications Nos. 8 and 9) as illustrated on the attached Schedule ‘A’.

Deferrals 3 and 4 reflect areas of the community where, based on the environmental work completed to date,
the existing designations do not appropriately reflect the designations required to conform to the Regional Plan. It is anticipated that these deferrals will be resolved following the Region’s approval of the detailed implementation plan for the Blair, Bechtel and Bauman Creeks Subwatershed Plan, and the future City of Kitchener Municipal Plan Amendment and modification to Phase 2 of the Doon South Community Plan to implement the results of the subwatershed plan.

A further discrepancy identified by staff relates to the limits of the Limited Service Residential designation applied to a portion of Draft Plan of Subdivision Application 30T-95025 (9134612 Ontario Incorporated). This plan is located on the west side of Pinnacle Drive between Street ‘H’ and New Dundee Road (Regional Road No. 12). At the time the Doon South Community Plan was adopted, Lot 35 of the Plan 30T-95025 was proposed to be developed with a private septic system. This servicing concept was subsequently reflected in the community plan by designating Block 35 as Limited Service Residential. Since then, the applicant’s planning consultant has advised that this block will now be municipally serviced through the installation of a small wastewater servicing pump. To reflect this change, Regional staff recommend that the affected lands be redesignated as Low Density Residential as illustrated by Modification No. 8 on the attached Schedule ‘A’.

The final discrepancy identified by staff pertains to the inventory of heritage buildings shown on the Land Use Map in relation to listing of provided Schedule 3. Although Schedule 3 includes a comprehensive list of all known heritage buildings in the Doon South Community, these buildings were not all included on the Land Use Map. To address this, Regional staff recommend that the reference to ‘Heritage Buildings’ be deleted from the Land Use Map as illustrated through Modification No. 9 on the attached Schedule ‘A’ as this reference is not required to implement the policies of the community plan.

The Doon South Community Plan was circulated to the Grand River Conservation Authority for review and comment. The Authority’s comments have been incorporated into the community plan through the modifications noted above. All other public agency or land owner concerns were addressed through the review process set up under the Doon South Community Plan Technical Review Committee.

FINANCIAL IMPLICATIONS:
NIL.

OTHER DEPARTMENT CONSIDERATIONS:
NIL.

PREPARED BY:

[Signature]
J. Lubczynski, B.E.S.,
Principal Planner

APPROVED BY:

[Signature]
L. E. Koziej, M.C.I.P.,
Commissioner of Planning and Culture
RECOMMENDATION:

1. That Council approve the attached Municipal Plan Amendment (MP 04/02/S/JG) being an amendment to redesignate the woodlands owned by the City as Open Space rather than Low Rise Residential on the Land Use Map and to amend the Transportation Map to show a number of proposed changes to roads and road reclassifications.

2. That the Regional Municipality of Waterloo be requested to further approve the City of Kitchener Municipal Plan Map 4 with modifications to delete the proposed Collector Road between Bielh Drive and the proposed extension of Strasburg Road, as shown on Schedule "A" to the attached Municipal Plan Amendment (MPA 04/02/S/JG).

3. That Zone Change Application ZC 04/10/S/JG, being a City Initiated zone change to rezone City lands to Open Space Zone (P-2) and Hazard Land Zone (P-3) rather than Township Agricultural (Twp. A) on lands legally described as Part of Lots 11, 12 and 13 Bielh's Tract and Part of Lots 173, 174, 175, 176, 177 and 178 of RP 640, more particularly described as Parts 4, 8, 9 and 10 of Plan SBR-13933, be approved in the form shown on the attached by-law dated May 3, 2004, without conditions.

4. That the existing Brigadoon Community Plan be repealed and the attached Brigadoon Community Plan dated May, 2004 be adopted.
• Hearthwood Drive is proposed to be connected to the extensions of Bielh Drive and Strasburg Road and designated as a Minor Collector Road.

• The woodlands south of Hearthwood Drive and north of Street “A” are proposed to be preserved and designated as Open Space, using the required parkland dedication from the developing subdivisions.

• Large Lot Residential is proposed north of the hydro corridor only along Caryndale Drive. South of the hydro corridor, the lands are to be designated Low Rise Residential.

• Changes to the land use in the vicinity of the Mixed Use Node at the intersection of Strasburg Road and Huron Road are proposed to reconfigure/reduce the commercial site and provide additional residential lands fronting onto Templewood Drive. Additionally, the Neighbourhood Institutional site is proposed to be changed to residential to permit an additional cul-de-sac to be built.

• Street “A” is added, which is a Collector Road extending through the Monarch subdivision to the east, to New Dundee Road. This is the “east-west collector” approved by Council in the Doon South Brigadoon Transportation Network Study in 1994. The Municipal Plan is also updated to show this proposed road.

The text of the Brigadoon Community Plan is revised to ensure that the policies are current and the terminology, permitted uses and references are consistent with the Municipal Plan and other documents. New policies related to the timing of new development relative to the extension of Templewood Drive to Huron Road, Strasburg Road, Bielh Drive and Street A have been developed. These policies are intended to ensure proper functioning of the transportation network as development occurs, ensuring an adequate network is in place to prevent undesirable traffic volumes on local roads.

Zoning

The proposed zoning by-law implements the proposed land use designation change affecting the woodlot deeded to the City. The lands are presently zoned Agricultural under Township of Waterloo Zoning By-law 878-A. The rezoning would change the zoning on the wetlands to Hazard Land Zone (P-3) and on the woodlands to Open Space Zone (P-2).

Issues Identified by the Community

A well-attended meeting of the community was held on September 24, 2002 to provide an opportunity for the Brigadoon residents and landowners to learn about the proposed changes, ask questions, and submit comments for consideration. The minutes of meeting are attached in Appendix B.

During the meeting and in letters submitted subsequently, only one key question was raised as to whether Bielh Drive was required to be extended to Strasburg Road, as it is presently shown in the approved Municipal Plan on Map 4, Transportation. At present, Bielh drive is temporarily terminated within the bounds of the property already developed. Although no changes to the proposed extension of Bielh Drive were contemplated through this exercise, staff received letters from residents asking that Bielh Drive not be extended. Letters were also received in support of leaving the extension as it is currently shown in the approved Municipal Plan. Both petitions are included in Appendix B.

The extension of Bielh Drive was recommended by Kitchener Council in 1989 and approved by the Region in June of 1991. At that time, Bielh Drive was approved to intersect with a Collector Road connecting to two points along Strasburg Road. The westerly leg of the Collector Road was deferred.
COMMUNICATIONS:

In anticipation of several new residents having moved into the community since the community information meeting and to ensure all of those who signed petitions received the reports, they were circulated to all property owners in the and Caryndale communities. Notice of the public meeting of Council was also given in the Record on May 28, 2004, together with notice of several other planning applications within the community.

CONCLUSION:

Approval of the Brigadoon Community Plan and Municipal Plan Amendment and Zone Change will complete the outstanding planning matters within this community and ensure the orderly development of the remainder of the community.

Jane Given, MCIP, RPP
Manager of Strategic Operations

Larry Massoc, MCIP, RPP
Manager of Design and Development

Attachments

Existing Brigadoon Community Plan
Proposed Zoning By-law
Newspaper Advertisement
Appendix A-Department/Agency Comments
Appendix B-Property Owner Comments
Brigadoon Community Plan
Municipal Plan Amendment
PROPOSED BY-LAW

May 3, 2004

BY-LAW NUMBER

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to amend By-law 85-1, as amended, known as the Zoning By-law for the City of Kitchener — City Initiated — Brigadoon Open Space lands)

WHEREAS it is deemed expedient to amend By-law 85-1;

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

1. Schedule Nos. 153, 163 and 164 of Appendix "A" to By-law Number 85-1 are hereby amended by designating as Open Space Zone (P-2) and Hazard Land Zone (P-3) according to By-law 85-1 instead of Township Agricultural (Twp.A) according to Township of Waterloo By-law 878A, the parcel of land described as Part of Lots 11, 12 and 13, Biehn's Tract and Part of Lots 173, 174, 175, 176, 177 and 178, Registered Plan 640, more particularly described as Parts 4, 8, 9 and 10 on Plan 58R-13933, for the City of Kitchener. This land is shown on Map No. 1 attached hereto.

2. All of the provisions of By-law 85-1, as set out in Section 1.2 thereof, shall apply mutatis mutandis to all lands within the limits of the zone boundaries shown on the Schedule attached hereto.

3. Upon this by-law coming into effect, By-law 878A as amended, which heretofore applied to the lands referred to in Section 1, shall cease to apply thereto.

4. That Municipal Plan Amendment MPA 04/02/S/JG be finally approved.

PASSED at the Council Chambers in the City of Kitchener this

day of


Mayor

Deputy Clerk
Councillor Michael Galloway  
South Ward  
Brigadoon Community Plan  
Plan of Subdivision 30T-03202  
Zone Change Application ZC 03/07/H/DR  
Plan of Subdivision 30T-03204  
Municipal Plan Amendment MP03/04/T/DR  
Zone Change Application ZC 03/31/T/DR  
Zone Change Application ZC 03/32/T/DR  
Municipal Plan Amendment MPA 04/02/S/JG  
Zone Change Application ZC 04/10/S/JG

Advertised in The Record – May 28, 2004

CITY OF KITCHENER  
COMMITTEE OF COUNCIL DEALING WITH PLANNING MATTERS  
Invites  
PROPERTY OWNERS AND INTERESTED PARTIES  
To attend a  
PUBLIC MEETING  
TO DISCUSS  
THE BRIGADOON COMMUNITY PLAN,  
TWO PROPOSED PLANS OF SUBDIVISION, TWO MUNICIPAL PLAN  
AMENDMENTS AND FOUR ZONE CHANGES  
UNDER SECTIONS 51, 17 AND 34 OF THE PLANNING ACT

Brigadoon Community Plan  
The Brigadoon Community Plan sets out intended land use and road patterns for the lands shown on  
the map below, together with policies on such matters as transportation, environmental protection  
and development staging. The proposed Brigadoon Community Plan is primarily an update, with  
certain land use designation changes, replacing the plan approved in 1990.

Site Specific Planning Applications  
A number of planning applications have been processed within the community, as set out below.  
Please refer to numbers shown on map for the location of these applications.

Area#1  
Plan of Subdivision 30T-03202  
ZC 03/07/H/DR  
Huron Woods Development

This subdivision application proposes the creation of four blocks of land on a parcel that is 2.4 hectares in size. Three of the blocks are proposed to be developed for residential use and one block is proposed to be developed for commercial use. The zone change application provides for Residential Six Zone (R-6) on the residential blocks and Neighbourhood Shopping Centre Zone (C-2) on the commercial block.

Area#2  
Municipal Plan Amendment MP 03/04/T/DR  
Zone Change Application ZC 03/31/T/DR  
Zone Change Application ZC 03/32/T/DR  
Modification to 30T-88007  
Hallman Construction Limited  
Strasburg Road and Templewood Drive
The public meeting will be held by the City's DEVELOPMENT AND TECHNICAL SERVICES COMMITTEE, a Committee of Council which deals with Planning Matters, on MONDAY, JUNE 21, 2004 at 7:00 P.M. IN THE COUNCIL CHAMBERS, 2ND FLOOR, CITY HALL, 200 KING STREET WEST, KITCHENER.

Any persons may attend the Public Meeting and make written and/or verbal representation either in support of or in opposition to the proposed applications. If a person or public body does not make oral submissions at this public meeting or make written submissions to the City prior to the approval of the applications, the Ontario Municipal Board may dismiss a subsequent appeal.

ADDITIONAL INFORMATION relating to the proposed Plan of Subdivision is available for inspection between 8:30 a.m. and 5:00 p.m. at the Development and Technical Services Department, Business and Planning Services, 6th Floor, City Hall, 200 King Street West, Kitchener. The proposed Community Plan is also posted on the City's website: www.city.kitchener.on.ca/news/Media.asp

Janice Given, MCIP RPP
Manager of Strategic Operations
741-2319 (TTY-TDD – 741-2385)
janice.given@city.kitchener.on.ca

Della Ross, M.A. MCIP, RPP
Senior Planner
741-2327 (TTY-TDD – 741-2385)
della.ross@city.kitchener.on.ca
BRIGADOON COMMUNITY PLAN LIASON COMMITTEE
MEETING
TUESDAY NOVEMBER 24, 1998
MINUTES

In attendance:
- J. Green-Planning
- G. Richardson-Planning
- Ken Myers-Traffic
- JoAnn Woodhall-Transit
- Gloria Young-GRC
- Peter Wetherup-Parks

D. McKay-MMB for Hallman Aberdeen
Helena Bowden
Tom Hardacre for Ruthkowak
Mel Code-Huron Woods
Larry Durin-G councillor

Absent:
Dave Manuell-Public Works
Tom South-Waterton Region Separate School Board

Janine welcomed those in attendance and indicated that the purpose of this working group consisted of technical staff and landholders of large tracts of land in Brigadoon is to complete the Community Plan revisions and bring the Plan into current standards.

Each person introduced themselves and indicated their primary interest in the Plan, as summarized below:

D. McKay-Hallman Aberdeen
- Street C
- District Park
- Secondary School Site

Helena Bowden
- the liaison at present

Tom Hardacre-Ruthkowak
- alignment of Strathmore Road
- would like assistance to focus on multiple condo development

Mel Code-Huron Woods

2. Proposed Land Use Plans
- wetland boundary/buffer

Janine referred to the draft Land Use Plan and indicated that the wetland boundaries were plotted to scale and found the land for the Open Space dormitory, along with the creek and its wetlands. She referred to the Strathmore Creek Master Wetland Plan which sets out the guidelines for setbacks at 30 meters from the channel centerline, 13 meters from the valley edge and other elements, and 30 meters from the edges of significant wetlands. The wetlands are shown on the Open Space plan consistent with that which is shown by the Official Plan. The Community Plan will contain a policy which indicates that the actual wetlands and allowable land use within the wetlands are established on a site by site basis through future consultation, as set out in the ECMAW.

- Street "C" configuration/creek crossing/proposed policy

It was confirmed that the Buehn Drive/Street "C" intersection must be located outside of the wetland setbacks. Dave Manuell indicated that he would like to see Buehn Drive turn more quickly to the south so as to exit the wetland in a shorter distance. The design of this section of Buehn Drive crossing the wetland was discussed and it was indicated that this section of Buehn Drive is intended not to have curbs and gutters.

Street C is shown to cross the creek at the most narrow point along the creek. The proposed widening of the Community Plan policy was reviewed. The following widening was suggested at the last meeting:

Appendix A-1
new Huron Road would be allowed, but access to old Huron and Templewood would be allowed. Janice agreed to look into making this change. Mel also questioned the extent of open space between Templewood and Battle. Gloria also thought these floodplains were more extensive than what is shown; that the setbacks through here are only 25 metres. Janice will take a look at revising this.

Janice questioned the Convenience Retail designation at Street A and Strawburg Road, which had been discussed following the last meeting. There were no comments in response.

Tom Hardacre asked about his clients’ desire for a multiple residential development around the existing Rushwood house. Janice indicated that looking at the pedestrian plan requirements will be necessary before this is further discussed.

David McKay asked about parking within the Hydro Right-of-Way, to which Janice replied that the official plan was recently revised and she would check on the detailed wording and its applicability to this site.

2. Roadway

Review of classifications

Janice outlined the classifications as they are shown, reviewing each by class.

Secondary Arterials: Huron Road (new), Strawburg Road

Dave indicated that the Strawburg Road alignment should diverge further from the Rushwood house and not intersect Reidel Drive. Janice is aware of this and will revisit the plan to exaggerate this.

Major Collectors: Street C, Bexar Drive, Huron Road (existing), Street A

Dave indicated that existing Huron Road to Battle is 20 metres. To the west of that point, it was suggested that it could be designated a Major Collector. Janice will make this change. It was confirmed that Templewood is to be designated with eight lanes only at new Huron Road due to curvature of new Huron.

Minor Collectors: Templewood Drive West Meadow; Caryndale Drive (only in Street A)

The designation of Caryndale Drive was discussed south of Street A; its disposition is uncertain given that Strawburg Drive is to be closed and become a community trail, as set out in the DNA South planning exercise. Janice will follow up on this issue.

Connector Roads: Battle between Huron and Battle

Municipal Plan deferred

The Street C alignment was deferred from the Municipal Plan. Through this process, this deferral can be realized.

3. Identification of Future Yehlers

There were no issues discussed at the last and subsequent meetings, as scheduled:

- Park/school configuration-Roper to coordinate meeting group to report back
- Street C intersection with Strawburg
- Beech Drive/Street C—which is through street?
- Parkland declaration
- Blair/Burall Master Subwatershed Plan improvements—Halsey to report
- Caryndale Drive designation—Janice to check
- Transit route-Johan will require comprehensive map
- 215 classification-Glenda/Jane

4. Next Meeting

Dec 10—cancelled
Dec 21 @ 250 Conference Room-Mall Pierce
have an agreement with the Board to provide the school totally on their lands (7.75 acres) as it was deferred from within the north plan. They each show the school set back from the Hydro ROW and link it to the park space. Paul pointed out that the configuration of the collector road needs to provide for the development of the Hallman lands.

Ken indicated that Concept 2 does not serve the lower part of the community well in terms of collector road configuration, concept 1 is better.

Paul pointed out that Concept 1 shows 3 playing fields primarily on the school property but some jointly shared, Concept 2 has one field on the school property and 3 on the park property. Peter pointed out that if the school does not proceed that the City would be in a difficult position with Concept 1. Tom indicated that the school is required. Janice pointed out that while the school board says there is a need for the school, the site must be planned to be developable for residential development and the park must be self sufficient if the school does not develop.

It was pointed out that the Concept 2 show only the wetland itself and not the 30 meter buffer.

Paul indicated that Concept 2 is better for his client from a staging perspective, however, either concept is acceptable. Larry Durnin indicated his preference for Concept 1. Janice pointed out that the 30 meter setback for buildings would have to be taken into account for either concept.

Peter confirmed that the amount of parkland was acceptable in either concept (10.4-11.5 acres).

There was a suggestion to prepare a concept which combines parts of both concepts.

4. 35% Clarification-Street C

Gloria confirmed that the draft wording of the proposed policy dealing with the crossing of street “C” over the wetland does reflect that which was previously agreed to. Paul asked for confirmation that the road crossing is needed and the principle of the crossing is supported. Ken replied that the road crossing is both needed and desirable from a transportation planning perspective. Paul indicated that his client would undertake the 35% with the plan and that they felt the crossing would be acceptable. Gloria pointed out that the policy will ensure that the crossing would occur if the 35% is acceptable.

6. Caryndale / Stauder Drive Design

Janice pointed out that Caryndale Drive south of Street A is currently under construction and would be connected to Stauder Drive via a community trail. The options exist to complete the route and incorporate the right-of-way into a local road pattern, or convert the right-of-way to a trail.

Paul pointed out that this would impact the staging of this development.

Janice indicated that staging of various parts of the community plan should be discussed at a future meeting.

7. Other Matters

Tom Smith inquired about the basement pads across from the school lands and required nothing to happen there. Dave indicated that it is required as part of the Rennick plan and a bridge may be required across the creek.

It was suggested that a trail network should be shown as part of the community plan. Janice indicated that the policies governing linkages and sidewalks are provided in the community plan.

A copy of the revised plans and the 35% BIRC will be distributed.
Transportation Planning has reviewed the October 26, 2002 correspondence from residents of the Brigadoon area, and have the following comments.

