Comprehensive Review of Intensification Areas

City of Kitchener
Official Plan Review
May, 2011
<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXECUTIVE SUMMARY</td>
<td>1</td>
</tr>
<tr>
<td>BACKGROUND</td>
<td>2</td>
</tr>
<tr>
<td>PURPOSE</td>
<td>3</td>
</tr>
<tr>
<td><strong>PHASE I</strong></td>
<td>3</td>
</tr>
<tr>
<td><strong>PHASE II</strong></td>
<td>3</td>
</tr>
<tr>
<td>REGIONAL COMMUNITY STRUCTURE/CITY URBAN STRUCTURE CLASSIFICATION OF</td>
<td>11</td>
</tr>
<tr>
<td>EXISTING INTENSIFICATION AREAS</td>
<td></td>
</tr>
<tr>
<td><strong>REGIONAL COMMUNITY STRUCTURE</strong></td>
<td>11</td>
</tr>
<tr>
<td><strong>CITY URBAN STRUCTURE</strong></td>
<td>11</td>
</tr>
<tr>
<td>Urban Growth Centre</td>
<td>11</td>
</tr>
<tr>
<td>Primary Node</td>
<td>11</td>
</tr>
<tr>
<td>Mixed Use Nodes</td>
<td>12</td>
</tr>
<tr>
<td>Mixed Use Corridors</td>
<td>12</td>
</tr>
<tr>
<td>Neighbourhood Mixed Use Centres and Comprehensive Development Areas</td>
<td>12</td>
</tr>
<tr>
<td>DESIGNATIONS OF INTENSIFICATION AREAS</td>
<td>13</td>
</tr>
<tr>
<td><strong>REDESIGNATIONS</strong></td>
<td>13</td>
</tr>
<tr>
<td>Urban Growth Centre</td>
<td>13</td>
</tr>
<tr>
<td>Primary Node</td>
<td>13</td>
</tr>
<tr>
<td>Mixed Use Nodes</td>
<td>13</td>
</tr>
<tr>
<td>Mixed Use Corridors</td>
<td>14</td>
</tr>
<tr>
<td>Neighbourhood Mixed Use Centres and Comprehensive Development Areas</td>
<td>14</td>
</tr>
<tr>
<td><strong>PROPOSED UPDATES TO CURRENT LAND USE DESIGNATION POLICY CONTENT</strong></td>
<td>15</td>
</tr>
<tr>
<td>CONSULTATION</td>
<td>16</td>
</tr>
<tr>
<td><strong>AGENCY AND INTERNAL</strong></td>
<td>16</td>
</tr>
<tr>
<td>Public Consultation</td>
<td>16</td>
</tr>
<tr>
<td>RECOMMENDATIONS</td>
<td>18</td>
</tr>
<tr>
<td>APPENDICES</td>
<td>22</td>
</tr>
</tbody>
</table>
Executive Summary

The Comprehensive Review of Intensification Areas (CRIA) was conducted as a subproject of the Official Plan Review process to implement a specific recommendation of the Kitchener Growth Management Strategy. This recommendation involved conducting a detailed review of intensification areas, especially Mixed Use Corridors and Mixed Use Nodes, which play an integral role in the framework of the City’s urban structure. Further impetus for this study comes from a number of Provincial and Regional documents, including the Places to Grow Growth Plan for the Greater Golden Horseshoe and the Regional Official Plan.

The CRIA project is not proposing major changes nor recommending that many new areas be redesignated for intensification at this time. It is primarily recommending that the existing policy framework (the nodes and corridors model for focusing intensification) be refined. The work conducted through this project has led to the creation of two new maps (a Regional Community Structure Map and a City Urban Structure Map) and the development of associated policies. This provides the basis for a rational, comprehensive framework for the urban structure of Kitchener. The City’s current intensification and commercial areas are proposed to be classified within this new framework. The CRIA project has reviewed the Primary Node, Mixed Use Corridor, Mixed Use Node and Neighbourhood Mixed Use Centre land use designations and is proposing that these policies be updated accordingly.