Regarding the road network within the Brigadoon community, the intent of the extension of Heathwood Dr. to Strasburg Rd. is a minor collector road to provide efficient and equitable traffic distribution and additional routing options for residents, rather than funneling all traffic to one street and exacerbating the current condition where traffic patterns are restricted and impact the entire community. Also, the provision of an additional and direct link for local residents to Strasburg Rd. and the arterial road network is intended to minimize the increase of traffic on Biehn Dr. and Gayndale Dr. generated by future development to the south, while maintaining connectivity within the community. The direct extension of Heathwood Dr. to Strasburg Rd. would serve residents in the immediate vicinity, and would not affect non-local through traffic short-cutting through this area. An optional alignment of Heathwood Dr. is proposed to the letter from area residents, which would extend Heathwood Dr. into a north-south road running parallel to Strasburg Rd. This would be an indirect route to Strasburg Rd., requiring motorists to divert to 2 or 3 additional roads to reach the arterial network. This unnecessarily increases travel distance and time, and would result in the need to redesign and construct an additional collector road in the community. It is our view that this alignment of Heathwood Dr. would not have the unintended effect of redirecting traffic volumes on this street, as the use by local residents would not change under either alignment.

Regarding the spacing of intersections along Strasburg Rd., it is noted that the locations of 2 of the intersections in the southern portion of Strasburg Rd. have been established through previous transportation/land use processes, those being the Doon South–Brigadoon Transportation Study, the Huron Community Plan, and the Doon South Community Plan. With the extension of Heathwood Dr. to Strasburg Rd., spacing between the 3 intersections would be approximately 400 metres, which is sufficient separation to maintain signal progression through future traffic signals along Strasburg Rd. The distance of 400 metres meets transportation design criteria as recommended for intersection spacing along major arterial roads.

John McRae
Director of Transportation Planning

Ken Mayer
Coordinator of Traffic Planning
I confirm my understanding that an additional staging policy will be added and will provide for the development of lands generally south of Templewood Drive and the inside branch of Strasburg Creek, subject to the extension of Strasburg Road to Bushmeadow Street. This would be consistent with the draft approved conditions for Subdivision 207-184D and related subdivision agreement.

Our client’s support for the open space designation shown on the “removal” lands as well as the overall collector road network is premised on implementing the land exchange agreement with the City of Kitchener. It is our objective that, subject to the clarifications discussed in our recent meeting, the land exchange matter can proceed forward in February of this year.

Please consider clarifying Policy 3.1 such that it is noted that only a portion of the mixed use node is located at the southeast corner of Strasburg Road and Huron Road. Note, our client’s lands at the southeast corner of Huron Road and Strasburg Road are also included within the mixed use node.

Please consider clarifying Policy 5.5 relative to Policy 5.4. The concern with respect to Policy 5.5 is the study contemplated by Policy 5.4 will clarify permitted land use within the wetlands/buffer. This is an appropriate approach. Policy 5.5 pre-determines the outcome of the study by noting the setbacks will be reserved from development.

Kindly consider clarifying Policy 6.4 such that it reads as follows:

“Proc., where considered necessary by Community Services, the lands containing the Ontario Hydro easement may be dedicated or acquired by the City of Kitchener for open space purposes.”

Reference is made to Policy 7.5. The policy should encourage Kitchener-Waterloo Hydro to locate its facilities within the existing Ontario Hydro easement. Sharing one easement makes sense and minimizes impacts associated with Kitchener-Waterloo Hydro facilities.

Please call if you have any questions or require clarification with respect to the comments as detailed herein. Thank you for the opportunity to comment and input to the process.

Yours truly,

MACKAY & ASHEN BRITTON CLARKSON PLANNING LIMITED

[Signature]

[Stamp: C.I.P., R.P.P.]

[Stamp: A.R.P.]

[Stamp: P.R.]
The wooded south of Heartwood Drive and north of Street "A" would be preserved and designated as Open Space, using parkland dedicated from the subdivision.

Large lot residential is proposed north of the hydro corridor only along Coronado Drive. South of the hydro corridor, it would be Low Density Residential.

Street "A" which is a Collector Road extends into the Monarch subdivision to New Dundas Road.

Strathfur Drive is to be closed and converted to a walking trail.

Other detailed changes are best identified by comparing the approved and proposed Land Use Plans.

Natural Features and Environmental Planning
Barbara Steiner advised that the consideration of how new environmental features and functions are addressed in the planning of communities has changed considerably during the past 10 - 15 years, and since the Brigadoon Community Plan was first approved. The Strathmin Brook Watercourse Plan is an example of a guiding study that resulted in recommendations that must be reflected in the Community Plan. One of the main issues is how close do we get to natural features, such as wetlands and streams, when developing.

There was a question as to whether there will be a connection to the Huron Natural Area. Barbara replied that there is an existing connection through Strathmin Creek and that land needed for a publicly owned connection will be acquired, over time, by the City.

Transportation
John McRide made the audience aware that the Doon South - Brigadoon Transportation Network Study, completed in 1994, defined the transportation network in this community. He also advised that the Balm Drive extension was recommended as being needed in subdivision planning dating back to 1988, the 1991 Brigadoon Community Plan, the 1994 Doon South - Brigadoon Transportation Network Study and the 1992 Huron Road Environmental Assessment. Balm Drive is an important component of the community's transportation network and is needed to distribute local traffic to the arterial road network and minimize the impact of future development on lesser roads.

Generally, Huron Road, Homer Watson Boulevard, Strathmin Road and New Dundas Road are major arterial roads that are intended to accommodate large volumes of traffic. Balm Drive is a major collector road within the community while Coronado Drive, Heartwood Drive, Templewood Drive and Star Meadow Drive are minor collector roads and their function is to provide connections to arterial roads. There is a need for road connections to the arterial network at appropriate locations to ensure traffic is dispersed to the arterial and does not travel through subdivisions. This will minimize traffic impacts on Meadow Drive. It would be a right-in, right-out only intersection. It would assist in circulation of traffic within the community/neighbourhood.

John was asked whether a roundabout would be created. John answered that the roundabout reduces the likelihood of radical travelling by persons having to make extra turns to get to the Arterial Road. When asked if lights were proposed for the intersection of Huron Road and Strathmin Road, John answered yes.

A resident on Huron Road indicated that money had been spent building new Huron Road and felt that Templewood Drive should be extended to Huron Road to alleviate excessive volumes on the section which has residents living on it. He also suggested that people in the neighbourhood should have known that new Huron Road was going to be built and that the Templewood extension was proposed and should not be opposed on the basis of more traffic coming through the community.

The timing of Balm Drive and Strathmin Road was questioned as it was felt they would impact how much traffic would cut through Star Meadow Drive. Janice replied that the construction of these roads is dependent upon future development. First, the revisions to the Community Plan need to be approved and then the roads are constructed as development of parks of subdivision proceeds. Developers propose on their timelines, so the timing of construction of the roads is often at their discretion.

Park Sites and Trails
Peter Wetherall indicated (accompanied by music at times!) that there is a park located in the north end of the plan and a park planned in the southern portion of the plan adjacent to the proposed school site. It is intended that an open space corridor be linked to the wooded north of Street "A." There is a small park proposed south of Street "A." Peter discussed the trail system in the community and advised that many of the proposed trails are located on existing natural trails.

Peter was questioned about a large tree located on one of the proposed trails. Peter replied that the tree would be removed in locating the trail. Peter was also asked about very sensitive areas and how trails are proposed. Peter replied that "pre-mark" trails would be followed as much as possible and that boardwalks can be considered if wetlands are present. Peter advised that the City standard for trails is 10' crushed stone but the trails can be left natural if warranted. When asked if trails would be lighted, Peter announced no.

A resident asked if maps of trails are available. Peter advised that the trails are shown on the transit map that is produced by the Region and can be acquired by calling Community Services (the map is now in print).
neighbourhoods. There is also a need to ensure two accesses to all parts of the community to meet emergency/second requirements.

Brian Drive is an important component of the community’s transportation network and is needed to distribute local traffic to the arterial road network and minimize the impact of future development on lesser roads.

John indicated that Strasburg Road would eventually be connected to New Dundas Road and possibly connect to Highway 401 via Rosebud Road.

There was a question as to why the connection to 401 at Homer Watson is encouraged when it is so busy. Why not Highway 97 Interchange? Whose authority is Strasburg Road? John agreed that the Homer Watson interchange is busy but improvements are planned. John advised that Strasburg Road Is a City street only to New Dundas Road and then its extension to Highway 401 would be in North Dumfries.

There was a question about whether there was going to be development on the west side of Strasburg Road and would that create more traffic around the Brigadoon Community. John replied that there is development proposed west of Strasburg Road but that Strasburg Road is necessary to accommodate traffic to and through the Brigadoon Community.

A question was raised about why the Huron Road ramp existed and that there was not enough room to accommodate turning movements. John replied that it was built to provide the best direct access for motorists on Brian Drive to Homer Watson Boulevard.

Templewood Drive

Cilla Ross informed the community that a zoning change application has been submitted by Huron Woods Development Corporation. A portion of the subject lands are located in the Brigadoon community. They are located between Huron Road and New Dundas Road and are proposed for residential development in conformity with the Municipal Plan and Brigadoon Community Plan. When the zoning change came to City Council for approval last fall the question of whether Templewood Drive needed to be extended to New Dundas Road was raised by the property owner. It was determined that a decision on the zoning change should be deferred until the next community meeting in order to canvass comments on the extension of Templewood Drive. With the zoning change approved, the Tempelewood Drive extension is shown in the approved Municipal Plan and Brigadoon Community Plan.

John McBride explained that the extension of Templewood Drive is necessary to disperse traffic. It is a third point of access which reduces the impact on Huron Road and provides alternate routing for traffic from Templewood Drive and Mart

Dear Mr. Givens,

Although I was not at the meeting at Brigadoon School, having taken my boys to swimming classes, my husband was. We are one of the families trying to protect the wetland, the one at the end of Brian Drive. We all know that it should be protected, could be protected, but will probably be sacrificed for the good of a traffic corridor.

The minutes of the meeting were taken yesterday, and although much is mentioned about Brian Drive going through, not once is there a mention of the crime one wetland that will be disrupted. Interestingly so.

Your case was given if we had any concerns. I am wondering if I can speak my mind. You see, I am afraid Brian Drive will become a shortcut for any motorist using Homer Watson or Strasburg and wanting to get from one to the other. Instead of detouring traffic from using this street, I fear that the on-ramp to Brian off Regina is only encouraging it. I noticed in the minutes that someone questioned the ramp. Can not the city or the homeowners on Brian Drive sit down with the planners and decide if that ramp is necessary? It is supposed to be for the traffic of OK. Brian Drive. It seems to me that the city is simply find a way to get from one place to the other. Can the city not take a look at what might better serve Brian Drive? What about traffic calming? That poor pedestrian street is going to be destroyed by this connection to both streets. I think everyone knows this as the truth. I think no one is coming out and saying it.

My second point is that I see no other areas in Kitchener with four busy four lane roads around them. Brigadoon and Don’s is like an island in Huron, Homer Watson, Strasburg and Road. A surrounding on. And yet this area is no busy. If traffic is to be the corridor for this area, it is laughable, because there are only a few streets coming out that street.

Taking a look at the other roads that connect Strasburg and Homer Watson—namely Ottawa Street, Huron Road and Huron—we notice two things. First, they are currently busy, and second, there are no houses facing them. And then we have Brian Drive, a street full of families and children. There are no similarities with it and these other roads. Why then, is it put in the mix?

My last point is that I have to compare Brian Drive to Huronville in Forest Hill. Same problem. Two big roads, easy to connect them, and look what that street has become. Why isn’t Kitchener learned from its mistake?

Thank you for your time. I am very worried about my house and community.

Your comments would be appreciated either through the mail or E-Mail: cilla@psd.com

Sincerely,

Kelli McVicar

[Handwritten signature]
Dear Ms. Green,

Chalon Estates Inc. is one of the early developers, if not the first, in the Brigadoon community, having begun in 1962 when this area was part of Waterford Township. We have maintained a high level of interest in the development as Kitchener continued to grow rapidly in this direction and spread towards it.

From the very beginning, when Glean Drive (now known as Carylinda Drive) was a narrow gravel road, there was no indication that it would become a major thoroughfare or even a collector road for any arterial road. This is confirmed in the minutes of Brigadoon community plan meeting of Sept. 24, 1982 which states:

1. Glean Drive is a major collector road within the community.
2. Glean Drive is to be closed and converted to a walking trail.

We were also aware that the new homes being built in the Four Seasons development were advised that Carylinda Drive would remain a minor collector road.

To further our firm conviction that Glean Drive should be expanded to Strasbourg Road, we would like to bring to your attention the fact that there are two elementary schools off Carylinda Drive. There is already traffic congestion when school is in session (e.g., 3:00 to 3:30). To add more traffic would increase the danger to children crossing the road and increase traffic congestion in an already challenging area.

We therefore fully support your position to expand Glean Drive and take this opportunity to thank you for your favourable consideration of our position. In briefing our residents, we submit the attached petition.

Yours truly,

David Rinn
Chalon Estates Inc.

Cc: John McBride
    Director of Traffic & Parking

Good Friday Council
Dept. of Development & Technical Services

Jeff Williams
Chief Planner
Dept. of Development & Technical Services

Mike Gallaugher
ConseIlor South Ward
City Hall PO Box 518
Kitchener, ON

Janice Green
Principal Planner
City of Kitchener
Department of Development & Technical Services
PO Box 1118
200 King Street West, 8th Floor
KITCHENER, Ontario
N2G 4G7

January 15th, 2003

Dear Mr. Green,

I am sending you this letter to state my support of the community plan to extend Blain Drive to Strasbourg Road.

As principal of the Cambel New Church School, one of my primary responsibilities is for the safety of our students, their families and of course, my own family. The suggestion that Blain Drive not be extended, therefore, is of great concern to me. The result of such a decision would be an increase in "through" traffic, as opposed to local traffic, on Carylinda Drive.

Any increase in traffic would exacerbate the already challenging road situation that exists for local drivers and pedestrians on Carylinda Drive. The interaction of Carylinda Drive and Blain Drive requires extra diligence by drivers, as there is a steep enough incline to create blind spots to oncoming vehicles. In winter months, this incline often leaves cars sliding or stranded. On school days, there are children walking and crossing on parts of a street where there are no sidewalks. Vehicles (both cars and buses) park at the side of the road to deliver and retrieve students to Brigadoon. Through this, there is the traffic generated by our own students making their way to and from the Cambel New Church School. This is a dangerous juggling act that occurs three to four times a day.

I reiterate that, for the safety of the students and children in this neighbourhood, I strongly support your position to extend Blain Drive.

Sincerely,

BRADLEY D. RENNIE
PRINCIPAL
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<tbody>
<tr>
<td>Smith</td>
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<td>Robinson</td>
<td>656 Jasmine Drive</td>
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We agree with the examination of Plan A drive through to Stouffville Rd and see its importance in building a problem of vehicular congestion along Caynotdale Lane.
Petition

We agree with the extension of Bickers Drive through to Strasburg Rd and see its importance in helping with a problem of vehicle congestion along Carlyle Drive.

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<tr>
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<tbody>
<tr>
<td>Mrs. Photograph</td>
<td>420 Carlyle Dr.</td>
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We agree with the extension of Bielen Drive through to Straburg Rd and see its importance in helping with a problem of vehicle congestion along Carysbad Drive.
BRIGADOON COMMUNITY PLAN

May 2004

Approved by Kitchener Council-
Approved by Region of Waterloo-

Development and Technical Services
City of Kitchener
The following principles will guide the development of the Brigadoon Community. They will provide the basis for the evaluation of proposals for the subdivision, rezoning and development of the area.

1

**CONFORMITY, INTERPRETATION AND IMPLEMENTATION**

1.1 THAT the Brigadoon Community Plan shall, in all respects, conform to the Municipal Plan for the City of Kitchener. It shall also conform to and reflect all applicable development and implementation standards adopted by the City of Kitchener.

1.2 THAT the Brigadoon Community Land Use Plan, Map 1 shall comprise the land use plan for the Community.

1.3 THAT development within the Brigadoon community shall conform to all applicable development and implementation standards adopted by the City of Kitchener. Exception may be considered where feasible to implement specific urban design proposals which incorporate the unique topographic and cultural characteristics of the Brigadoon Community.

1.4 THAT as a condition of approval of applications for consent, site plan approval, or draft plan of subdivision, the construction of structures within a watercourse, pond or wetland will require a Fill, Construction and Alteration to Waterway Permits from the Grand River Conservation Authority prior to any grading or construction and prior to the registration of plans of subdivision.

1.5 THAT recognition be given to potentially significant archaeological sites within the plan area. Provision is hereby made for any required study and possible designation of such sites under the provisions of The Ontario Heritage Act prior to development or grading.

1.6 THAT road names referred to in this document be defined as approved by Kitchener City Council on July 14, 1986 and in accordance with changes as approved subsequently.

1.7 THAT Net Residential Density be calculated by dividing the number of residential units by the area of residential land. Residential land includes all internal roads, one half bounding roads and one quarter of boundary intersections but does not include bounding trunk roads.

1.8 THAT where metric and imperial units are used together, the metric units shall govern.
COMMERCIAL

3.1 THAT a Mixed Use Node be located at the south-east corner of the intersection of Strasburg and Huron Roads, which shall serve an inter-neighbourhood function and allow intensive, transit supportive development in a compact form. The Mixed Use Node will provide a balance of commercial, multiple residential and institutional uses. New development shall be compatible with the surrounding residential neighbourhood and have strong pedestrian linkages.

3.2 THAT good site design promote the integration of the commercial site with adjacent land uses.

INSTITUTIONAL

4.1 THAT an elementary public school site of approximately 3.6 hectares (9 acres) be provided on the west side of Caryndale Drive, south of Bieln Drive.

4.2 THAT an elementary separate school site of approximately 2 hectares (7.7 acres) be provided on Bieln Drive adjacent to the Hydro Easement. It is acknowledged that final decisions related to the development of the school site have not been made. Should any site intended for school use be declared surplus by the owning school board, alternate uses of the site shall include all residential and institutional uses permitted in the Neighbourhood Institutional (I-1) Zone.

NATURAL ENVIRONMENT AND STORM WATER MANAGEMENT

5.1 THAT the Strasburg Creek Master Watershed Plan (1991) and accompanying Implementation Guideline (1996); the Doan South Creek Subwatershed Management Plan (1994); the Blair, Bechtel and Bowman Creeks Subwatershed Plan and associated Upper Blair Creek Functional Drainage Study; the MOE Stormwater Management Planning and Design Manual (2003); and the City of Kitchener Urban Design Guidelines (Stormwater Management Facilities), be the governing documents in all matters related to storm water management and environmental protection within each respective watershed area, as shown on Map 4.

5.2 THAT upland forest resources including woodlands, hedgerows and individual trees be recognized for their potential value in the community. Accordingly, in support of any development application the proponent shall submit a study of the treed areas within the affected lands as required by the City’s Tree Management Policy (revised November 2001).
6.3 THAT a large Neighbourhood Park, approximately 4.3 hectares (10.5 acres) in size be situated adjacent to the elementary separate school site on Biehn Drive. This park will be for active recreational use and will link the open space lands to the north and west.

6.4 THAT, where considered necessary by Community Services, the lands containing the Ontario Hydro easement be dedicated to the City of Kitchener for open space purposes.

6.5 THAT further to clause 5.6 above, the woodland located in the southerly portion of the community, having an area of approximately 3 hectares and designated Open Space on Map 1, be preserved for open space/passive recreational purposes. As such, the City will accept the land area as part of the required 5% parkland dedication contribution for the affected lands at the time of subdivision approval.

6.6 THAT studies required under the City’s Tree Management Policy address and provide guidance on the natural open space corridor to link the woodland described in clause 6.5 to the open space network to the north, for public trail purposes. The preferred plan would include the natural, existing vegetation. However, where surrounding grading would create an unacceptable public corridor due to reasons such as safety, vegetation removal and compensation will be required.