Some of the key project recommendations are listed below:

- Implement Regional and Provincial intensification objectives
- Establish a hierarchy among intensification areas
- Recognize both large and smaller scale intensification opportunities
- Classify all the existing intensification areas (including major commercial centres) in the new framework based on their planned function
- Refine and update the current Mixed Use land use designations to reflect the planned function of intensification areas
- Identify candidate future intensification areas for further study in accordance with a draft evaluation framework
- Propose a new Mixed Use Corridor: Ottawa Street (North and South) from Weber Street to Courtland Avenue
- Establish the principle that all nodes are connected by corridors and transit
- Refine the boundaries of some existing intensification areas and recommend redesignating lands where appropriate
- Consider “next steps” in the implementation of the policy changes and formulate draft new policies

The recommendations of the CRIA project will help to inform the formulation of Official Plan policies relating to intensification.

Ottawa and River - Illustration of 50% Buildout Scenario

City Centre Mixed Use Development (Urban Growth Centre)
Background

Much of our current urban structure was conceived through the 1979 and 1994 Official Plans. Two significant steps in establishing the foundation of our urban structure framework were the completion of a Nodal Living Study in 1999 and a Commercial Policy Study in 2000. These studies confirmed specific locations for mixed use and explored new directions for distributing commercial uses and intensification opportunities. To implement the findings of these studies, Council adopted Municipal Plan Amendment 36 in 2001 which created the current Commercial Policy Structure. The amendment introduced land use designations for the City's one Primary Node, seven Mixed Use Corridors, fourteen Mixed Use Nodes, a number of Neighbourhood Mixed Use Centres and a number of Arterial Commercial Corridors in the Official Plan.

Since the 2001 Council adoption of Municipal Plan Amendment 36, much has changed from a policy and implementation perspective. Changes have occurred at both the Provincial and Regional levels of government that have implications for land use planning and development in the City. In 2005 the Province of Ontario approved new legislation to designate growth plan areas and prepare growth plans for these areas (Places to Grow Act, June 13, 2005). Under this new legislation, the Greater Golden Horseshoe was designated as a growth plan area (Ontario Regulation 416/05, and this included the City of Kitchener. Subsequently, The Places to Grow Growth Plan for the Greater Golden Horseshoe (Growth Plan) was approved in June of 2006. The Growth Plan contains policies that direct municipalities to identify intensification opportunities within built up areas of the community to accommodate a significant portion of new population and employment growth. Specific density and intensification targets are prescribed for accommodating this growth. The City of Kitchener is forecasted to grow by approximately 100,00 people and 40,000 new jobs between 2006 and 2031.

Following the approval of the Growth Plan, the Region of Waterloo initiated an Official Plan Review which culminated in Regional Council adoption of a new Regional Official Plan (ROP). The ROP sets out new growth and development policies that relate to reurbanization/intensification and transit-oriented development. It also provides policy direction for new urban structure elements that include areas for reurbanization, such as Major Transit Station Areas, Major Local Nodes and Reurbanization Corridors. The locations and implications of these policy areas require further understanding, review, and implementation in the City’s Official Plan. At the time of this report, the ROP has been approved by the Ministry of Municipal Affairs and Housing but has been appealed.

The City’s Official Plan must be in conformity with Provincial policy documents (including the Growth Plan) as well as the ROP. In effect, these provincial and regional policies create a mandate for the City to establish intensification areas and associated land use policies for them that are consistent with Provincial and Regional intensification policies.

Some work has already been completed by the City to inform our decision-making on where and how forecasted future residential and employment growth can be accommodated as required by the Province and Region. In January 2009 City Council adopted the Kitchener Growth Management Strategy (KGMS). The KGMS helps form the basis for Kitchener’s new Official Plan. A specific recommendation of the KGMS was that the City conduct a more detailed review of intensification areas, especially Mixed Use Nodes and Mixed Use Corridors, to assist with growth planning in these areas and to understand what is required to help facilitate redevelopment. In response to this recommendation, Planning staff initiated a study called the Comprehensive Review of Intensification Areas (CRIA).
Purpose

The CRIA project was initiated in September 2009. It was an internal project led by the Planning Division. The main purpose of the CRIA project was:

- To refine the information created in the Kitchener Growth Management Current Baseline Report;
- To implement Goal 2, Action 2 of the Kitchener Growth Management Strategy; and

The key deliverable of the project was to provide recommendations related to intensification areas for the public to consider prior to finalization of the Official Plan. This study is linked to other City projects such as the Comprehensive Review of Employment Lands, the Commercial Policy Review, and the Southwest Urban Area Studies. The scope of the project does not include defining the regional/local intensification target.

The original work plan for the project is enclosed as Appendix A (Project Work Program). Although the original program did not include “phases” for the project, there are two main components of the project work prepared under the direction of different project managers. As a result, the amended work program now considers the work completed from Fall 2009-Summer 2010 (concludes with a staff report) as Phase 1 and Phase 2 generally includes the policy direction and implementation component.