6.7 THAT a Neighbourhood Park approximately 0.3 hectares (0.74 acres) in size be located south of Street ‘A’ to provide a small recreational area for the southerly portion of the community. The exact location is to be determined through the submission of Plans of Subdivision, in consultation with Community Services.

6.8 THAT recreational facilities be provided in accordance with adopted City standards as set out in the Kitchener Master Parks Plan.

6.9 THAT future trails shown on Map 3 are not final and are intended to be finally determined in each area following community consultation.

7

SERVICING AND UTILITIES

7.1 THAT all new development be serviced by municipal sanitary sewers and municipal water.

7.2 THAT notwithstanding Policy 7.1, limited infill development may be permitted with private sanitary services on the south side of Old Huron Road between Buttler Road and Maxwell Drive subject to conformity with Part 2 Section 4.1.6 of the Municipal Plan and the City’s zoning by-law regarding wells.

City of Kitchener - Brigadoon Community Plan
8.8 THAT Huron Road act as a buffer between the Brigadoon Community and Huron Industrial area. Accordingly, no direct road link will be built between Biehn Drive and Huron Road so as to separate residential and industrial traffic.

8.9 THAT the internal local road network be designed such that northbound traffic from the southerly and westerly portion of the community be directed to Strasburg Road.

8.10 THAT a portion of Old Huron Road west of its intersection with the future extension of Templewood Drive, as shown on Map 1, be closed and conveyed to abutting commercial property owners at fair market value, at the time of development of the commercial lands.

8.11 THAT Stauffer Drive, designated as a scenic-heritage road on Map 1, shall be closed to vehicular traffic and incorporated into the open space system as a community trail. The closure and ultimate conversion of Stauffer Drive to a community trail may occur following the extension of Strasburg Road to Reidel Drive and the construction of Street 'A' between Strasburg Road and Caryndale Drive.

8.12 THAT at such time as Stauffer Drive between Caryndale Drive and Strasburg Road is closed to vehicular traffic, Caryndale Drive south of Street 'A' shall be terminated at Stauffer Drive and reverted to a local road or closed and conveyed to abutting landowners.

8.13 THAT the use of public transportation be recognized as an essential service. Accordingly, that subdivision street patterns and paved pedestrian walkways be designed so as to conform to the City's Design Guidelines as set out in the City's Urban Design Manual. Further, that provisions be made for transit service along Biehn Drive, Strasburg Road, and Huron Road.

NOISE

9.1 THAT Strasburg Road, Huron Road, and the east-west collector road be recognized as major traffic corridors potentially generating significant noise levels.

9.2 THAT Strasburg Road be recognized as a major traffic corridor generating significant levels of noise. New development adjacent to Strasburg Road shall be required to address noise impacts and if necessary, incorporate noise attenuation measures into the development.

9.3 THAT the natural gas Pressure Regulating Station on the north side of Biehn Drive, south of Huron Road be recognized as a potential noise source.
AMENDMENT NO. TO THE MUNICIPAL PLAN

OF THE CITY OF KITCHENER

Brigadoon Woodlands and Roads
AMENDMENT NO. TO THE MUNICIPAL PLAN
OF THE CITY OF KITCHENER

SECTION 1 - TITLE AND COMPONENTS

This Amendment shall be referred to as Amendment No. to the Municipal Plan of the City of Kitchener Sections 1 to 4 inclusive of this document and attached Schedules "A" and "B" constitute this Amendment.

SECTION 2 - PURPOSE OF THE AMENDMENT

The purpose of this Municipal Plan Amendment is to revise the Municipal Plan Land Use and Transportation maps to designate a City owned woodlot as Major Open Space and to update the roads designations within and adjacent to the Brigadoon Community.

SECTION 3 - BASIS OF THE AMENDMENT

Hallman Construction approached the City to seek approval to exchange a large woodlot within their holdings, approximately 20 acres in size, for various other smaller parcels of City owned lands in other parts of the City. The Official Plan currently designates the woodlot as Low Rise Residential and the approved Community Plan also designates it as residential with a policy that an environmental analysis be undertaken at the time of draft plan submission.

Changes to Map 5, Land Use Map

A land exchange between City of Kitchener and Hallman Construction was completed on July 15, 2003. This exchange resulted in the deeding of approximately 20 hectares of woodlands to the City which are presently designated Low Rise Residential. This area is the subject of the Official Plan amendment, to change the designation to Open Space on Map 5, Land Use Plan. The attached Schedule B shows this change in designation. At the same time, 15 hectares of land below the regulatory floodline of the creek were deeded to the City, which are already designated Open Space. The accompanying zoning by-law implements this proposed change by rezoning the woodlands to Open Space Zone (P-2) and the creek lands to Hazard Land Zone (P-3).

The change to the land use designation establishes the City's long term intent to preserve the woodland, a very valuable resource and integral part of the Brigadoon Community environmental network.

Changes to Map 4, Transportation

A number of changes to the designation of roads in and adjacent to Brigadoon are proposed to reflect the approved transportation network plans, the actual functioning of existing roads and the general alignment of proposed new collector roads in future development areas.
AREA 1: CONNECTION TO MAJOR COLLECTOR EXISTING
AREA 2: TO ADD MAJOR COLLECTOR PROPOSED
AREA 3: TO ADD MINOR COLLECTOR PROPOSED

Legend

- PRIMARY ARTERIAL EXISTING
- SECONDARY ARTERIAL EXISTING
- SECONDARY ARTERIAL PROPOSED
- MAJOR COLLECTOR EXISTING
- MAJOR COLLECTOR PROPOSED
- MINOR COLLECTOR EXISTING
- MINOR COLLECTOR PROPOSED
- SCENIC-HERITAGE ROAD

"RESOLUTION OF DEFERRAL 2B
MAP 4 TO BE FURTHER APPROVED WITHOUT THE PROPOSED
MAJOR COLLECTOR BETWEEN BIEHN DRIVE AND STRASBURG ROAD"
The Committee considered Development and Technical Services Department report DTS-04-078 dated May 29, 2004 and addendum report DTS-04-104 dated June 17, 2004 regarding a municipal plan amendment, a zone change application and a new Brigadoon Community Plan to replace the existing Community Plan.

Councillor C. Weylie, Chair, read the following statement:

"This is a Public Hearing under "The Planning Act, 1990" to consider Municipal Plan Amendment Application MP 04/02/SUG

Section 17 (45) of the Planning Act allows the Ontario Municipal Board to dismiss all or part of an appeal without holding a hearing if the applicant did not make oral submissions at a public meeting or did not make written submissions to the council before the plan was adopted and, in the opinion of the Board, the applicant does not provide a reasonable explanation for having failed to make a submission.

In order to ensure the record includes all the names of those individuals who are making verbal submissions today for the Municipal Plan Amendment, please ensure that you clearly identify yourself before you begin your submissions and the Clerk will record your name for the record. If your name does not appear on the record, you may jeopardize any further involvement you wish to have in these matters.

Any recommendation made by the Development & Technical Services Committee on these matters today will be considered by City Council on June 29, 2004. If City Council adopts the amendments, they will proceed to the Regional Municipality of Waterloo who has the final approval authority for Municipal Plan Amendments. They are the body to whom appeals are sent.

Further information on these procedures is available from the City's Development and Technical Services Department or the Region's Department of Planning and Culture.

Ms. J. Given provided an overview of the staff report advising that the Brigadoon Community Plan was approved by Council in 1990 and during the initial planning period the crossing of Strasburg Creek by collector road 'C' was deferred. She further advised that in 1994 Council adopted the transportation network which placed a priority on natural environment, heritage areas and scenic road considerations while providing a balanced roadway to solve the traffic problems in the area. Since those approvals, development in the south end of the community has necessitated the resolution of the deferred collector road. As well, during that time a land exchange between the City and a developer has resulted in a 20 acre woodlot being owned by the City yet it still remains zoned residential.

Ms. Given advised that public consultation on the proposed new community plan and planning applications took place and whereas the response was relatively positive two issues did arise. The first with respect to the extension of Blegen Drive to Strasburg Road. Ms. Given noted that Blegen Drive is a major collector road and its extension is required in order to reduce traffic on other minor collector roads and to ensure adequate emergency access to the area. Ms. Given advised that the second issue raised was the timing for the construction of Templewood Drive between Huron Road and Old Huron Road. She explained that it was necessary to have this road constructed during the first phase of the plan of subdivision between Huron Road and Old Huron Road in order to provide adequate traffic patterns within the community.
Ms. Given concluded her presentation advising that approval of the Brigadoon Community Plan and municipal plan amendment and zone change will complete the outstanding planning matters within this community and ensure the orderly development of the remainder of the community.

Mr. J. McBride provided further information and details on the Blehn Drive extension and the rationale behind the proposed timing for construction of Templewood Drive.

Mr. Sam Head, Dryden Smith and Head Planning Consultants, attended in support of the staff recommendations to adopt the Community Plan and planning applications. Mr. Head explained that development in the area has been undertaken based on Blehn Drive being extended through to Strasburg Road and that no further traffic studies should be required at this time.

Mr. Josh Fernandes, 52 Kilbornie Court, attended requesting that the Committee reconsider the recommendation contained in the staff report with respect to the extension of Blehn Drive. He advised that the area being proposed for the extension is a wetland and construction of the road will have an impact on the environment. He also pointed out that Blehn Drive will connect to Strasburg Road and creating three intersections within 400 metres resulting in traffic problems and adding to the snog problem. Mr. Fernandes read a quote from former Councillor Tom Galloway made 11 years ago supporting the stoppage of Blehn Drive in order to protect the subject wetlands.

Councillor M. Galloway responded that his father, Tom Galloway, has indicated that at that time there were two proposed road options which were completely different than the proposal being considered today.

Ms. B. Steiner advised that although there are no details at this time with respect to the extension of Blehn Drive through the wetlands it is being proposed that the crossing take place in an upper area to avoid the wetlands and reducing the environmental impact.

Mr. Mel Code, consultant, representing Huron Woods Subdivision, attended in opposition to the staging proposal with respect to the construction of Templewood Drive. He explained that the construction of this road at stage 1 of his clients development would not benefit his client nor the Brigadoon Community due to the fact that the property owner to the south, Mr. Boehnke, has indicated he has no immediate plans to develop that property. Mr. Code added that in addition the costs to his client would be excessive with no other developer at this time assisting with this expense. He requested that the policy contained in the Community Plan with respect to the construction of Templewood Drive be amended to show that the construction would take place during phase 2 of his clients development.

Mr. Frank Moffat, 354 Blehn Drive, attended requesting that a full Class C Environmental Assessment be completed with respect to the extension of Blehn Drive through the wetlands. Mr. Moffat pointed out that in 1998 the extension was approved yet today society is more environmentally aware and understands the impact such a road could have on an environmentally sensitive area. He also requested that a full traffic impact study which was promised in 2002 be conducted for the Brigadoon Community area.

Mr. Peter Maurer, 7 Maxwell Drive, appeared before the Committee explaining that he was not opposed to the proposed Brigadoon Community Plan but had concerns regarding the zone change for a small portion of land on Old Huron Road which would change the zoning from agriculture to commercial. He explained commercial development on those lands would cause significant traffic volumes which would impact on Maxwell Drive. He requested reconsideration of the zone change on those lands and that the zone change be successful that the City consider signage and/or traffic calming measures on Maxwell Drive.

Mr. J. McBride explained that Maxwell Drive may incur more traffic volume when Trillium Road is completed but the proposed road alignment in the Community Plan will alleviate this problem.

Mr. Brad Martin, 31 Heatherwood Crescent, attended with concerns regarding the future traffic volumes within the Brigadoon Community. He explained that with development occurring
adjacent to Brigadoon and the fact that commercial areas will be located to the north and east, this will cause traffic to pass through the internal road system. He requested that the City complete a traffic model based on the traffic study in order to verify traffic flows within the community. Mr. Martin suggested that if Bleinh Drive is extended the City should incorporate more green space to compensate for the loss of the natural area.

Mr. Paul Hill, attended representing the Chalon Estates neighbourhood, advising that 10 years ago the Council of the day hired consultants, conducted traffic studies, consulted with the residents of Chalon Estates and that the current proposal is a result of those studies and public consultation. Mr. Hill questioned what changes have taken place to open up discussion of the proposed road network and requested that the City reconfirm the 1994 road study.

Mr. Paul Britton, MacNaughton Harrison Britton Clarkson Planning Limited, attended representing Hallman Construction advising that his client concurs with the comments made by the transportation staff with respect to the need for the Bleinh Drive extension. Mr. Britton pointed out that the only significant changes that have happened in the area since 1996 has been the land exchange between the City and Hallman Construction which has resulted in the protection of an environmentally significant woodland. He added that he concurs with the comments made by B. Steiner with respect to the area of the Bleinh Drive crossing through the wetlands and he requested the Committee support for that extension. Mr. Britton also advised that his client supported the changes to the land use at the intersection of Strasburg and Huron Roads which will have a positive effect on the traffic in the area.

Ms. Anna Boenke, 324 Huron Road, attended advising that her father and grandfather own the lands south of the lands currently owned by Huron Woods Development and that they support the comments made by Mr. Code with respect to Templewood Drive. Ms. Boenke also advised that her family has no intention at this time to develop the lands and that the construction of Templewood Drive was not warranted.

Councillor B. Urbanovic advised that the Environmental Advisory Committee has reviewed the report and feel that the proposed changes will have a positive effect on the community. He added that there were some concerns with respect to the extension of Bleinh Drive but no consensus was reached on that matter.

Councillor M. Galloway advised that the revised Brigadoon Community Plan and the proposed municipal plan amendment and zone changes are a result of many extensive public consultations and studies and represents a positive move forward for the community. Councillor J. Gazzola suggested that consideration of clause 10.2 of the policies contained within the proposed Brigadoon Community Plan be deferred until the item dealing with the plan of subdivision 307-0322 submitted by Huron Development Corporation which is scheduled to be heard later this meeting has taken place.

Mr. Bill McGregor, 357 Bleinh Drive, attended with concerns with the future development west of Strasburg Road and what impact that will have on the extended Bleinh Drive. He also inquired if the future development would include Strasburg Road extending to Highway 401. Mr. Glen explained that currently the land use is primarily residential in the area west of Strasburg Road and that although it has been indicated that Strasburg Road should be extended the matter has not been dealt with at this time.

There were no further delegations to speak on this matter.

On motion by Councillor M. Galloway -
It was resolved:

1. That Municipal Plan Amendment (MP 04/02/S/03) being an amendment to redesignate the woodlands owned by the City as Open Space rather than Low Rise Residential on the Land Use Map and to amend the Transportation Map to show a number of proposed changes to roads and road reclassifications, be approved; in the form shown in the Amendment attached to Development and
DEVELOPMENT & TECHNICAL SERVICES COMMITTEE MINUTES

JUNE 21, 2004

1. DTS-04-104 - ADDENDUM TO DTS-04-078 (CONT'D)

Technical Services Department report DTS-04-078; and,

2. That the Regional Municipality of Waterloo be requested to further approve the City of Kitchener Municipal Plan Map 4 with modifications to delete the proposed Collector Road between Biehn Drive and the proposed extension of Strasburg Road, as shown on Schedule "A" of Municipal Plan Amendment (MPA 04/02/S/KG); and,

3. That Zone Change Application ZC 04/10/S/KG, being a City Initiated zone change to rezone City lands to Open Space Zone (P-2) and Hazard Land Zone (P-3) rather than Township Agricultural (Two, A) on lands legally described as Part of Lots 11, 12 and 13 Biehn's Tract and Part of Lots 173, 174, 175, 176, 177 and 178 of RP 840, more particularly described as Parts 4, 8, 9 and 10 of Plan 58R-13653, be approved, in the form shown in the by-law dated May 3, 2004, attached to Report DTS-04-078, without conditions; and,

4. That the existing Brigadoon Community Plan be repealed and the Brigadoon Community Plan dated May, 2004, attached to Report DTS-04-078, be adopted; and,

5. That the following additional clauses be added to the Brigadoon Community Plan policies recommended in Report DTS-04-078:

"B.14. THAT Old Huron Road east of Bantul Drive be monitored to determine the extent and timing of any required improvements. Any future road widenings shall occur on the north side of the road allowance."

"B.15 THAT in accordance with approved Environmental Assessment for the Doon South-Brigadoon Transportation Study, and specifically recommendation 6, a subsequent Class Environmental Assessment shall be required to determine the precise alignment of Strasburg Road south of Street A."

6. DTS-04-084 - PLAN OF SUBDIVISION 30T-03204
   - MODIFICATION TO PLAN OF SUBDIVISION 30T-88007
   - MUNICIPAL PLAN AMENDMENT APPLICATION MP 03/04/T/DR
   - ZONE CHANGE APPLICATIONS ZC 03/31/T/DR & ZC 03/32/T/DR
   - HALLMAN CONSTRUCTION LIMITED
   - STRASBURG ROAD & TEMPLEWOOD DRIVE
   - SOUTHWARD

The Committee considered Development and Technical Services Department report DTS-04-084 dated May 26, 2004, dealing with plan of subdivision 30T-03204, modifications to plan of subdivision 30T-88007, municipal plan amendment application and two zone change applications submitted by Hallman Construction for the lands at Strasburg and Templewood Drive.

Councillor G. Weyse, Chair, read the following statement:

"This is a Public Meeting under The Planning Act, 1990" to consider Municipal Plan Amendment Application MP 03/04/T/DR

Section 17 (45) of the Planning Act allows the Ontario Municipal Board to dismiss all or part of an appeal without holding a hearing if the appellant did not make oral submissions at a public meeting or did not make written submissions to the council before the plan was adopted and, in the opinion of the Board, the appellant does not provide a reasonable explanation for having failed to make a submission."
3. **DTS-04-064 - PLAN OF SUBDIVISION 307-88007 (CONT'D)**

In order to ensure the record includes all the names of those individuals who are making verbal submissions today for this Municipal Plan Amendment, please ensure that you clearly identify yourself before you begin your submissions and the Clerk will record your name for the record. If your name does not appear on the record, you may jeopardize any further involvement you wish to have in these matters.

Any recommendation made by the Development & Technical Services Committee on these matters today will be considered by City Council on June 25, 2004. If City Council adopts the amendments, they will proceed to the Regional Municipality of Waterloo who has the final approval authority for Municipal Plan Amendments. They are also the body to whom appeals are sent.

Further information on these procedures is available from the City's Development and Technical Services Department or the Region's Department of Planning and Culture.

Ms. D. Ross provided an overview of the staff report advising that Hallman Construction is proposing a new plan of subdivision creating 17 residential lots rather than an institutional block, a modification to draft approved plan of subdivision 307-88007 to permit residential lots along Templewood Drive, two zone change applications to implement the proposed modification and new plan and, a municipal plan amendment to implement the proposed modification and new plan. Ms. Ross advised that staff were in support of the applications and are recommending the Committee's approval.

Mr. Paul Britton, MacNaughton Hermann Britton Clarkson Planning Limited, representing the applicant attended in support of the staff recommendation advising that his client believes the proposed subdivision and modifications are a positive step forward for the Brigadoon area.

There were no further delegations to speak on this matter.

On motion by Councillor M. Galloway -

It was resolved:

A. That Council approve Municipal Plan Amendment Application MP03/04/TDR being an amendment to Zoning Map 6, Land Use Plan, be redesignating lands from Mixed Use Node to Low Rise Residential as shown on Schedule A attached.

B. That Zone Change Application ZC 03/31/TDR (Hallman Construction Ltd., 112 Templewood Drive and Strasburg Road) requesting a change in zoning from Community Institutional Zone (C-1), Neighbourhood Shopping Centre Zone (C-2) and Residential Hotel Zone (R-6) to Residential Four Storey (R-4) and Neighbourhood Shopping Centre Zone (C-2) on lands legally described as Pt. of Lot 11, Blein's Tract and Pt. of Blk 1, Plan 584-292, being comprised of Pt's 16 & 43, RP 584-14156 in the City of Kitchener, be approved in the form shown in the attached "Proposed By-law 'A'", dated May 17, 2004, without conditions.