Phase I

Phase I of the project culminated in staff report DTS-10-121, enclosed as Appendix B (June 21, 2010 Staff Report) that was presented to the Development and Technical Services Committee. At that time, the project team presented a draft proposed urban structure for discussion purposes which was generally consistent with City, Regional, and Provincial objectives. During Phase I, agency and internal staff consultation had occurred and a significant level of constructive feedback had been obtained pertaining to the project and the draft proposed urban structure. In staff report DTS-10-121 the project team recommended that staff be directed to further investigate a number of matters with respect to completing the CRIA project and formulating new Official Plan policy suggestions, including refinement of the draft urban structure. Staff also committed to undertaking further agency consultation and community consultation during Phase II of the project.

Phase II

Following completion of Phase I of the project, the project team continued to work on refining the draft urban structure concept. Staff further developed a list of candidate future intensification areas to review and developed a framework for assessing these areas, enclosed as Appendix C (Proposed Framework for Assessing Candidate Intensification Area Characteristics). The main focus of Phase II of the project was preparing policy recommendations for the draft Official Plan. Key work plan items in Phase II of the project included the following:

- Consulting with internal staff to ensure consistency between related Official Plan projects and policy development such as the Commercial Policy Review and the Comprehensive Review of Employment Lands and refinements to Urban Design policies
- Developing a hierarchy of intensification areas
- Considering the implementation of density targets for certain typologies of intensification areas
- Preparing policy recommendations pertaining to the planned function of all intensification areas
- Classifying existing intensification areas within the new Urban Structure framework
- Presenting the draft Urban Structure framework and proposed redesignation of lands at a public open house and soliciting public feedback on the proposed direction
- Evaluating existing Primary Node, Mixed Use Node and Mixed Use Corridor land use designations and recommending redesignation of lands to satisfy planned function (where appropriate)
- Evaluating existing Mixed Use policies in the Official Plan and recommending policy refinements
- Evaluating the proposed new intensification areas (Ottawa Street North and South) and recommending appropriate land use designations to achieve the planned function for the area
- Consulting with Regional staff to ensure that policy recommendations are in conformity with Regional and Provincial policies and initiatives
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Framework for Intensification Areas

During the course of the Comprehensive Review of Intensification Areas process, the Nodes and Corridors planning model was reaffirmed as the preferred planning model for directing future growth in the City of Kitchener. Staff consider this model to be an excellent approach for achieving a number of Provincial, Regional, and City goals including intensification. However, there is always a need for further refinement. Through the review, some concerns were raised with our current planning model, including:

- Mixed Use Nodes are not well connected to each other;
- Locations within existing Mixed Use Nodes may not be appropriate for high intensity mixed use redevelopment and are potentially better suited to other land uses (ie: high schools, sports fields) but these Nodes still have an important planned function in helping achieve complete communities;
- Many major commercial centres have not been considered as possible intensification opportunities;
- There are a number of missed intensification opportunities; minor infill opportunities are not identified at the Official Plan policy level;
- The current Nodes and Corridors need re-examination to confirm their planned function(s);
- There is not a hierarchy of priority among intensification areas; all Nodes and Corridors are considered to be of equal importance and are second only to the Downtown and Primary Node as focal points for intensification. Thinking on this has evolved since the adoption of the current Official Plan policies and the new plan should establish a new hierarchy to reflect these changes accordingly;
- Clarification needed as to how the Nodes and Corridors relate to Regional and Provincial documents and policies; and
- The land use designations for the Nodes and Corridors allow a mix of uses, including Residential, but are classified under “Commercial” policies in the Official Plan.

In response to the above concerns, the current planning framework is proposed to be refined. The CRIA project is recommending that a new Urban Structure framework be introduced in the Official Plan which creates a rational system connecting all the city’s intensification areas based on the transit network and five minute transit trip.

The framework is proposed to be refined in order to establish a hierarchical urban structure that identifies the relative priority of intensification areas. Policies are proposed that outline the planned function of each category of intensification area, and have been developed to support and implement the Regional Community Structure and Growth Plan.

Two new Official Plan maps are proposed- a Regional Community Structure Map and a City Urban Structure Map- to help illustrate the new urban framework, as shown in Figures 1 and 2 (Schedules 1 and 2). The intensification areas on the maps are shown conceptually and are not intended to represent land use designations or the physical or the precise geographic extent of these areas, but rather to depict their location and classification in the new Urban Structure. Within the conceptual intensification areas shown on these
There may be several land use designations that help comprise the intended land use mix and help achieve the intended planned function (to be shown on the land use map in the Official Plan or the Secondary Plan Maps).