C. That Zone Change Application ZC 03/32/TDR (Hallman Construction Ltd., 112 Huron Road and Strasburg Road) requesting a change in zoning from Residential Hotel Zone (R-6) to Neighbourhood Shopping Centre Zone (C-2) on lands legally described as Part of Lt 11, Blein's Tract in the City of Kitchener, be approved in the form shown in the attached "Proposed By-law 'B'", dated May 17, 2004, without conditions.

D. That the City of Kitchener, pursuant to Section 61(19) of the Planning Act, R.S.O. 1990, and By-law No. 2002-2164, as amended, of the City of Kitchener, modifies the conditions of draft approval for Plan of Subdivision 307-88007 for Hallman Construction Limited in the City of Kitchener, to amend Stages 6 and 10, so that the conditions of draft approval read as outlined in Schedule A attached.
DTS-04-084 - PLAN OF SUBDIVISION 3OT-03204 (CONT'D)

E. That the City of Kitchener, pursuant to Section 51 (31) of the Planning Act R.S.O. 1990, Chapter P 13 as amended, and delegation by-law 2002-64, grant draft approval to Plan of Subdivision Application 3OT-03204, in the City of Kitchener, for Haslman Construction Ltd., subject to the conditions contained in report DTS-04-084 dated May 26, 2004.*

DTS-04-090 - PLAN OF SUBDIVISION 3OT-03202
- ZONE CHANGE APPLICATION ZC 03/57/40
- HURON WOODS DEVELOPMENT CORP.
- HURON ROAD & TEMPLEWOOD DRIVE
- SOUTHWARD

The Committee considered Development and Technical Services Department report DTS-04-090 dated June 7, 2004, regarding a plan of subdivision and zone change application submitted by Huron Woods Development Corporation for the lands located between Huron Road and Old Huron Road and Templewood Drive.

Ms. D. Ross provided an overview of the staff report advising that Huron Woods Development Corporation is proposing a new plan of subdivision and implementing zone change application for a 2.4 hectare parcel of land located between Old Huron Road and New Huron Road. The subdivision is being proposed in two stages, the first stage is for multiple residential development and stage two proposes one block for multiple residential development and one block for commercial development. Ms. Ross advised that although the construction of Templewood Drive is not required for this subdivision to proceed, the road is required for other lands so as to alleviate traffic problems in the community and therefore staff are recommending that the road be constructed at the phase 1 stage of the subdivision.

Mr. Mel Code, representing the applicant, attended advising that other than the staging policy 10.2.1 in the new Brigadoon Community Plan which is also reflected in the draft approval 4.23, his client is content with both the Community Plan and the subdivision recommendations with the exception of a sidewalk on the south side of New Huron Road. Mr. Code explained that at stage 1 of the proposed subdivision Templewood Drive is not required for frontage or vehicular access. No essential piped services will be contained within the roadway so development can not use the road as frontage. Mr. Code pointed out that this short portion of Templewood Drive can not immediately serve the Brigadoon community for which it is primarily intended as the land owner directly to the south of the subject lands has no intention of developing those lands and therefore the road is not needed at this time. Mr. Code further advised that the costs to his client for the construction of Templewood Drive at the phase 1 stage are excessive as such his client may be in the position of being financially able to complete the project. Mr. Code concluded advising that the condition for a new sidewalk on Huron Road as part of the draft plan of subdivision also adds a burden to his client's project and he suggested that the New Huron Road sidewalk if needed should be part of development charges.

In answer to questions raised by Mayor C. Zehr, Mr. L. Massao advised that the Planning Act does not allow the City to compel a developer to proceed with any development but that nothing would prevent two land owners entering into an agreement in order to facilitate the construction of a road which may benefit one of the owners. Mr. Massao advised that staff are concerned that it is necessary for Templewood Drive to be in place when the Brigadoon Community requires it which should be at stage 1 of the proposed development.

Mr. Larry Wolynetz, President of Huron Woods Development Corp., attended advising that the construction of Templewood Drive is a large burden on the company and in order to make the development feasible, the first phase must be completed prior to the construction of the road.

Councillor M. Gallaway advised that unfortunately there are no guarantees in this particular situation but that the developer has an obligation to the community and it would appear that the construction of Templewood Drive at stage 1 of the subdivision would be appropriate.

There were no further delegations to speak on this matter.
3. DTS-04-090 - PLAN OF SUBDIVISION 30T-8222 (CONT'D)

On motion by Councillor M. Galloway -

It was resolved:

"That the recommendation contained in Development and Technical Services Department report DTS-04-090 dated June 7, 2004 regarding a plan of subdivision and zone change application, be approved."

Councillor M. Galloway advised that in consideration of this matter regarding the Huron Woods Development Corporation plan of subdivision it would be appropriate to consider the recommendation contained in Development and Technical Services Department report DTS-04-104 regarding the proposed revision to policy 10.2 of the Brigadoon Community Plan which was previously discussed.

On motion by Councillor M. Galloway -

It was resolved:

"That Policy 10.2(b) recommended in Report DTS 04-078 be revised to correct the land use classification referenced in the Policy so that it reads:

"10.2(b) That lands designated Low Rise Residential bounded by (new) Huron Road, Strasburg Road, and Templewood Drive as well as lands designated Low Density Residential between Marl Meadow Drive and Old Huron Road east of the Templewood Drive extension, with the exception of all lands within Draft Plan 30T-88007, shall require the construction of Templewood Drive from its existing terminus north of Marl Meadow Drive to Huron Road."

10. DTS-04-082 - DOWNTOWN COMMUNITY IMPROVEMENT PROJECT AREA AMENDMENT

The Committee considered Development and Technical Services Department report DTS-04-082 dated May 14, 2004, regarding an amendment to the Downtown Kitchener Community Improvement Plan project area.

Mr. J. Willmar provided an overview of the staff report regarding amendments to the Downtown Kitchener Community Improvement Plan and advised that staff had nothing further to add to this matter.

On motion by Mayor C. Zehr -

It was resolved:

1. That the "Downtown Kitchener Community Improvement Plan Project Area", be amended by deleting Schedule 'A' and 'B', and substituting therefore the Schedules 'A' and 'B' attached to Development and Technical Services Department report DTS-04-082 dated May 14, 2004; and,

2. That the "Downtown Kitchener Community Improvement Plan", be amended by deleting "Schedule 'A' - Community Improvement Project Area", dated Nov. 1, 2001, and replacing it with the "Schedule 'A' - Downtown Kitchener Community Improvement Plan Project Area", dated May 15, 2004 attached to Report DTS-04-082; and further,

3. That the City Clerk be directed to apply to the Minister of Municipal Affairs and Housing for the approval of these Amendments to the Downtown Kitchener Community Improvement Project Area, and Downtown Kitchener Community Improvement Plan."
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Mayor C. Zehr resumed the Chair.

Councillor J. Gazzola advised that Mr. Shawn Seed of 64 Harcourt Crescent was in attendance to request a temporary exemption to the Zoning By-law. Councillor Gazzola explained that Mr. Seed’s residence was destroyed by fire and that he is requesting permission to locate a temporary trailer on the property while his house is being rebuilt.

Moved by Councillor J. Gazzola
Seconded by Councillor J. Smolka

"That an exemption to Zoning By-law 85-1 be granted to Mr. Shawn Seed for his property located at 64 Harcourt Crescent to allow a trailer to be used as a residence until September 30, 2004 during the reconstruction of his house."

Carried.

Councillor C. Wayte brought forward Clause 9 of the June 21, 2004, Development and Technical Services Committee report as there were interested parties in attendance.

Council was advised of an addendum report DTS-04-080, dated June 28, 2004, which was circulated to members of Council recommending an additional clause in the conditions in the Plan of Subdivision.

Councillor C. Wayte put forward a motion to amend the conditions to allow the construction of Templewood Drive at Stage 2 of the development rather than Stage 1, which failed due to lack of a seconder.

Moved by Councillor C. Wayte
Seconded by Councillor M. Galloway

"That Clause 9 of the Development and Technical Services Committee report be adopted as amended by including the following new Condition 16 in Section 2.2 of the Conditions of the Plan of Subdivision 301-03202:

16. In the event that the cost of construction of sidewalks along backdeted arterial roads is not included as a growth related item within the City’s Development Charge By-law prior to such works being constructed, the Subdivider agrees to make satisfactory financial arrangements with the City’s Director of Engineering, for the construction of a 1.5 metre wide concrete sidewalk along the south side of Huron Road (new) across the entire frontage of the proposed subdivision."

Carried.

Council was in receipt of Community Services Department report CSD-04-136, dated June 25, 2004, regarding a request for parking access to the Market Square from King Street East.

F. Pizzuto, General Manager, Community Services Department, advised that the Core Group has requested access from King Street into their parking garage at Market Square. This would allow for the construction of additional parking spaces in anticipation of the move by The Record into the building. F. Pizzuto advised that access would be “right-turn entrance only” no left-turns off of King Street. It is being proposed that modifications be made so only right-turns can enter the ramp and the installation of bollards as a physical centre median on King Street to prevent left-turns. In answer to questions from Council Mr. Pizzuto advised that with the entrance off King Street the vehicles would exit the building onto Duke Street. He added that Transportation staff do not support the proposal.

Mr. Adrian Conrad, Vice President, Core Group, attended advising that the details as to when the entrance way would be installed and the hours of operation have yet to be determined. Mr. Conrad further advised that his company has taken the design of the entrance way into consideration but assured Council it would be an improvement to the streetscape.

Councillor M. Galloway raised a concern with the use of bollards in this proposal and the additional costs to taxpayers to maintain them and remove for special events.
COUNCIL MINUTE:

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Moved by Councillor J. Lorantz
Seconded by Councillor J. Smola

"That the request from the Core Group for an access to Market Square from King Street East be approved, subject to an agreement satisfactory to the City Solicitor including full cost recovery by the City with respect to the separate access and that the proposal does not include the use of bollards as a means of traffic control."

Carried.

Councillor M. Galloway requested that it be noted he is opposed to the entrance into Market Square from King Street.

Mayor C. Zehr advised there were members of the public in attendance regarding Clause 8 of the Finance and Corporate Services Committee report dealing with the 2004 Development Charges By-law. Council was in receipt this date of Financial Services Department report FIN-04-34 dated June 23, 2004, recommending the residential and non-residential development charge rates.

Councillor J. Gazzola advised that at the Finance and Corporate Services Committee meeting many issues were raised by staff which would have financial implications and asked if the associated costs have been calculated. Ms. P. Houston, General Manager, Financial Services, advised that it was difficult to quantify the costs for all the issues raised and therefore the costs have not been provided. In answer to a question from Councillor Gazzola, Ms. Houston advised that it has been recommended to defer the rate increases to January 1, 2005 in order to address concerns raised by the development industry regarding their marketing strategies and the outstanding sales that would be affected should the rates be implemented immediately.

Moved by Councillor G. Lorentz
Seconded by Councillor M. Galloway

"That the residential Development Charge rates as detailed in Schedule 1 attached to report FIN-04-34 dated June 23, 2004 be improved and implemented effective January 1, 2005, and further,

That the non-residential Development Charge as detailed in Schedule 2 attached to report FIN-04-34 be approved and implemented effective January 1, 2005."

Carried.

Councillor J. Gazzola requested that it be noted he was opposed to the proposed development charge rates.

Council was in receipt of Development and Technical Services Department report DTS-04-407, dated June 24, 2004, regarding Clause 7 of the Development and Technical Services Committee report and recommending amendments to the proposed Brigadoon Community Plan.

Moved by Councillor G. Weytie
Seconded by Councillor G. Lorentz

"That Clause 7 of the Development and Technical Services Committee be amended by adding the following:

1. That Policy 1.4 in the proposed Brigadoon Community Plan attached to DTS-04-078 be deleted and replaced with the following:

1.4. That as a condition of approval of applications for consent, site plan approval, or draft plan of subdivision, any alteration of a watercourse and/or any construction within a floodplain or wetland will require a Fill, Construction and Alteration of Waterways Permit from the Grand River Conservation Authority prior to any grading or construction, and prior to registration of plans of subdivision.

2. That Map 2 Natural Features, in the proposed Brigadoon Community Plan attached to DTS-04-078 be deleted and replaced with that attached, dated June 24, 2004."
(i) Being a by-law to amend Chapter 408 of the City of Kitchener Municipal Code with respect to Animals - Regulations.
   (By-law No. 2004-144)

(ii) To confirm all actions and proceedings of the Council.
     (By-law No. 2004-145)

(k) Being a by-law to adopt Amendment No. 56 to the Municipal Plan - Strasburg Road at Templewood Drive - Hallman Construction Limited.
    (By-law No. 2004-146)

(l) Being a by-law to amend By-law 85-1, as amended, known as the Zoning By-law for the City of Kitchener - Hallman Construction Limited - Strasburg Road at Templewood Drive.
    (By-law No. 2004-147)

(m) Being a by-law to amend By-law 85-1, as amended, known as the Zoning By-law for the City of Kitchener - Hallman Construction Limited - Strasburg Road at Huron Road.
    (By-law No. 2004-148)

(n) Being a by-law to adopt Amendment No. 57 to the Municipal Plan - Brigadoon Woodlands and Roads.
    (By-law No. 2004-149)

(o) Being a by-law to amend By-law 85-1, as amended, known as the Zoning By-law for the City of Kitchener - City Initiated - Brigadoon Open Space lands.
    (By-law No. 2004-150)

(p) Being a by-law to expend the Community Improvement Project Area for the Downtown.
    (By-law No. 2004-151)

(q) Being a by-law to amend the Downtown Kitchener Community Improvement Plan.
    (By-law No. 2004-152)

(r) Being a by-law to amend By-law 85-1, as amended, known as the Zoning By-law for the City of Kitchener - Edmund Ference - Westmount Road East.
    (By-law No. 2004-153)

(s) Being a by-law to amend By-law 85-1, as amended, known as the Zoning By-law for the City of Kitchener - Huron Woods Development Corporation - Huron Road.
    (By-law No. 2004-154)

(t) Being a by-law to establish retention periods and disposition methods for records of the municipality.
    (By-law No. 2004-155)

(u) Being a by-law with respect to the imposition of development charges.
    (By-law No. 2004-156)
COUNCIL MINUTES
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REPORTS ADOPTED BY COUNCIL

DEVELOPMENT & TECHNICAL SERVICES COMMITTEE (CONT'D)

5. (Cont'd)

2. That the owner obtains a building permit for the proposed development.

Upon satisfaction of conditions 1 and 2, the Chief Building Official may authorize and issue a demolition permit under Section 33(5) of the Planning Act. The demolition permit will be subject to the following conditions:

1. That in the event that construction of the 5 new Street Townhouses is not substantially complete within 2 years of the date that demolition is commenced, the City Clerk may enter on the collector's roll, to be collected in like manner as municipal taxes, $20,000 for each dwelling unit contained in the residential properties in respect of which the demolition permit is issued and such sum shall, until payment thereof, be a lien or charge upon the land in respect of which the permit to demolish the residential property is issued.

6. That Zone Change Application ZC 04/04/WAX for the purpose of changing the zoning from Service Station Zone (C-7) to Residential Six Zone (R-6) with Special Regulation Provision 418A, on lands legally described as Plan 1270 Block A in the City of Kitchener, be approved, in the form shown in the "Proposed By-law", dated May 26, 2004, attached to Development and Technical Services Department report DTS-04-078, without conditions.

(Done with under Delegations and Cont'd)

7. 1. That Municipal Plan Amendment (MP 04/02/SUG) being an amendment to redesignate the woodlands owned by the City as Open Space rather than Low Rise Residential on the Land Use Map and to amend the Transportation Map to show a number of proposed changes to roads and road reclassifications, be approved; in the form shown in the Amendment attached to Development and Technical Services Department report DTS-04-078; and,

2. That the Regional Municipality of Waterloo be requested to further approve the City of Kitchener Municipal Plan Map 4 with modifications to delete the proposed Collector Road between Blaisd Drive and the proposed extension of Strasburg Road, as shown on Schedule 'A' of Municipal Plan Amendment (MPA 04/02/SUG); and,

3. That Zone Change Application ZC 04/10/ANS, being a City Initiated zone change to rezone City lands to Open Space Zone (P-2) and Hazard Land Zone (P-3) rather than Township Agricultural (Twp. A) on lands legally described as Part of Lots 11, 12 and 13 Blaisd's Tract and Part of Lots 172, 174, 175, 176, 177 and 178 of RP 840, more particularly described as Parts 4, 6, 9 and 10 of Plan 566-13933, be approved, in the form shown in the by-law dated May 3, 2004, attached to Report DTS-04-078, without conditions; and,

4. That the existing Brigadoon Community Plan be repealed and the Brigadoon Community Plan dated May, 2004, attached to Report DTS-04-078, be adopted; and,

5. That the following additional clauses be added to the Brigadoon Community Plan policies recommended in Report DTS 04-078:

"8.14. THAT Old Huron Road east of Better Drive be monitored to determine the extent and timing of any required improvements. Any future road widenings shall occur on the north side of the road allowance."

"8.15 THAT in accordance with approved Environmental Assessment for the Doon South Brigadoon Transportation Study, and specifically recommendation 8, a subsequent Class Environmental Assessment shall be required to determine the precise alignment of Strasburg Road south of Street A."

; and,
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DEVELOPMENT & TECHNICAL SERVICES COMMITTEE (CONT'D)

7.  (Cont'd)

6. That Policy 10.2(b) recommended in Report DTS 04-078 be revised to correct the land use classification referenced in the Policy so that it reads:

"10.2b. That lands designated Low Rise Residential bounded by (new) Huron Road, Strasburg Road, and Templewood Drive as well as lands designated Low Density Residential between Marl Meadow Drive and Old Huron Road east of the Templewood Drive extension, with the exception of all lands within Draft Plan Z07-88007, shall require the construction of Templewood Drive from its existing terminus north of Marl Meadow Drive to Huron Road; and,

7. That Policy 1.4 in the proposed Bridgdoon Community Plan attached to DTS-04-078 be deleted and replaced with the following:

"1.4 THAT as a condition of approval of applications for consent, site plan approval, or draft plan of subdivision, any alteration of a watercourse and/or any construction within a floodplain or wetlands will require a Fill, Construction and Alteration to Waterways Permit from the Grand River Conservation Authority prior to any grading or construction, and prior to registration of plans of subdivision."; and,

8. That Map 2 Natural Features, in the proposed Bridgdoon Community Plan attached to DTS-04-078 be deleted and replaced with Map 2, dated June 24, 2004 attached to report DTS-04-107; and further,


(Certified, as Amended)

8. A. That Municipal Plan Amendment Application MP 03/04/TDR being an amendment to amend Map 5, Land Use Plan, redesignating lands from Mixed Use Node to Low Rise Residential as shown on Schedule A attached to Development and Technical Services Department report DTS-04-084, be approved; and,

B. That Zone Change Application ZC 03/31/TDR (Hailman Construction Ltd. at Templewood Drive and Strasburg Road) requesting a change in zoning from Community Institutional Zone (C-2), Neighbourhood Shopping Centre Zone (C-2) and Residential Six Zone (R-6) to Residential Four Zone (R-4) and Neighbourhood Shopping Centre Zone (C-2) on lands legally described as Pt of Lot 11, Elmira Twp and Pt of Blk 1, Plan 5874-306, being comprised of Pts 16 & 43, RP 5BR-14559 in the City of Kitchener, be approved, in the form shown in the "Proposed By-law 'A'", dated May 17, 2004, attached to Report DTS-04-084, without conditions; and,

C. That Zone Change Application ZC 03/32/TDR (Hailman Construction Ltd. at Huron Road and Strasburg Road) requesting a change in zoning from Residential Six Zone (R-6) to Neighbourhood Shopping Centre Zone (C-2) on lands legally described as Pt of Li 11, Elmira Twp in the City of Kitchener, be approved, in the form shown in the "Proposed By-law 'B'", dated May 17, 2004, attached to Report DTS-04-084, without conditions; and,

D. That the City of Kitchener, pursuant to Section 51(18) of the Planning Act, R.S.O. 1990, and By-law No. 2002-164, as amended, of the City of Kitchener, modifies the conditions of draft approval for Plan of Subdivision Z07-88007 for Hailman Construction Limited in the City of Kitchener, to amend Stages 6 and 10, so that the conditions of draft approval read as outlined in Schedule A attached to Report DTS-04-084, and further,
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DEVELOPMENT & TECHNICAL SERVICES COMMITTEE (CONT'D)

B. (Cont’d)

6. That the City of Kitchener, pursuant to Section 51 (31) of the Planning Act R.S.O. 1990, Chapter P 13 as amended, and delegation by-law 2002-64, grant draft approval to Plan of Subdivision Application 307-09204, in the City of Kitchener, for Hallman Construction Ltd., subject to the following conditions:

1. That this approval applies to Plan of Subdivision 307-09204 as shown on the plan prepared by MacNaughton Hermsen Britton Clarkson Planning Limited and as shown on the Plan of Subdivision prepared by the City of Kitchener dated January 28, 2004 which shows the following:

   Stage One
   Lots 1 to 17 - single detached

2. CITY OF KITCHENER CONDITIONS:

   2.1 That the Mayor and Clerk be authorized to sign a City Standard Residential Subdivision Agreement, satisfactory to the City Solicitor, with the SUBDIVIDER (Hallman Construction Ltd.) regarding the lands shown outlined on the Plan of Subdivision dated January 28, 2004 and which shall contain the following special conditions:

   Part 4 - Prior to Issuance of Building Permits

   4.22 Street One shall be conveyed to the City of Kitchener and opened as a public street prior to the issuance of building permits.