Intensification areas identified at the Regional Community Structure scale relate directly to Regional and Provincial policies. Intensification areas identified at this scale (the Urban Growth Centre and the Reurbanization Corridors, Major Local Nodes and Major Transit Station Areas) represent the primary and secondary intensification areas respectively. It also includes the Built Up Area, Designated Greenfield Area, Countryside Line and Protected Countryside, required for conformity to the Growth Plan and the Regional Official Plan. While some of these geographic areas have not previously been identified in the City’s Official Plan, many are already delineated in the approved Growth Plan and/or the Regional Official Plan. The map also includes existing and planned transit corridors as well as the potential Rapid Transit route and Rapid Transit Stations. A notation made on the Regional Community Structure Map explains that the Rapid Transit Route, Stations and Major Transit Station Areas may be amended at the time of completion of the Rapid Transit Environmental Assessment and related Regional Official Plan amendment.

Intensification areas identified at the City Urban Structure scale relate to local planning objectives. Intensification areas identified at this scale (the Urban Growth Centre, Mixed Use Activity Nodes, Commercial Activity Nodes, Mixed Use Corridors, Village Corridors and Commercial Corridors) represent the tertiary intensification areas. These areas are, for the most part, derived from the City’s current planning model based on Nodes and Corridors, though there are new categories not previously recognized in the former Plan. For example, the Commercial Activity Node category of Intensification Area is being proposed in response to concerns that major commercial centres are currently not recognized as intensification opportunities.
Figure 1: Proposed Regional Community Structure Map
Figure 2: Proposed City Urban Structure Map

Comprehensive Review of Intensification Areas
The City Urban Structure map also includes existing and planned transit corridors as well as potential transit routes. The existing and planned transit corridors are consistent with mapping contained in the Regional Official Plan and Rapid Transit Environmental Assessment. The potential transit routes are proposed by the CRIA project as logical connections between intensification areas that should be considered. Preliminary feedback from Regional staff suggests that they are amenable to considering these routes through comprehensive transit and transportation network review processes (such as the Regional Transportation Master Planning process) and could incorporate such routes in the Regional Official Plan through future Official Plan Amendment(s) should the outcome of the review determined that they are appropriate.

Candidate Future Activity Nodes (Victoria and Lackner, Ira Needles and Highland, and Fischer Hallman and Huron) and Candidate Future Corridors (Frederick Street, Weber Street West, Highland Road West and Fischer Hallman Road) are also identified on the City Urban Structure Map. At this time there may not be land use designations in place to promote intensification within these areas, and the CRIA project is not recommended that such policies be developed at this time. The CRIA project is recommending that these areas be considered for redesignation in the future during subsequent 5 year Official Plan Review intervals. In the interim, development applications proposing intensification in these areas will be considered on a case-by-case basis on their planning merits.

A notation on the City Urban Structure Map explains that the City maintains an inventory of Site Specific Intensification Opportunities. While the scale of most of these opportunities does not lend itself to mapping at a City-wide scale, CRIA is recommending that the mapping notation and policies associated with Site Specific Intensification Opportunities be incorporated in the new Official Plan in order to acknowledge these opportunities and promote appropriate intensification in these locations.

The proposed policies pertaining to the Urban Structure are enclosed as Appendix D (Proposed Part II Policies). These policies include general Growth Management objectives and objectives applicable to all intensification areas. The policies also include more detailed policies specifying the planned function of each category of intensification area. The policies explain the hierarchy and how different levels of intensification policies may apply to any one site (for example, where an area is a Reurbanization Corridor at the Regional Community Structure level as well as a Mixed Use Corridor at the City Urban Structure level). To illustrate the hierarchy of intensification areas, a diagram (Figure 3-Hierarchy Diagram) is proposed for inclusion in the policies.
Figure 3: Hierarchy Diagram

Regional Community Structure Elements (Map X)
- Urban Growth Centre
- Major Local Nodes
- Major Transit Station Areas
- Reurbanization Corridors

City Urban Structure Elements
- Mixed Use Activity Nodes
- Commercial Activity Nodes
- Mixed Use Corridors
- Village Corridors
- Commercial Corridors