   Part E - Other Time Frames

   6.10 The SUBDIVIDER agrees that construction traffic to and from the proposed subdivision shall be restricted to using Rush Meadow to Strasburg Road only and prohibited from using other internal residential streets in the community. The SUBDIVIDER agrees to advise all relevant contractors, builders and other persons of its requirement with the SUBDIVIDER being responsible for any required signage, all to the satisfaction of the City's Director of Engineering.

   6.11 The SUBDIVIDER agrees to provide an easement to the CITY, for the purpose of providing servicing to adjacent lands, if necessary, to the satisfaction of the CITY's Director of Engineering in consultation with the consulting engineer for the SUBDIVIDER. The appropriate easement shall be granted to the CITY, at the CITY's request, and the CITY agrees to quit claim the easement when appropriate.

   6.12 The SUBDIVIDER agrees to construct a 1.8 metre high noise attenuation barrier adjacent to all lots abutting Strasburg Road, within one (1) year of receiving a building permit for any lot subject to the following:

   a) that the wall is to be located on the Strasburg Road road allowance and must not contain any holes or gaps and be constructed with a minimum surface mass density of 20 kg/m²;

   b) that the City of Kitchener shall assume ownership of the noise attenuation barrier;

   c) that the 1.8 metre high noise attenuation barrier must be installed to the satisfaction of the Regional Commissioner of Planning, Housing and Community Services within one (1) year of receiving a building permit from the Area Municipality for the development. Notwithstanding the above, the Proponent may apply to the Regional Commissioner of Planning, Housing and Community
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DEVELOPMENT & TECHNICAL SERVICES COMMITTEE (CONT’D)

B. (Cont’d)

6. That the owner agrees to include the following clause for Lots 6 to 17 (Inclusive) shown on MTE Drawing No. 0970-100N (Decl.01/03), that requires the owner to include the following clause in the offers to purchase and deeds or rental agreements:

"Due to its proximity to Starnberg Road, projected noise levels on this property exceed the Noise Level Objectives approved by the Regional Municipality of Waterloo and may cause concern to some individuals. Moreover, this dwelling has been fitted with a forced air-heating system situated and designed to permit the future installation of a central air conditioning system. The occupant and the lands have been developed such that noise attenuation features are included."

Lots must have a minimum dwelling setback of 52.0 metres from the centre line of Starnberg Road to meet the Noise Level Objectives approved by the Region of Waterloo without a noise warning clause.

9. That a Final Environmental Noise Assessment Report be submitted for approval once final subdivision plans are completed.

2.2 That prior to final approval of the plan to be registered, the SUBDIVIDER shall fulfill the following conditions:

1. The City-Standard Residential Subdivision Agreement be registered on title.

2. The SUBDIVIDER shall submit copies of the final plan for the City's Manager of Design and Development and shall obtain approval therefrom.

3. The SUBDIVIDER agrees to commute all local improvement charges outstanding on any part of the lands and to pay all outstanding taxes on the lands.

4. The SUBDIVIDER shall install within the subdivision any required geodetic monuments under the direction of the City's Geodetic Surveyor, with co-ordinate values and elevations thereon and submit for registration the plans showing the location of the monuments, their co-ordinate values, elevations and code numbers as prescribed by the Surveyor General of Ontario.

5. The SUBDIVIDER shall make satisfactory arrangements with Kitchener Water in order to ensure the provision of all required services to the subdivision and to the relocation of the existing services. Further, the SUBDIVIDER acknowledges that this may include the payment of all costs associated with the provision of temporary services and the removal of such services when permanent installations are possible.

6. The SUBDIVIDER shall make satisfactory arrangements for the provision of permanent telephone services to the subdivision and/or the relocation of the existing services. Further, the SUBDIVIDER acknowledges that this may include the payment of all costs associated with the provision of temporary services and the removal of such services when permanent installations are possible.

7. The SUBDIVIDER shall make arrangements for the granting of any easements required for utilities and municipal services. The SUBDIVIDER agrees to comply with the following easement procedure:
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8. (Cont'd)

(a) to provide copies of the subdivision plan proposed for registration and
reference plans showing the easements to HYDRO, and telephone
companies and the City, to the CITY'S Manager of Design and
Development.

(b) to ensure that there are no conflicts between the desired locations for
utility easements and those easement locations required by the CITY'S
Director of Engineering Services for municipal services;

(c) to ensure that there are no conflicts between utility or municipal service
easement locations and any approved Tree Preservation/Enhancement
Plan;

(d) if utility easement locations are proposed within lands to be conveyed to,
or presently owned by the CITY, the SUBDIVIDER shall obtain prior
written approval from the CITY'S Manager of Design and Development or,
in the case of parkland, the CITY'S General Manager of Community
Services; and

(e) to provide to the CITY'S Manager of Design and Development, a
clearance letter from each of HYDRO and telephone companies. Such
letter shall state that the respective utility company has received all
required grants of easement, or alternatively, no easements are required.

8. The SUBDIVIDER shall dedicate all roads, road widenings and public walkways
to the CITY by the registration of the Plan of Subdivision.

9. The SUBDIVIDER shall convey the portion of Street One within Plan 56M-292 to
the City of Kitchener prior to registration of the Plan of Subdivision.

10. The SUBDIVIDER shall erect and maintain a subdivision billboard sign at each
major entrance to the subdivision, in accordance with a plan approved by the
CITY'S Manager of Design and Development, in accordance with the following
criteria:

a) The sign shall be located outside the required yard setbacks of the
applicable zone and outside the corner visibility triangle, with the specific,
appropriate location to be approved by the CITY'S Manager of Design and
Development;

b) The sign shall have a minimum clearance of 1.5 metres, a maximum
height of 6 metres, and a maximum area of 13 square metres;

c) Graphics shall depict the features within the limits of the subdivision
including, without limiting the generality of the foregoing, approved street
layout, including emergency access roads, zoning, lotting and specific
land uses, types of parks, storm water management areas, hydro
corridors, trail links and walkways, potential or planned transit routes and
bus stop locations, notification regarding contacts for school sites, noise
attenuation measures, environmentally sensitive areas, tree protection
areas, special buffer/landscaping areas, water courses, flood plain areas,
railway lines and hazard areas and shall also make general reference to
land uses on adjacent lands including references to any formal
development applications, all to the satisfaction of the CITY'S Manager of
Design and Development;
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B. (Cont'd)

d) Approved subdivision billboard locations shall be conveniently accessible to the public for viewing. Low maintenance landscaping is required around the sign and suitable parking and pedestrian access may be required between the sign location and public roadway in order to provide convenient accessibility for viewing and;

e) The SUBDIVIDER shall ensure that the information is current as of the date the sign is erected. Notice shall be posted on the subdivision billboard signs advising that information may not be current and to obtain updated information, inquiries should be made at the CITY'S Department of Development and Technical Services.

11. The SUBDIVIDER shall have landscape plans for the stormwater management facilities prepared by an environmental professional acceptable to the CITY'S General Manager of Community Services and to obtain therefrom, approval of such plans.

12. The SUBDIVIDER agrees that the streets shall be named to the satisfaction of the CITY'S Manager of Design and Development in accordance with Council Policy 1 -1070.

13. The SUBDIVIDER agrees to include a statement in all Offers of Purchase and Sale Agreements, to the satisfaction of the Manager of Design and Development, that advises:

i) that the home/business mail delivery will be from a designated Centralized Mail Box.

ii) that the developer/owners be responsible for officially notifying the purchaser of the exact Centralized Mailbox location prior to the closing of any home sales.

iii) that the location of all centralize mail receiving facilities shall be shown on maps, information boards and plans, including maps displayed in the sales office(s).

14. To expedite the approval for registration, the SUBDIVIDER shall submit to the CITY'S Manager of Design and Development, a detailed written submission documenting how all conditions imposed by this approval that require completion prior to registration of the subdivision plan(s), have been satisfied.

3. REGIONAL MUNICIPALITY OF WATERLOO CONDITIONS

That the SUBDIVIDER satisfies the following conditions to the satisfaction of the Regional Municipality of Waterloo Commissioner of Planning, Housing and Community Services:

1. That the owner agrees to stage the development of this subdivision in a manner satisfactory to the Regional Commissioner of Planning, Housing and Community Services.

2. That the subdivision agreement be registered by the City of Kitchener against the land to which it applies and a copy of the registered agreement be forwarded to the Regional Commissioner of Planning, Housing and Community Services prior to final approval of the subdivision plan.

3. a) That the owner enter into an Agreement for Servicing with the Regional Municipality of Waterloo to preserve access to municipal water supply and municipal wastewater treatment services prior to final approval or any agreement for the installation of underground services, whichever occurs...
first. Where the owner has already entered into an agreement for the installation of underground servicing with the area municipality, such agreement shall be amended to provide for a Regional Agreement for Servicing prior to registration of any part of the plan. The Regional Commissioner of Transportation and Environmental Services shall advise prior to an Agreement for Servicing that sufficient water supplies and wastewater treatment capacity is available for this plan, or the portion of the plan to be registered.

b) That the owner include the following statement in any agreements of lease or purchase and sale that may be entered into pursuant to Section 52 of the Planning Act, prior to the registration of this plan:

"Thelot, lots, block or blocks which are the subject of this agreement of lease or purchase and sale are not yet registered as a plan of subdivision. The fulfillment of all conditions of draft plan approval, including the commitment of water supply and sewage treatment services thereto by the Region and other authorities, has not yet been completed to permit registration of the plan. Accordingly, the purchaser should be aware that the vendor is making no representation or warranty that the lot, lots, block or blocks which are the subject of this agreement or lease or purchase and sale will have all conditions of draft plan approval satisfied, including the availability of servicing, until the plan is registered."

4. That the owner enter into an Agreement with the City of Kitchener to construct a 1.8 metre high noise attenuation barrier adjacent to all lots abutting Strasburg Road subject to the following:

a) that the wall is to be located on the Strasburg Road roadway and must not contain any holes or gaps and be constructed with a minimum surface mass density of 20 kg/m²;

b) that the City of Kitchener shall assume ownership of the noise attenuation barrier;

c) that the 1.8 metre high noise attenuation barrier must be installed to the satisfaction of the Regional Commissioner of Planning, Housing and Community Services within one (1) year of receiving a building permit from the Area Municipality for the development. Notwithstanding the above, the Proponent may apply to the Regional Commissioner of Planning, Housing and Community Services for an extension to the time required to complete the construction of the noise barrier.

5. That the owner enter into an Agreement with the City of Kitchener for Lots 8 to 17 (inclusive) shown on MTE Drawing No. 0970-100A (Dec.01/03), that requires the owner to include the following clause in the offer to purchase and deeds or rental agreements:

"Due to its proximity to Strasburg Road, projected noise levels on this property exceed the Noise Level Objectives approved by the Regional Municipality of Waterloo and may cause concern to some individuals. Moreover, this dwelling has been fitted with a forced air-ducted heating system suitably sized and designed to permit the future installation of a central air conditioning system by the occupants and the lands have been developed such that noise attenuation features are included."
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6. (Cont'd)

Lots must have a minimum dwelling setback of 6.20 metres from the centre line of Strasburg Road to meet the Noise Level Objectives approved by the Region of Waterloo without a noise warning clause.

6. That a Final Environmental Noise Assessment Report be submitted for approval once final subdivision plans are completed.

4. OTHER AGENCY CONDITIONS

NIL

5. CLEARANCE CONDITIONS

1. That prior to the signing of the final plan by the City's Manager of Design and Development, the Manager shall be advised by the Regional Commissioner of Planning, Housing and Community Services Conditions 3.1 to 3.8 have been carried out to the satisfaction of the Regional Municipality of Waterloo. The clearance letter from the Region shall include a brief statement detailing how each condition has been satisfied.

2. That prior to the signing of the final plan by the City's Manager of Design and Development, the Manager shall be advised by the telephone company that Conditions 2.2.5 and 2.2.7 have been carried out satisfactorily. The clearance letter should contain a brief statement as to how the conditions were satisfied.

3. That prior to the signing of the final plan by the City's Manager of Design and Development, the Manager shall be advised by Kitchener Wilton Hydro that Conditions 2.2.5 and 2.2.7 have been carried out satisfactorily. The clearance letter should contain a brief statement as to how the conditions were satisfied.

6. NOTES

Development Charges

The owner/developer is advised that the provisions of the Development Charge By-laws of the City of Kitchener and the Regional Municipality (RDC By-law 89-038) are applicable.

Registry Act

The final plans for Registration must be in conformity with Ontario Regulation 43/96, as amended, under the Registry Act.

Updated Information

It is the responsibility of the owner of this draft plan to advise the Regional Municipality of Waterloo and the City of Kitchener Business and Planning Services Departments of any changes in ownership, agent, address and phone number.

Agreement

Most of the Regional Municipality of Waterloo conditions can be satisfied through an agreement. The onus is on the owner to contact Regional staff in writing to request the preparation of such an agreement. A copy of a reference plan showing the lands to be registered that are affected by the agreement and the conditions to be covered by the agreement should be provided. The fees for the preparation and registration of this agreement, payable to the Regional Municipality of Waterloo, are currently $375.00 and $50.00 respectively.

Fees

The owner/developer is advised that the City of Kitchener and the Regional Municipality of Waterloo have adopted By-Laws, pursuant to Section 68 of the Planning Act, R.S.O. 1990 c. P.13, to prescribe a tariff of fees for application,
recirculation, draft approval, modification to draft approval and registration release of plans of subdivision.

Approvals for Servicing Systems

6. The proposed water distribution system meets the definition of a "water works" as defined in the Ontario Water Resources Act. Prior to the construction of the proposed water supply system, the proponent must ensure that the application for approval of water works, and appropriate supporting information, is submitted to the Ministry of the Environment for approval.

Stormwater Management

7. The proposed stormwater management system meets the definition of a "sewage works" as defined in the Ontario Water Resources Act. Therefore, approval of the Director must be obtained under Section 53 of the Ontario Water Resources Act prior to the construction of the proposed stormwater management system. The proponent must ensure that the application for approval of sewage works, and appropriate supporting information, is submitted to the Ministry of the Environment for approval.

Sewage System

8. The proposed sanitary sewage collection system meets the definition of a "sewage works" as defined in the Ontario Water Resources Act. Therefore, approval of the Director must be obtained under section 53 of the Ontario Water Resources Act prior to the construction of the proposed sanitary sewage collection system. The proponent must ensure that the application for approval of sewage works, and appropriate supporting information, is submitted to the Ministry of the Environment for approval.

Planning Act Applicability

9. This draft plan was received on or after May 22, 1998 and shall be processed and finally disposed of under the Planning Act, R.S.O. 1990, c. P.13, as amended by S.O. 1998, c. 4 (Bill 20).

Regional Servicing Agreement

10. The owner/developer is advised that draft approval is not a commitment by The Regional Municipality of Waterloo to water and wastewater servicing capacity. To secure this commitment the owner/developer must enter into an "Agreement for Servicing" with The Regional Municipality of Waterloo by requesting that the Region's Planning and Culture Department initiate preparation of the agreement. When sufficient capacity is confirmed by the Region's Commissioner of Engineering to service the density as defined by the plan to be registered, the owner/developer will be offered an "Agreement for Servicing". This agreement will be time limited, define the servicing commitment by density and use. Should the "Agreement for Servicing" expire prior to plan registration, a new agreement will be required.

The owner/developer is to provide the Regional Municipality of Waterloo with two print copies of the proposed plan to be registered along with the written request for a servicing agreement.

Registration Release

11. To ensure that a Regional Release is issued by the Regional Commissioner of Planning and Culture to the City of Kitchener prior to year end, it is the responsibility of the owner to ensure that all fees have been paid, all Regional conditions have been satisfied and the required clearance letters, agreements, prints of plan to be registered, and any other required information or approvals have been deposited with the Regional Planner responsible for the file, no later than December 15th. Regional staff can not ensure that a Regional
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8. (Cont'd)

Release would be issued prior to year and where the owner has failed to submit the appropriate documentation by this date.

Final Plans - Subdivision

12. When the survey has been completed and the final plan prepared to satisfy the requirements of the Registry Act, they should be forwarded to the City of Kitchener. If the plans comply with the terms of approval, and we have received an assurance from the Regional Municipality of Waterloo and applicable clearance agencies that the necessary arrangements have been made, the signature of the City’s Director of Planning will be endorsed on the plan and it will be forwarded to the Registry Office for registration.

The following is required for registration under the Registry Act and for our use:

- One (1) original mylar
- Four (4) mylar copies
- Four (4) white paper prints

9. A. That Zone Change Application 2G 03/07/1HDR (Huron Woods Development Corp.) requesting a change in zoning from Agricultural Zone (A-1) and Existing use zone (E-1) to Neighbourhood Shopping Centre Zone (C-2) with a Special Regulation Provision, Residential Six Zone (R-6), Residential Six Zone (R-6) with a Special Regulation Provision and Hazard Land Zone (F-3) on lands legally described as Pt 11, Blihn’s Tract, Ps 5, 6, 9, & 10 68R-12907 in the City of Kitchener, be approved in the form shown in the "Proposed By-law", dated June 4, 2004, attached to Development and Technical Services Department report OTS-64-650, without conditions; and:

B. That Pending Plan of Subdivision 307-90018 be closed, and further.

C. That the City of Kitchener, pursuant to Section 51 (31) of the Planning Act R.S.O. 1990, Chapter P 13 as amended, and delegation by-law 2002-64, grant draft approval to Plan of Subdivision Application 307-03202, in the City of Kitchener, for Huron Woods Development Corp., subject to the following conditions:

1. That this approval applies to Plan of Subdivision 307-03202 as shown on the plan prepared by Mal Code Consultant as shown on the attached Plan of Subdivision prepared by the City of Kitchener dated June 4, 2004 which shows the following:

   Stage One
   
   - Blocks 1 & 2 - multiple residential (maximum 65 units)

   Stage Two
   
   - Block 1 - multiple residential (maximum 18 units)
   - Block 2 - commercial

2. CITY OF KITCHENER CONDITIONS:

2.1 That the Mayor and Clerk be authorized to sign a City Standard Residential Subdivision Agreement, satisfactory to the City Solicitor, with the SUBDIVIDER (Huron Woods Development Corp.) regarding the lands shown outlined on the attached Plan of Subdivision dated June 4, 2004, 2004 and which shall contain the following special conditions:
5. (Cont’d)

2. That the owner obtains a building permit for the proposed development.

Upon satisfaction of conditions 1 and 2, the Chief Building Official may authorize and issue a demolition permit under Section 33(6) of the Planning Act. The demolition permit will be subject to the following condition:

1. That in the event that construction of the 5 new Street Townhouses is not substantially complete within 2 years of the date that demolition is commenced, the City Clerk may enter on the collector’s roll, to be collected in like manner as municipal taxes, $20,000 for each dwelling unit contained in the residential properties in respect of which the demolition permit is issued and such sum shall, until payment thereof, be a lien or charge upon the land in respect of which the permit to demolish the residential property is issued.

6. That Zone Change Application ZC 04/04/AVVS for the purpose of changing the zoning from Service Station Zone (C-7) to Residential Six Zone (R-6) with Special Regulation Provision 416R, on lands legally described as Plan 1370 Block A in the City of Kitchener, be approved. In the form shown in the “Proposed By-law” dated May 26, 2004, attached to Development and Technical Services Department report DTS-04-088, without conditions.

7. 1. That Municipal Plan Amendment (MP 04/02/SJ/G) being an amendment to redesignate the woodlands owned by the City as Open Space rather than Low Rise Residential on the Land Use Map and to amend the Transportation Map to show a number of proposed changes to roads and road reclassifications, be approved; in the form shown in the Amendment attached to Development and Technical Services Department report DTS-04-078; and,

2. That the Regional Municipality of Waterloo be requested to further approve the City of Kitchener Municipal Plan Map 4 with modifications to delete the proposed Collector Road between Bischoff Drive and the proposed extension of Strasburg Road, as shown on Schedule “A” of Municipal Plan Amendment (MPA 04/02/SJ/G); and,

3. That Zone Change Application ZC 04/10/SJ/G, being a City Initiated zone change to rezone City lands to Open Space Zone (P-2) and Hazard Land Zone (P-3) rather than Township Agricultural (Twp. A) on lands legally described as Part of Lots 11, 12 and 13 Bischoff’s Tract and Part of Lots 173, 174, 175, 176, 177 and 178 of RP 840, more particularly described as Parts 4, 8, 9 and 10 of Plan SBH-13933, be approved in the form shown in the by-law dated May 3, 2004, attached to Report DTS-04-078, without conditions; and,

4. That the existing Brigadoon Community Plan be repealed and the Brigadoon Community Plan dated May, 2004, attached to Report DTS-04-078, be adopted; and,

5. That the following additional clauses be added to the Brigadoon Community Plan policies recommended in Report DTS 04-078:

"8.14. THAT Old Huron Road east of Battler Drive be monitored to determine the extent and timing of any required improvements. Any future road widenings shall occur on the north side of the road allowance."

"8.15. THAT in accordance with approved Environmental Assessment for the Doon South-Brigadoon Transportation Study, and specifically recommendation B, a subsequent Class Environmental Assessment shall be required to determine the precise alignment of Strasburg Road south of Street A."

and further,
7. {Cont'd}

6. That Policy 10.2(b) recommended in Report DTS 04-078 be revised to correct the land use classification referenced in the Policy so that it reads:

"10.2(b) That lands designated Low Rise Residential bounded by (new) Huron Road, Strasburg Road, and Templewood Drive as well as lands designated Low Density Residential between Marl Meadow Drive and Old Huron Road east of the Templewood Drive extension, with the exception of all lands within Draft Plan 30T-98007, shall require the construction of Templewood Drive from its existing terminus north of Marl Meadow Drive to Huron Road.

8. A. That Municipal Plan Amendment Application MP 03/DA/752 being an amendment to Map 5, Land Use Plan, redesignating lands from Mixed Use Node to Low Rise Residential as shown on Schedule A attached to Development and Technical Services Department report DTS-04-084, be approved; and,

B. That Zone Change Application ZC 03/3227/DR (Hallman Construction Ltd. at Templewood Drive and Strasburg Road) requesting a change in zoning from Community Institutional Zone (L-2), Neighbourhood Shopping Centre Zone (C-2) and Residential Six Zone (R-6) to Residential Four Zone (R-4) and Neighbourhood Shopping Centre Zone (C-2) on lands legally described as Pt of Lot 11, Beihn's Tract in Pt Blk 1, Plan 5814-292, being comprised of Pt's 16 & 43, RP 5814-145B in the City of Kitchener, be approved, in the form shown in the "Proposed By-law "A", dated May 17, 2004, attached to Report DTS-04-084, without conditions; and,

C. That Zone Change Application ZC 03/3227/DR (Hallman Construction Ltd. at Huron Road and Strasburg Road) requesting a change in zoning from Residential Six Zone (R-6) to Neighbourhood Shopping Centre Zone (C-2) on lands legally described as Part of Lt 11, Beihn's Tract in the City of Kitchener, be approved, in the form shown in the "Proposed By-law "B", dated May 17, 2004, attached to Report DTS-04-084, without conditions; and,

D. That the City of Kitchener, pursuant to Section 51(18) of the Planning Act, R.S.O. 1990, and By-law No. 2002-164, as amended, of the City of Kitchener, modifies the conditions of draft approval for Plan of Subdivision 30T-98007 for Hallman Construction Limited in the City of Kitchener, to amend stages 6 and 10, so that the conditions of draft approval read as outlined in Schedule A attached to Report DTS-04-084; and further,

E. That the City of Kitchener, pursuant to Section 51 (31) of the Planning Act, R.S.O. 1990, Chapter P 13 as amended, and delegation by-law 2002-64, grant draft approval to Plan of Subdivision Application 30T-03204, in the City of Kitchener, for Hallman Construction Ltd., subject to the following conditions:

1. That this approval applies to Plan of Subdivision 30T-03204 as shown on the plan prepared by MacNaughton Harrisson Britton Clarkson Planning Limited and as shown on the Plan of Subdivision prepared by the City of Kitchener dated January 28, 2004 which shows the following:

   Stage One:

   Lots 1 to 17, single detached.

2. CITY OF KITCHENER CONDITIONS:

2.1 That the Mayor and Clerk be authorized to sign a City Standard Residential Subdivision Agreement, satisfactory to the City Solicitor, with the SUBDIVIDER (Hallman Construction Ltd.) regarding the lands shown outlined on the Plan of Subdivision dated January 28, 2004 which shall contain the following special conditions;
DEVELOPMENT & TECHNICAL SERVICES COMMITTEE (CONT’D)

B. (Cont’d)

Part 4 - Prior to Issuance of Building Permits

4.22 Street One shall be conveyed to the City of Kitchener and opened as a public street prior to the issuance of building permits.

Part 6 - Other Time Frames

6.10 The SUBDIVIDER agrees that construction traffic to and from the proposed subdivision shall be restricted to using Rush Meadow to Strasburg Road only and prohibited from using other internal residential streets in the community. The SUBDIVIDER agrees to advise all relevant contractors, builders and other persons of this requirement with the SUBDIVIDER being responsible for any required signage, all to the satisfaction of the CITY’S Director of Engineering.

6.11 The SUBDIVIDER agrees to provide an easement to the CITY, for the purpose of providing servicing to adjacent lands, if necessary, to the satisfaction of the CITY’s Director of Engineering in consultation with the consulting engineer for the SUBDIVIDER. The appropriate easement shall be granted to the CITY, at the CITY’s request, and the CITY agrees to quit claim the easement when appropriate.

6.12 The SUBDIVIDER agrees to construct a 1.8 metre high noise attenuation barrier adjacent to all lots abutting Strasburg Road, within one (1) year of receiving a building permit for any lot subject to the following:

   a) that the wall is to be located on the Strasburg Road road allowance and must not contain any holes or gaps and be constructed with a minimum surface mass density of 20 kg/m²;

   b) that the City of Kitchener shall assume ownership of the noise attenuation barrier;

   c) that the 1.8 metre high noise attenuation barrier must be installed to the satisfaction of the Regional Commissioner of Planning, Housing and Community Services within one (1) year of receiving a building permit from the Area Municipality for the development. Notwithstanding the above, the Proponent may apply to the Regional Commissioner of Planning, Housing and Community Services for an extension to the time required to complete the construction of the noise barrier.

   d) That the owner agrees to include the following clause for Lots 8 to 17 (inclusive) shown on MTE Drawing No. 0970-100N (Dec.01/03), that requires the owner to include the following clause in the offers to purchase and deeds or rental agreements:

   “Due to its proximity to Strasburg Road, projected noise levels on this property exceed the Noise Level Objectives approved by the Regional Municipality of Waterloo and may cause concern to some individuals. Moreover, this dwelling has been fitted with a forced air-ducted heating system suitably sized and designed to permit the future installation of a central air conditioning system by the occupants and the lands have been developed such that noise attenuation features are included”.

   Lots must have a minimum dwelling setback of 52.0 metres from the centre line of Strasburg Road to meet the Noise Level Objectives approved by the Region of Waterloo without a noise warning clause.
DEVELOPMENT & TECHNICAL SERVICES COMMITTEE (CONT'D)

3. (Cont'd)

   e) That a Final Environmental Noise Assessment Report be submitted for approval once final subdivision plans are completed.

2.2 That prior to final approval of the plan to be registered, the SUBDIVIDER shall fulfill the following conditions:

1. The City Standard Residential Subdivision Agreement be registered on title.

2. The SUBDIVIDER shall submit copies of the final plan for registration to the CITY'S Manager of Design and Development and shall obtain approval therefor.

3. The SUBDIVIDER agrees to commute all local improvement charges outstanding on any part of the land and to pay all outstanding taxes on the lands.

4. The SUBDIVIDER shall install within the subdivision any required geodetic monuments under the direction of the CITY'S Director of Engineering, with co-ordinate values and elevations thereon and submit for registration the plans showing the location of the monuments, their co-ordinate values, elevations and code numbers as prescribed by the Surveyor General of Ontario.

5. The SUBDIVIDER shall make satisfactory arrangements with Kitchener-Wilmot Hydro for the provision of permanent electrical services to the subdivision and/or the relocation of the existing services. Further, the SUBDIVIDER acknowledges that this may include the payment of all costs associated with the provision of temporary services and the removal of such services when permanent installations are possible.

6. The SUBDIVIDER shall make satisfactory arrangements for the provision of permanent telephone services to the subdivision and/or the relocation of the existing services. Further, the SUBDIVIDER acknowledges that this may include the payment of all costs associated with the provision of temporary services and the removal of such services when permanent installations are possible.

7. The SUBDIVIDER shall make arrangements for the granting of any easements required for utilities and municipal services. The SUBDIVIDER agrees to comply with the following easement procedure:

   (a) to provide copies of the subdivision plan proposed for registration and reference plan(s) showing the easements to HYDRO, and telephone companies and the City, to the CITY'S Manager of Design and Development.

   (b) to ensure that there are no conflicts between the desired locations for utility easements and those easement locations required by the CITY'S Director of Engineering Services for municipal services;

   (c) to ensure that there are no conflicts between utility or municipal service easement locations and any approved Tree Preservation/Enhancement Plan;

   (d) if utility easement locations are proposed within lands to be conveyed to, or presently owned by the CITY, the SUBDIVIDER shall obtain prior written approval from the CITY'S Manager of Design and Development or, in the case of parkland, the CITY'S General Manager of Community Services; and
8. (Cont'd)

(a) to provide to the CITY's Manager of Design and Development, a clearance letter from each of HYDRO and telephone companies. Such letter shall state that the respective utility company has received all required grants of easement, or alternatively, no easements are required.

9. The SUBDIVIDER shall dedicate all roads, road widenings and public walkways to the CITY by the registration of the Plan of Subdivision.

10. The SUBDIVIDER shall convey the portion of Street One within Plan 58M-292 to the City of Kitchener prior to registration of the Plan of Subdivision.

11. The SUBDIVIDER shall erect and maintain a subdivision billboard sign at each major entrance to the subdivision, in accordance with a plan approved by the CITY'S Manager of Design and Development, in accordance with the following criteria:

a) The sign shall be located outside the required yard setbacks of the applicable zone and outside the corner visibility triangle, with the specific, appropriate location to be approved by the CITY's Manager of Design and Development;

b) The sign shall have a minimum clearance of 1.5 metres, a maximum height of 8 metres, and a maximum area of 13 square metres;

c) Graphics shall depict the features within the limits of the subdivision including, without limiting the generality of the foregoing, approved street layout, including emergency access roads, zoning, lotting and specific land uses, types of parks, storm water management areas, hydro corridors, trail links and walkways, potential or planned transit routes and bus stop locations, notification regarding contacts for school sites, noise attenuation measures, environmentally sensitive areas, tree protection areas, special buffer/landscaping areas, water courses, flood plain areas, railway lines and hazard areas and shall also make general reference to land uses on adjacent lands including references to any formal development applications, all to the satisfaction of the CITY'S Manager of Design and Development;

d) Approved subdivision billboard locations shall be conveniently accessible to the public for viewing. Low maintenance landscaping is required around the sign and suitable parking and pedestrian access may be required between the sign location and public roadway in order to provide convenient accessibility for viewing; and,

e) The SUBDIVIDER shall ensure that the information is current as of the date the sign is erected. Notice shall be posted on the subdivision billboard signs advising the information may not be current and to obtain updated information, inquiries should be made at the CITY'S Department of Development and Technical Services.

12. The SUBDIVIDER shall have landscape plans for the stormwater management facilities prepared by an environmental professional acceptable to the CITY'S General Manager of Community Services and to obtain therefrom, approval of such plans.

13. The SUBDIVIDER agrees that the streets shall be named to the satisfaction of the CITY'S Manager of Design and Development in accordance with Council Policy I-1070.
B. (Cont'd)

13. The SUBDIVIDER agrees to include a statement in all Offers of Purchase and Sales Agreements, to the satisfaction of the Manager of Design and Development, that advises:
   I) that the homes/business mail delivery will be from a designated Centralized Mail Box;
   II) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mailbox locations prior to the closing of any home sales;
   III) that the location of all centralize mail receiving facilities shall be shown on maps, information boards and plans, including maps displayed in the sales office(s).

14. To expedite the approval for registration, the SUBDIVIDER shall submit to the CITY'S Manager of Design and Development, a detailed written submission documenting how all conditions imposed by this approval that require completion prior to registration of the subdivision plan(s), have been satisfied.

3. REGIONAL MUNICIPALITY OF WATERLOO CONDITIONS

That the SUBDIVIDER satisfies the following conditions to the satisfaction of the Regional Municipality of Waterloo Commissioner of Planning, Housing and Community Services:

1. That the owner agrees to stage the development of this subdivision in a manner satisfactory to the Regional Commissioner of Planning, Housing and Community Services.

2. That the subdivision agreement be registered by the City of Kitchener against the land to which it applies and a copy of the registered agreement be forwarded to the Regional Commissioner of Planning, Housing and Community Services prior to final approval of the subdivision plan.

3. a) That the owner enter into an Agreement for Servicing with the Regional Municipality of Waterloo to preserve access to municipal water supply and municipal wastewater treatment services prior to final approval or any agreement for the installation of underground services, whichever occurs first. Where the owner has already entered into an agreement for the installation of underground servicing with the area municipality, such agreement shall be amended to provide for a Regional Agreement for Servicing prior to registration of any part of the plan. The Regional Commissioner of Transportation and Environmental Services shall advise prior to an Agreement for Servicing that sufficient water supplies and wastewater treatment capacity is available for this plan, or the portion of the plan to be registered.

   b) That the owner include the following statement in all agreements of lease or purchase and sale that may be entered into pursuant to Section 52 of the Planning Act, prior to the registration of this plan:

   *The lot, lots, blocks or blocks which are the subject of this agreement of lease or purchase and sale are not yet registered as a plan of subdivision. The fulfillment of all conditions of draft plan approval, including the commitment of water supply and sewage treatment services to the lot or lots, has not yet been completed to permit registration of the plan. Accordingly, the purchaser should be aware that the vendor is making no representation or warranty that the lot, lots, block or blocks which are the subject of this agreement of lease or purchase...
DEVELOPMENT & TECHNICAL SERVICES COMMITTEE (CONT'D)

4. That the owner enter into an Agreement with the City of Kitchener to construct a 1.8 metre high noise attenuation barrier adjacent to all lots abutting Strasburg Road subject to the following:
   a) that the wall is to be located on the Strasburg Road road allowance and must not contain any holes or gaps and be constructed with a minimum surface mass density of 29 kg/m²;
   b) that the City of Kitchener shall assume ownership of the noise attenuation barrier;
   c) that the 1.8 metre high noise attenuation barrier must be installed to the satisfaction of the Regional Commissioner of Planning, Housing and Community Services within one (1) year of receiving a building permit from the Area Municipality for the development. Notwithstanding the above, the Proponent may apply to the Regional Commissioner of Planning, Housing and Community Services for an extension to the time required to complete the construction of the noise barrier.

5. That the owner enter into an Agreement with the City of Kitchener for Lots 3 to 17 (inclusive) shown on MTE Drawing No. 0976-100N (Dec. 01/03), that requires the owner to include the following clause in the offer to purchase and deeds or rental agreements:

   "Due to its proximity to Strasburg Road, projected noise levels on this property exceed the Noise Level Objectives approved by the Regional Municipality of Waterloo and may cause concern to some individuals. Moreover, this dwelling has been fitted with a forced air-deducted heating system suitably sized and designed to permit the future installation of a central air conditioning system by the occupants and the lands have been developed such that noise attenuation features are included."

   Lots must have a minimum dwelling setback of 52.0 metres from the centre line of Strasburg Road to meet the Noise Level Objectives approved by the Region of Waterloo without a noise warning clause.

6. That a Final Environmental Noise Assessment Report be submitted for approval once final subdivision plans are completed.

4. OTHER AGENCY CONDITIONS
   - NIL

5. CLEARANCE CONDITIONS

1. That prior to the signing of the final plan by the City’s Manager of Design and Development, the Manager shall be advised by the Regional Commissioner of Planning, Housing and Community Services Conditions 3.1 to 3.6 have been carried out to the satisfaction of the Regional Municipality of Waterloo. The clearance letter from the Region shall include a brief statement detailing how each condition has been satisfied.

2. That prior to the signing of the final plan by the City’s Manager of Design and Development, the Manager shall be advised by the telephone company that
Conditions 2.2.6 and 2.2.7 have been carried out satisfactorily. The clearance letter should contain a brief statement as to how the conditions were satisfied.

3. That prior to the signing of the final plan by the City’s Manager of Design and Development, the Manager shall be advised by Kitchener-Waterloo Hydro that Conditions 2.2.5 and 2.2.7 have been carried out satisfactorily. The clearance letter should contain a brief statement as to how the conditions were satisfied.

6. NOTES

Development Charges
1. The owner/developer is advised that the provisions of the Development Charge By-Laws of the City of Kitchener and the Regional Municipality (RDC By-law 99-003) are applicable.

Registry Act
2. The final plans for Registration must be in conformity with Ontario Regulation 4396, as amended, under The Registry Act.

Updated Information
3. It is the responsibility of the owner of this draft plan to advise the Regional Municipality of Waterloo and the City of Kitchener Business and Planning Services Departments of any changes in ownership, agent, address and phone number.

Agreement
4. Most of the Regional Municipality of Waterloo conditions can be satisfied through an agreement. The onus is on the owner to contact Regional staff in writing to request the preparation of such an agreement. A copy of a reference plan showing the lands to be registered that are affected by the agreement and the conditions to be covered by the agreement should be provided. The fees for the preparation and registration of this agreement, payable to the Regional Municipality of Waterloo, are currently $375.00 and $50.00 respectively.

Fees
5. The owner/developer is advised that the City of Kitchener and the Regional Municipality of Waterloo have adopted By-Laws, pursuant to Section 59 of the Planning Act, R.S.O. 1990 c. P.13, to prescribe a brief of fees for application, recirculation, draft approval, modification to draft approval, and registration release of plans of subdivision.

Approvals for Servicing Systems
6. The proposed water distribution system meets the definition of a "water works" as defined in the Ontario Water Resources Act. Prior to the construction of the proposed water supply system, the proponent must ensure that the application for approval of water works, and appropriate supporting information, is submitted to the Ministry of the Environment for approval.

Stormwater Management
7. The proposed stormwater management system meets the definition of a "sewage works" as defined in the Ontario Water Resources Act. Therefore, approval of the Director must be obtained under Section 53 of the Ontario Water Resources Act prior to the construction of the proposed stormwater management system. The proponent must ensure that the application for approval of sewage works, and appropriate supporting information, is submitted to the Ministry of the Environment for approval.
DEVELOPMENT & TECHNICAL SERVICES COMMITTEE (CONT'D)

3. (Cont'd)

Sewage System

3. The proposed sanitary sewage collection system meets the definition of a "sewage works" as defined in the Ontario Water Resources Act. Therefore, approval of the Director must be obtained under section 53 of the Ontario Water Resources Act prior to the construction of the proposed sanitary sewage collection system. The proponent must ensure that the application for approval of sewage works, and appropriate supporting information, is submitted to the Ministry of the Environment for approval.

Planning Act Applicability

9. This draft plan was received on or after May 22, 1996 and shall be processed and finally disposed of under the Planning Act, R.S.O. 1990, c. P. 13, as amended by S.O. 1995, c. 4 (Bill 20).

Regional Servicing Agreement

10. The owner/developer is advised that draft approval is not a commitment by the Regional Municipality of Waterloo to water and wastewater servicing capacity. To secure this commitment the owner/developer must enter into an "Agreement for Servicing" with the Regional Municipality of Waterloo by requesting that the Region's Planning and Culture Department initiate preparation of the agreement. When sufficient capacity is confirmed by the Region's Commissioner of Engineering to service the density as defined by the plan to be registered, the owner/developer will be offered an "Agreement for Servicing". This agreement will be time limited, define the servicing commitment by density and use. Should the "Agreement for Servicing" expire prior to plan registration, a new agreement will be required.

The owner/developer is to provide the Regional Municipality of Waterloo with two print copies of the proposed plan to be registered along with the written request for a servicing agreement.

Registration Release

11. To ensure that a Regional Release is issued by the Regional Commissioner of Planning and Culture to the City of Kitchener prior to year end, it is the responsibility of the owner to ensure that all fees have been paid, that all Regional conditions have been satisfied and the required clearance letters, agreements, prints of plan to be registered, and any other required information or approvals have been deposited with the Regional Planner responsible for the file, no later than December 15th. Regional staff can not ensure that a Regional Release would be issued prior to year end where the owner has failed to submit the appropriate documentation by this date.

Final Plans - Subdivision

12. When the survey has been completed and the final plan prepared to satisfy the requirements of the Registry Act, they should be forwarded to the City of Kitchener. If the plans comply with the terms of approval, and we have received an assurance from the Regional Municipality of Waterloo and applicable clearance agencies that the necessary arrangements have been made, the signature of the City’s Director of Planning will be endorsed on the plan and it will be forwarded to the Registry Office for registration.

The following is required for registration and under the Registry Act and for our use:

One (1) original mylar
Four (4) mylar copies
Four (4) white paper prints
CORRECTION
To
NOTICE OF ADOPTION
OF MUNICIPAL PLAN AMENDMENT No. 57

The Corporation of the City of Kitchener

On July 9, 2004, Notice of Adoption of Municipal Plan Amendment No. 57 was mailed to you in accordance with Section 17 of the Planning Act, R.S.O. 1990, c.P13, as amended. The notice advised that the Corporation of the City of Kitchener passed By-law 2004-149 on the 29th day of June, 2004 to adopt MPA 57. In that notice, reference to a map shown as Schedule ‘A’ in the by-law was missing as well as the Schedule ‘A’ map itself.

Please be advised that the first paragraph of the Notice dated July 9, 2004 should read as follows:

'TAKE NOTICE that the Council of the Corporation of the City of Kitchener passed By-law 2004-149 on the 29th day of June, 2004, under Section 17 of the Planning Act, R.S.O. 1990, c.P13, as amended, to adopt City of Kitchener Municipal Plan Amendment No. 57 as shown on the attached maps - "Schedules A & B".'

Attached to this notice is Schedule ‘A’ of Municipal Plan Amendment No. 57.

Dated at the City of Kitchener this 19th day of July, 2004.

R. Gosse
Director of Legislated Services
and Deputy City Clerk
CITY OF KITCHENER MUNICIPAL PLAN AMENDMENT TO MAP 4 TRANSPORTATION PLAN

Legend

- PRIMARY ARTERIAL EXISTING
- SECONDARY ARTERIAL EXISTING
- SECONDARY ARTERIAL PROPOSED
- MAJOR COLLECTOR EXISTING
- MAJOR COLLECTOR PROPOSED
- MINOR COLLECTOR EXISTING
- MINOR COLLECTOR PROPOSED
- SCENIC-HERITAGE ROAD

*RESOLUTION OF DEFERRAL 2B
MAP 4 TO BE FURTHER APPROVED WITHOUT THE PROPOSED MAJOR COLLECTOR BETWEEN BIEHN DRIVE AND STRASBURG ROAD

SCHEDULE 'A'

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City of Kitchener
Development and Technical Services Department
The following principles will guide the development of the Brigadoon Community. They will provide the basis for the evaluation of proposals for the subdivision, rezoning and development of the area.

CONFORMITY, INTERPRETATION AND IMPLEMENTATION

1.1 THAT the Brigadoon Community Plan shall, in all respects, conform to the Municipal Plan for the City of Kitchener. It shall also conform to and reflect all applicable development and implementation standards adopted by the City of Kitchener.

1.2 THAT the Brigadoon Community Land Use Plan, Map 1 shall comprise the land use plan for the Community.

1.3 THAT development within the Brigadoon community shall conform to all applicable development and implementation standards adopted by the City of Kitchener. Exception may be considered where feasible to implement specific urban design proposals which incorporate the unique topographic and cultural characteristics of the Brigadoon Community.

1.4 THAT as a condition of approval of applications for consent, site plan approval, or draft plan of subdivision, any alteration of a watercourse and/or any construction within a floodplain or wetland will require a Fill, Construction and Alteration to Waterways Permit from the Grand River Conservation Authority prior to any grading or construction, and prior to registration of plans of subdivision.

1.5 THAT recognition be given to potentially significant archaeological sites within the plan area. Provision is hereby made for any required study and possible designation of such sites under the provisions of The Ontario Heritage Act prior to development or grading.

1.6 THAT road names referred to in this document be defined as approved by Kitchener City Council on July 14, 1986 and in accordance with changes as approved subsequently.

1.7 THAT Net Residential Density be calculated by dividing the number of residential units by the area of residential land. Residential land includes all internal roads, one half bounding roads and one quarter of boundary intersections but does not include bounding trunk roads.

1.8 THAT where metric and imperial units are used together, the metric units shall govern.

City of Kitchener - Brigadoon Community Plan
COMMERCIAL

3.1 THAT a Mixed Use Node be located at the south-east corner of the intersection of Strasburg and Huron Roads, which shall serve an inter-neighbourhood function and allow intensive, transit supportive development in a compact form. The Mixed Use Node will provide a balance of commercial, multiple residential and institutional uses. New development shall be compatible with the surrounding residential neighbourhood and have strong pedestrian linkages.

3.2 THAT good site design promote the integration of the commercial site with adjacent land uses.

INSTITUTIONAL

4.1 THAT an elementary public school site of approximately 3.6 hectares (9 acres) be provided on the west side of Caryndale Drive, south of Biehn Drive.

4.2 THAT an elementary separate school site of approximately 3 hectares (7.7 acres) be provided on Biehn Drive adjacent to the Hydro Easement. It is acknowledged that final decisions related to the development of the school site have not been made. Should any site intended for school use be declared surplus by the owning school board, alternate uses of the site shall include all residential and institutional uses permitted in the Neighbourhood Institutional (I-I) Zone.

NATURAL ENVIRONMENT AND STORM WATER MANAGEMENT

5.1 THAT the Strasburg Creek Master Watershed Plan (1991) and accompanying Implementation Guideline (1996); the Doon South Creek Subwatershed Management Plan (1994); the Blair, Bechtel and Bauman Creeks Subwatershed Plan and associated Upper Blair Creek Functional Drainage Study; the MOE Stormwater Management Planning and Design Manual (2003); and the City of Kitchener Urban Design Guidelines (Stormwater Management Facilities), be the governing documents in all matters related to storm water management and environmental protection within each respective watershed area, as shown on Map 4.

5.2 THAT upland forest resources including woodlands, hedgerows and individual trees be recognized for their potential value in the community. Accordingly, in support of any development application the proponent shall submit a study of the treed areas within the affected lands as required by the City's Tree Management Policy (revised November 2001).
6.3 THAT a large Neighbourhood Park, approximately 4.3 hectares (10.5 acres) in size be situated adjacent to the elementary separate school site on Bieln Drive. This park will be for active recreational use and will link the open space lands to the north and west.

6.4 THAT, where considered necessary by Community Services, the lands containing the Ontario Hydro easement be dedicated to the City of Kitchener for open space purposes.

6.5 THAT further to clause 5.6 above, the woodland located in the southerly portion of the community, having an area of approximately 3 hectares and designated Open Space on Map 1, be preserved for open space/passive recreational purposes. As such, the City will accept the land area as part of the required 3% parkland dedication contribution for the affected lands at the time of subdivision approval.

6.6 THAT studies required under the City’s Tree Management Policy address and provide guidance on the natural open space corridor to link the woodland described in clause 6.5 to the open space network to the north, for public trail purposes. The preferred plan would include the natural, existing vegetation. However, where surrounding grading would create an unacceptable public corridor due to reasons such as safety, vegetation removal and compensation will be required.

6.7 THAT a Neighbourhood Park approximately 0.3 hectares (0.74 acres) in size be located south of Street A to provide a small recreational area for the southerly portion of the community. The exact location is to be determined through the submission of Plans of Subdivision, in consultation with Community Services.

6.8 THAT recreational facilities be provided in accordance with adopted City standards as set out in the Kitchener Master Parks Plan.

6.9 THAT future trails shown on Map 3 are not final and are intended to be finally determined in each area following community consultation.

7

SERVICING AND UTILITIES

7.1 THAT all new development be serviced by municipal sanitary sewers and municipal water.

7.2 THAT notwithstanding Policy 7.1, limited infill development may be permitted with private sanitary services on the south side of Old Huron Road between Battler Road and Maxwell Drive subject to conformity with Part 2 Section 4.1.6 of the Municipal Plan and the City’s zoning by-law regarding wells.
8.8 THAT Huron Road act as a buffer between the Brigadoon Community and Huron Industrial area. Accordingly, no direct road link will be built between Biehn Drive and Huron Road so as to separate residential and industrial traffic.

8.9 THAT the internal local road network be designed such that northbound traffic from the southerly and westerly portion of the community be directed to Strasburg Road.

8.10 THAT a portion of Old Huron Road west of its intersection with the future extension of Templewood Drive, as shown on Map 1, be closed and conveyed to abutting commercial property owners at fair market value, at the time of development of the commercial lands.

8.11 THAT Stauffer Drive, designated as a scenic-heritage road on Map 1, shall be closed to vehicular traffic and incorporated into the open space system as a community trail. The closure and ultimate conversion of Stauffer Drive to a community trail may occur following the extension of Strasburg Road to Reidel Drive and the construction of Street 'A' between Strasburg Road and Caryndale Drive.

8.12 THAT at such time as Stauffer Drive between Caryndale Drive and Strasburg Road is closed to vehicular traffic, Caryndale Drive south of Street 'A' shall be terminated at Stauffer Drive and reverted to a local road or closed and conveyed to abutting landowners.

8.13 THAT the use of public transportation be recognized as an essential service. Accordingly, that subdivision street patterns and paved pedestrian walkways be designed so as to conform to the City’s Design Guidelines as set out in the City’s Urban Design Manual. Further, that provisions be made for transit service along Biehn Drive, Strasburg Road, and Huron Road.

8.14 THAT Old Huron Road east of Battler Drive be monitored to determine the extent and timing of any required improvements. Any future road widenings shall occur on the north side of the road allowance."

8.15 THAT in accordance with approved Environmental Assessment for the Doon South-Brigadoon Transportation Study, and specifically recommendation 8, a subsequent Class Environmental Assessment shall be required to determine the precise alignment of Strasburg Road south of Street A."

NOISE

9.1 THAT Strasburg Road, Huron Road, and the east-west collector road be recognized as major traffic corridors potentially generating significant noise levels.
CITY OF KITCHENER
2004 DEVELOPMENT CHARGES

July 1, 2004
In order to provide an alternative access to the Brigadoon area, it is proposed that Strasburg Road be extended from its present terminus to New Dundee Road. The City undertook a transportation study for the whole Doon South Brigadoon development area in 1984. This report was prepared by McCormick-Rankin and it lays the groundwork for the ultimate road network in this part of the City. This road will cross the Middle and South branches of the Strasburg Creek and as such will require two creek crossings.

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$4,576,176.00 Balance Required
SOUTH STRASBURG CREEK
SANITARY TRUNK SEWER
ENVIRONMENTAL ASSESSMENT

EXECUTIVE SUMMARY

Prepared for:
City of Kitchener
Environmental Committee

Prepared by:
Stantec Consulting Ltd.
49 Frederick Street
Kitchener ON N2H 6N7
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Project No. 1603-10900-83
February 2008
1.0 Project Overview

This document provides information with respect to the provisions of gravity trunk sewer servicing for future development lands in southwest Kitchener. The general study area encompasses lands generally west of Strasburg Road, and extending beyond Fisher Hallman Road to the west, as shown on Figure 1.0.

Stantec Consulting Ltd. (Stantec) has been retained by the City of Kitchener to complete a Class Environmental Assessment (EA) for the sanitary servicing in this future development area.

1.1 PREVIOUS STUDIES

In June of 1994, The City of Kitchener approved a Class EA study report entitled Middle and South Branches, Strasburg Creek Trunk Sanitary Sewer Alignment Study (MTE Consultants Inc.). This report identified the preferred alignment for the gravity trunk sanitary sewer extending from Bielam Drive westerly through Plan of Subdivision 30T-88015 (Aberdeen Estates, Registered Plan’s 1836-1837) to Strasburg Road. The gravity trunk sanitary sewer was ultimately constructed (concurrent with development of Draft Plan 30T-88015) to the limit of said plan in January of 2001.

As part of ongoing EA work necessary for upstream development lands, Stanley Consulting Ltd. was retained to complete the Middle Strasburg Creek Trunk Sanitary Sewer Route Alignment Study (approved July 1998), which services development lands generally north-west of Huron Road (Fischer-Hallman/Blairns Road area). Due to mandatory review requirements of the EA process, this study was updated by Stantec Consulting Ltd. in 2003 (Middle Strasburg Creek Trunk Sanitary Sewer Route Alignment Study Addendum). Physical construction of the initial phase of this gravity trunk sanitary sewer was completed in October of 2003, which included the crossing of Strasburg Creek, and the extension of the gravity trunk sanitary sewer northward across Huron Road.

1.2 CLASS ENVIRONMENTAL ASSESSMENT PROCESS

The project is being completed in accordance with the Class Environmental Assessment process. The EA process presented in Figure 2.0 includes a number of distinct phases:

- Phase 1: Identification of the problem and justification for the undertaking
- Phase 2: Identification of alternative solutions and methods of resolving the problem
- Phase 3: Identification of alternative methods of implementing a preferred solution considering environmental effects and methods of mitigation
- Phase 4: Preparation of an environmental study report documenting the rationale for the project and the study process
Phase 5: Monitor construction to ensure adherence to environmental provisions and provide specifications to reflect the concerns raised during the planning and design process.

The Class EA process provides for three levels of evaluation - Schedule "A", Schedule "B" and Schedule "C". Schedule "A" projects are considered exempt from the Class EA process, while Schedule "B" projects are approved, subject to agency screening after completion of Phases 1 and 2. Schedule "C" projects require the completion of all five phases of the Class Environmental Assessment including the filing of an Environmental Study Report (ESR) documenting the findings.

Based on the preliminary identification of alternative solutions, this project is expected to be a Schedule "B" project and therefore will require completion of Phases 1 and 2 only. The Final Report (Phase 2 Summary Report) will be placed on public review for a 30 day review period, following the completion of the Public Information Process. Once the review period has lapsed and Council of the City of Kitchener have approved the document, the project would proceed to the implementation phase including design and construction.

1.3 PROJECT ORGANIZATION

The Study Team approach was established for this project to provide adequate guidance in the decision making process as the study proceeded. The following were members of the Study Team:

City of Kitchener

- Mr. Nick Gollan (Project Manager)
- Mr. Binu Korah, P. Eng. (Development Manager)
- Ms. Katie Anderl (Planning)
- Mr. Peter Wetherup (Community Services)
- Ms. Barbara Steiner / Mr. Sandro Bassanese (Environmental Planners)

Grand River Conservation Authority

- Ms. Samantha Lawson (Resource Planner)
- Ms. Jennifer Wright (Aquatic Biologist)
- Mr. Tony Zammit (Ecologist)

Stantec Consulting Ltd.

- Mr. George MacDuff, CET (Project Manager)
- Mr. Chris Powell, M.A. (Environmental Planner)
1.4 EXTERNAL INVOLVEMENT

External review agencies, including the Grand River Conservation Authority (GRCA) and Ministry of Natural Resources (MNR), were consulted at various times throughout the study process. Contact included correspondence, direct notice of public meeting and telephone or email communication. In addition, site meetings were conducted on July 11, 2007 and August 21, 2007 with environmental staff from the City of Kitchener and GRCA to review site conditions and identify areas for further investigation or consideration. Copies of the project information package were circulated to the agencies for their comment.

1.5 PUBLIC INVOLVEMENT

A Public information Centre (PIC) was held on November 29, 2007 at the Country Hills Community Centre (100 Rittenhouse Road), City of Kitchener, in order to give members of the general public an opportunity to review the material and provide input on the evaluation and selection of the preferred alternative. Notification of the public meeting was placed in the Kitchener-Waterloo Record and through direct mailings to the mandatory agency contacts and other key stakeholder groups, advising of the meeting.

A series of display material was provided at the meeting indicating the background to the project, the anticipated service area, identification of various alternatives to provide for sanitary sewer servicing of future development lands, which included three alternative gravity sewer routes and one sanitary pumping station/force main alternative. A preliminary preferred alternative was NOT presented at this PIC, as the project team felt that public input was critical in establishing the preferred alignment.

A hand-out summarizing the information was provided to those in attendance together with a comment sheet to be completed and returned, as necessary. A total of twenty-one (21) people attended the public meeting, with six (6) comment sheets returned.

A subsequent PIC is scheduled for early March of 2008, where the preferred alignment will be presented for discussion/input from the public and agencies.
2.0 Existing Conditions

An inventory of the existing conditions within the study area was completed to facilitate an evaluation of relative impacts of sanitary servicing alternatives on the existing natural and social environment. Existing conditions within the study area were identified in the following general categories:

- Natural Environment
- Topography and Soils
- Groundwater
- Social Environment
- Sanitary Servicing

Detailed evaluations of the existing natural environment and geotechnical conditions were completed as part of the consultant assignment, and are summarized in the following subsections.

2.1 NATURAL ENVIRONMENT

Stantec ecological staff completed a background review and detailed field investigations within the study area to identify and characterize the natural features and associated ecological functions.

A number of area-sensitive bird species, including the Pileated woodpecker, Pine warbler, White-breasted nuthatch, Hairy woodpecker and Wood thrush, were identified within the study area. Amphibian breeding habitat was identified within the swamp community along Strasburg Creek, within the central woodland/wetland feature and within the cultural plantation along Huron Road for a variety of frog species. No endangered, threatened or special concern species were identified during the field investigations.

2.1.1 Topography and Soils

The study area can be characterized by three distinct regions including the rolling hills to the south and west, tableland throughout the central and north regions, and the defined valley lands of the South Branch of Strasburg Creek extending to the west. Proposed development extends away from the existing central wooded natural area, and occupies the tableland and hilly regions while avoiding the valley slope. Topographic relief ranges from 10 – 25 m from the southwest hills to the tableland. Existing overlain slopes, not including the valley slope, average approximately 10% with general drainage in an easterly direction to the Main Branch of Strasburg Creek (towards Wards Pond).
2.1.2 Groundwater

Groundwater information has been derived from a number of boreholes and test pits completed onsite during geotechnical work by Naylor Engineering Associates Ltd. (November 2007). Since this work was recently completed, detailed soils and groundwater information will be provided at a subsequent PIC for review/discussion.

Groundwater seepage areas were identified (see Figure 3.0), located along the middle reaches of the South Branch of Strasburg Creek provide permanent, coolwater flows to the downstream wetland, watercourse and fish habitat features (see Figure 3.0).

2.1.3 Surface Water and Aquatic Resources

The prominent surface water feature in the study area is the South Branch of Strasburg Creek that flows west to east through the study area, outletting through a portion of the Strasburg Creek Provincially Significant Wetland Complex (PSW) to Ward’s Pond on the Main Branch of Strasburg Creek. This watercourse is known to support brook trout populations and spawning areas within the downstream reaches, as confirmed through an aquatic habitat assessment and electrofishing survey for this study.

The upper reaches of this watercourse originate in a deciduous woodland, swamp and meadow marsh community near the centre of the study area. Intermittent flows drain eastward through an agricultural field and cultural thicket prior to entering the large deciduous forest. Seepage areas within the forest provide permanent coolwater flows to the downstream wetland and watercourse features, which support brook trout populations.

Other small watercourses were identified within the woodland/wetland feature along Strasburg Creek, but none exists outside of the natural features. A portion of the study area is also subject to flooding during a Regional Storm Event and is located within the Regulatory Floodplain.

2.1.4 Vegetation Features and Wildlife

Vegetation community associations are illustrated and discussed in detail in Appendix B.

2.2 SOCIAL ENVIRONMENT

The existing social environment is described below through existing land use and the existing land use policies that govern future land use within the Huron Park Community Planning Area.

2.2.1 Existing Land Use

The Huron Park Community Planning area currently includes a mix of single lot rural and residential development (including schools, parks, and places of worship) and farm use. Land use immediately adjacent to the general study area is planned for future residential/commercial/employment land use.
2.2.2 Future Land Use

Future land use will be determined through land use planning under Section 51 of the Planning Act. It is anticipated that the forms of development likely to occur are a mix of residential, commercial, recreational, and potentially employment land uses. The following policies govern sanitary servicing for new growth areas:

2.1.1.1 Ministry of Municipal Affairs and Housing – Provincial Policy Statement

The relevant policy (1.6.4) states:

'1.6.4.1 Planning for sewage and water services shall:

a) direct and accommodate expected growth in a manner that promotes the efficient use of existing:

1. municipal sewage services and municipal water services, and
2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available.'

2.3.2.2 Ministry of Environment and Energy

The following objectives of the Ministry of the Environment and Energy "Guideline on Planning for Sewage and Water Services", dated July 1992, are relevant:

- To ensure that municipal infrastructure is planned for and utilized to the fullest to accommodate development
- To discourage the use of individual on-site sewage and water services for multi-unit/floor development

Further, Page 3 of the Guideline contains a provision which states that "The Ministry of the Environment and Energy [shall] not recommend approval for development proposed within a municipally serviced area unless adequate municipal sewage and water capacity are available".

2.3.2.3 Regional Municipality of Waterloo

The Regional Municipality of Waterloo Official Policies Plan (December 1998 Consolidation) contains the following provision:

"10.2.1.1 Notwithstanding any servicing designations in Area Municipal Official Plans, the following hierarchy of wastewater servicing options will be used to evaluate any development applications within the Region, except where specific exclusions are made through this Plan. The feasibility of the options will be considered in the following order of priority:

a) Extension of servicing from a centralized wastewater treatment facility
b) Extension of servicing from an existing communal wastewater treatment facility

c) The development of a new communal wastewater treatment system

d) Individual wastewater treatment systems

2.3.2.4 City of Kitchener

The servicing and utilities policies of the City of Kitchener Municipal Plan contain provisions which include the following:

3. The City shall support the Regional Municipality of Waterloo, other agencies and levels of Government in their efforts to ensure there is an adequate water supply, sewage and solid waste disposal system for all existing and new development.

5. Unless otherwise provided for in this Plan, all development with the exception of the following shall be on municipal water and full sanitary services:

i) Development shall be permitted on individual septic systems when associated with severances and existing legal lots in agricultural zones where it can be demonstrated to the satisfaction of the Ministry of the Environment and Energy or the Health Unit that individual septic services will not result in an unacceptable level of environmental impact.

ii) Development shall be permitted on communal sewage system and full municipal water in areas where full municipal sanitary sewage services are impractical and where it can be demonstrated to the satisfaction of the Ministry of the Environment and Energy that the provision of full municipal services is not feasible and that the proposed method of servicing will not result in an unacceptable level of environmental impact.

2.3.2.5 Grand River Conservation Authority

Any development within an area regulated by the GRCA requires the prior issuance of a Permit in accordance with the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses, Ontario Regulation 150/06. Development includes:

- the construction, reconstruction, erection or placing of a building or structure of any kind;
- any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure;
- site grading; or
- the temporary or permanent placing, dumping or removal of any material, origination on the site or elsewhere (Conservation Authorities Act, R.S.O. 1990, c. 27, s. 28 (25)).

In addition, the GRCA also reviews proposals on behalf of the Department of Fisheries and Oceans through their L'Amble 3 Agreement to ensure compliance with Section 35 of the Fisheries Act.
2.3 EXISTING SANITARY SEWAGE SERVICING

At present, a 900mm diameter gravity trunk sanitary sewer outlet has been constructed within the Strasburg Road right-of-way, to a point approximately 100m beyond the crossing of the Main Branch of Strasburg Creek. This gravity trunk sanitary sewer then extends northerly (as a 675mm diameter sewer), servicing the Middle Strasburg watershed area. The existing 900mm diameter gravity trunk sanitary sewer is sized to accommodate flows from both the Middle and South Branch watersheds areas.
3.0 Sanitary Servicing Requirements

The proposed gravity trunk sanitary sewer will service future development generally west and south of its current terminus at Strasburg Road. Detailed sewer-sizing calculations will be addressed at the detailed design stage; however, the gravity trunk sanitary sewer has capacity based on the ultimate serviceable area defined in Figure 5.0, subject to zoning and the extent of developable lands. Future capacity analysis would need to assess any known downstream sewer constraints, to provide for the ultimate servicing of this watershed area. For clarification purposes, the catchment boundary limits shown on Figure 5.0 are based on providing a minimum depth of sanitary sewer of 3.0m at the limit of the catchment boundary. This linework is conceptual (based on OBM mapping), and may be subject to change/revision as further information becomes available.
4.0 Identification and Evaluation of Sanitary Servicing Alternatives

The Class Environmental Assessment process represents an approved planning procedure to ensure that the potential effects of the project on social, economic and natural environments are considered in the evaluation of sanitary servicing alternatives. Background technical reports and other public information relating to the project were collected and reviewed as part of establishing the alternative design options.

The following sanitary servicing alternatives have been evaluated:

1. Do nothing.
2. Communal/individual onsite septic systems.
3. Construct a waste water pumping station and forcemain outleting to Strasburg Road.
4. Upgrade the existing 875mm diameter Mid-Strasburg trunk sanitary sewer from its current terminus at Strasburg Road (adjacent to Draft Plan of Subdivision 301-98201), and install a new gravity trunk sanitary sewer within the alignment of Huron Road to the limit of the “Becker Estates” lands.
5. Install a gravity trunk sanitary sewer extending southerly within the future Strasburg Road alignment, then westerly (within the valley lands of the South Branch of Strasburg Creek) to Fischer Hallman Road.
6. Install a gravity trunk sanitary sewer extending southerly within the future Strasburg Road alignment, then south-westerly (within the valley lands of the South Branch of Strasburg Creek) to a localized topographical draw extending to the mid-point of the “Becker Estates” lands.

4.1 “DO NOTHING” ALTERNATIVE

It is important in the environmental review process that all planning alternatives are adequately considered. Before developing and analyzing various servicing alternatives, the "Do Nothing" alternative was evaluated.

The Official Plans of the Regional Municipality of Waterloo and the City of Kitchener include provisions for development within and adjacent to the general slough boundary area. The provision of a sanitary sewage system is a pre-requisite for development. It is therefore suggested that the "do nothing" alternative is not viable.

4.2 PUBLIC COMMUNAL AND INDIVIDUAL SEPTIC SYSTEMS

As noted in Section 2.2.2 (above), the policies of the Ministry of Municipal Affairs and Housing, Regional Municipality of Waterloo, City of Kitchener and Ministry of the Environment indicate that communal and septic systems shall not be allowed except where it is "impracticable" or not feasible to achieve sanitary servicing to a municipal system. As this future development area is included in the drainage basin for the Schneider Trunk Sanitary Sewer, it is concluded that use of communal sewage treatment systems, including septic beds, and/or individual lot septic systems is not acceptable on the basis of policy.
4.3 SEWAGE PUMPING STATION AND FORCEMAIN ALTERNATIVES

Given that there is sufficient area topographical relief to drain the majority of this gravity trunk sewerage via gravity to the existing sanitary sewerage collection system, the consideration of any sewage pumping facilities was deemed unsupportable as a design alternative. It is important in all aspects of the EA process to consider/evaluate all potential design solutions, even those that appear at first glance to be unsupportable.

4.4 GRAVITY SEWER ALTERNATIVES

Three alternative locations for the alignment of the gravity sewer were developed and are illustrated on Figure 4.0. A description of the alternatives is as follows:

- **Alternative A**
  - Replacement/Retrofit of existing 675mm diameter gravity sewer adjacent to the wetland complex, and installation of a new 675mm diameter gravity sewer extending westerly to the existing Plains Road right-of-way

- **Alternative B**
  - Installation of a 900mm diameter gravity sewer extending south along future Strasbourg Road right-of-way, then westerly within the valley lands of the South Branch of Strasbourg Creek, extending to Fischer-Hallman Road on the north side of the central deciduous woodland/wetland feature

- **Alternative C**
  - Installation of a 900mm diameter gravity sewer extending along the alignment of the future Strasbourg Road right-of-way, then westerly within the valley lands of the South Branch of Strasbourg Creek, on the south side of the central deciduous woodland/wetland feature, extending through future development lands to a natural topographic draw approximately 250 metres east of Fischer Hallman Road

4.5 EVALUATION OF ALTERNATIVES

Each alternative was evaluated against a full range of criteria including:

- Serviceable Area
- Social Environment
- Natural Environment
- Financial Requirements

The evaluations have been summarized in Table 1.0, with a brief overview provided in the following sections. It is important to note that the exact final location and configuration of the
4.5.1 Alternative A – Replacement/retrofit of existing gravity trunk sewer

While it is technically possible to replace the existing 675 mm diameter gravity trunk sanitary sewer with a larger diameter 900 mm diameter gravity trunk sanitary sewer in the same location, this work would require significant intrusion/visitation to environmentally sensitive lands. A potential also exists for significant disruption to residential land uses during any proposed upgrade works (temporary servicing interruptions). Furthermore, significant open-cut excavation would be required through the existing municipally owned storm water management (SWM) facility, as concrete-encasement was used in the original trunk sewer construction to protect the existing gravity trunk sanitary sewer through the SWM block. Potential environmental impacts may result with this option, due to need for the aforementioned excavations within portions of the Strasburg Creek Provinciality Significant Wetland (FSW). Extensive mitigation measures will be required during construction to manage groundwater within the construction area and to protect the adjacent wetland, watercourse and fish habitat from suspended sediment during dewatering. Site restoration of this wetland area would be required.

The physical construction of a gravity trunk sanitary sewer (at a maximum depth of 12.0 metres) within the Huron Road profile can be accommodated; however, sewer construction at that depth is problematic in narrow rights-of-way such as Huron Road. Significant project integration (ie the City is undertaking a detailed class Environmental Assessment for the realignment/realignment of Huron Road) would be necessary to physically construct this reach of sewer and significant impact to traffic flow in the Huron/Bragadoon area can be expected.

Due to the topographic relief and depth limitations of the trunk sewer of Huron Road, a gravity trunk sanitary sewer would not service significant portions of future development lands (see Figure 4.0). This is problematic, as this particular type of infrastructure is funded directly through Development Charges. Furthermore, lands already under Draft Plan Approval (3OT-98201, Stages 4/5/6) require an outlet to the existing gravity trunk sewer system; this option, although technically possible, would require the extension of additional infrastructure to meet growth needs. Accordingly, it is suggested that the Huron Road option is difficult to support as a long-term design alternative.

4.5.2 Alternative B – Strasburg Road ROW/North of Central Woodland Feature

Alternative B deviates marginally from that of Alternative C, in that it skirts the north edge of the deciduous forest community associated with the central woodland / wetland feature. This gravity trunk sanitary sewer alignment is entirely contained within the road rights-of-way (ROW) proposed in Stage 4 of Draft Plan 3OT-98201. With regard to the alignment shown in the ROW, depths throughout same would be in the order of 10.0-12.0 m, which is in keeping with City standard's relative to construction of gravity trunk sanitary sewer facilities. Cost to construct becomes a factor in establishing a preferred alignment for this option.
Potentially environmental impacts may result from the construction of a portion of the gravity trunk sewer within the floodplain of the South Branch of Strasburg Creek and adjacent to the woodland, wetland and seepage areas. Appropriate setbacks should be maintained from the wetland and woodland features to avoid impacts during construction. Mitigation measures will be required to minimize potential impacts on flood levels and to avoid interference with groundwater that may affect the seepage areas and corresponding fish habitat.

4.5.3 Alternative C – Strasburg Road ROW/South of Central Woodland Feature

The alignment for Alternative C skirts the southerly edge of the meadow marsh community associated with the central woodland/wetland feature, and would involve sewer depth excavations in the order of 4.0-6.0m. As much of the area proposed for this alignment consists of a gentle cross slope (4-5%) over a large area, it is anticipated that gravity trunk sanitary sewer construction could be completed within a minimal amount of time (minimal impact). This alignment closely follows that of the schematic shown for this project in the City of Kitchener’s Development Charges Study. It is important to note that this alignment is located in a future staging area, and land acquisition may be necessary to construct the gravity trunk sanitary sewer.

Potential environmental impacts may result from the construction of a portion of the gravity trunk sanitary sewer across an intermittent reach of the South Branch of Strasburg Creek and adjacent to the woodland and wetland features. Appropriate setbacks should be maintained from the wetland and woodland features to avoid impacts during construction. Mitigation measures will be required to minimize potential impacts during the crossing of the watercourse and to avoid interference with groundwater that may affect the seepage areas and corresponding fish habitat.
5.0 Selection of Preferred Alternative

5.1 COMMENTS AND FEEDBACK ON PRELIMINARY SCREENING

5.1.1 Comments from the Public

Four (4) individuals provided written comments on the design alternatives. Two of the individuals identified Alignment C as their preferred alignment, primarily due to the "flexibility" it provides for future development growth.

One individual expressed concerns with timing of construction, and potential impacts to their groundwater supply. The extension of this trunk sewer is anticipated to be "development driven," in that developers would normally be required to advance the infrastructure as development proceeds. Timing would, accordingly, be entirely contingent on development growth. With regards to groundwater supply, appropriate mitigative measures will be incorporated into the detailed design of the trunk sewer. It is anticipated that, where groundwater migration/interception could potentially occur, physical barriers would be placed within the pipe bedding to prevent migration of groundwater supply. These barriers typically consist of either clay or concrete "cut-off" collars along the pipe sections. These barriers have proven to be very effective in similar applications. A formal response letter was provided to the individual confirming the above; all of these concerns have been duly addressed.

One other individual requested copies of the display board figures (for reference purposes). Copies of same were subsequently posted on the City of Kitchener's public website such that they were available to all interested parties.

Comments were also received from one engineering consulting firm, identifying their concerns with the options presented. The primary concern identified was related to the timely provision of this trunk sewer. A formal response has been initiated, and it is anticipated that the inclusion of recommendations outlining the need for easements and dedication will mitigate these concerns. General support was acknowledged for Alternatives B and C, with the key concern related to securing timely provision of this infrastructure.

5.1.2 Comments from Agencies

The Region of Waterloo, Ministry of the Environment (MOE), and Grand River Conservation Authority (GRCA) provided comments following the Public Information Centre.

Region of Waterloo staff identified/confirmed the presence of Provincially Significant Wetlands, however, did not express any objection/opinion relative to the alignments.

MOE staff requested additional information/minor clarification, which was has been initiated. It is anticipated that the Ministry's comments can be addressed through further detailed correspondence (underway).
GRCA staff provided detailed information/direction relative to environmental screening criteria; these specific points have been taken into consideration, and will be addressed prior to finalization of the Environmental Study Report (ESR). It is anticipated that these comments will form part of the detailed recommendations in the final ESR.

Copies of agency correspondence are included in Appendix A.

5.2 PREFERRED ALTERNATIVE

Sanitary Sewage Servicing

After review of the impacts associated with the various options, Alternative C is recommended as the preferred alternative. This design alternative would include the installation of a 900mm diameter gravity trunk sewer from the current terminus of the existing trunk sewer, southerly within the future Strasburg Road right-of-way to the limit of Draft Plan of Subdivision 30T-98201, then westward within the valley lands of the South Branch of Strasburg Creek, on the south side of the central deciduous woodland/wetland feature, extending through future development lands to a natural topographic draw approximately 250 metres east of Fischer Hallman Road, as identified in Figure 4.0.
6.0 Conclusions

Subject to resolution/response to the issues identified through the PIC process, appropriate conclusions and recommendations will be incorporated into the final Environmental Study Report, to be presented to Committees and Council for approval.

Based upon the work completed to-date in this Class Environmental Assessment, it is noted that:

(a) Proposed and future development lands can be serviced (municipal sewer) via a gravity trunk sanitary sewer outlet to the existing municipal system within the Strasburg Road right-of-way.

(b) Lands external to the Study Area that were previously identified as requiring sewage pumping facilities (see Figure 5.0) can be serviced via this municipal gravity trunk sanitary sewer.

(c) There are no significant Environmental Impacts expected to occur as a result of the implementation of the proposed works.

Specific detailed recommendations will be prepared and incorporated into the final Environmental Study Report.

All of which is respectfully submitted;

STANTEC CONSULTING LTD.

[Signature]

George E. MacDuff, CET
Project Manager