Land Use Designations
- Mixed Use Node
- Commercial Centre
- Mixed Use Corridor
- Commercial Corridor
- Fairway Road Commercial Corridor
- Neighbourhood Mixed Use Centre
- Comprehensive Development Area

Hierarchical Levels:
- Primary
- Secondary
- Tertiary
- Other – local opportunities not identified at Urban Structure level

*predominant land use designation, but may be comprised of other designations
Regional Community Structure/City Urban Structure Classification of Existing Intensification Areas

Since new categories of intensification areas have been established, some reclassifications of existing intensification areas are recommended. All existing intensification areas and major commercial areas have been classified in the new framework based on their planned function. A summary chart of the classification of all existing intensification areas is enclosed as Appendix E (Intensification Area Classification Summary Chart). As a result of reclassification, some proposed changes to land use designations are also proposed and outlined in Appendix E. Specifics about the redesignation of lands are detailed in the subsequent section of this Report.

Regional Community Structure

To implement Regional and Provincial intensification objectives, several intensification areas within the City’s current planning framework are proposed to be reclassified as Primary and Secondary Intensification Areas within the new Urban Structure. The Primary Intensification Area is the Urban Growth Centre. The Secondary Intensification Areas are the Reurbanization Corridors, Major Local Nodes and Major Transit Station Areas. King Street East, King Street West and the proposed Ottawa Street Mixed Use Corridors are proposed to be classified as Reurbanization Corridors because they are higher priority areas for focusing mixed use, high density transit-oriented development. Similarly, the Homer Watson/Conestoga College area was not previously recognized as an intensification opportunity and is proposed to be recognized as such and classified as a Major Local Node because of its potential to accommodate significant amount of intensification, particularly employment, of a scale consistent with the policies applicable to Major Local Nodes in the Regional Official Plan. The Primary Node and the Sportsworld Crossing/Gateway Power Centre Commercial Area are also being reclassified as Major Transit Station Areas.

City Urban Structure

The planned functions of all of the City’s current intensification areas were reviewed. Based on this review, the project team concluded that some required updating, and as such these intensification areas are proposed to be reclassified within the proposed new Urban Structure.

Urban Growth Centre

The project team determined that the lands identified as the City’s Urban Growth Centre in the Provincial Growth Plan for the Greater Golden Horseshoe should be identified as such in the City’s Urban Structure framework.

Primary Node

In evaluating the Primary Node, the project team determined that at the City Urban Structure level the planned function of this area over the next planning horizon is to accommodate commercial intensification as well as high rise residential development and some office uses in appropriate locations. As such, the area is proposed to be reclassified as a Mixed Use Activity Node and Commercial Corridor at the City Urban Structure.
Structure Level. The Mixed Use Activity Node is to be located in the area immediately surrounding the Fairview Park Mall transit terminal and the Commercial Corridor is to be located along Fairway Road and Courtland Avenue eastward generally to Shelley Drive.

**Mixed Use Nodes**

The project team determined that the Weber/Fergus Mixed Use Node has little potential for additional residential intensification and functions more as a corridor. As such, it is proposed to be reclassified as part of a larger Commercial Corridor along Weber Street. All other Mixed Use Nodes have been classified as Mixed Use Activity Nodes at the City Urban Structure level.

**Mixed Use Corridors**

The project team determined that the Lancaster Mixed Use Corridor and a portion of the Belmont Mixed Use Corridor are distinctive from the other Mixed Use Corridors, as they are not intended to accommodate the same degree of density. As such, it is proposed that Lancaster and a portion of the Belmont Mixed Use Corridor be reclassified as Village Corridors, a new classification.

One new intensification area is being proposed: the Ottawa Street Mixed Use Corridor, generally located between Weber Street East and Courtland Avenue. This corridor was evaluated using the draft new framework for assessing candidate future intensification areas. The assessment of current characteristics informed the decision to identify this corridor as an intensification area and determine its classification in the new urban framework. The assessment is summarized in Appendix F (Summary Sheet of Ottawa Street Characteristics). The Ottawa Street corridor is proposed to be classified as a Mixed Use Corridor at the City Urban Structure level.

![Example streetscape](image1)

**Neighbourhood Mixed Use Centres and Comprehensive Development Areas**

The project team determined that the scale and planned function of the Neighbourhood Mixed Use Centres and Comprehensive Development Areas were similar in that they serve a localized population and generally occupy a smaller geographic area than other intensification areas. As such, these areas are proposed to be classified as site-specific intensification opportunities at the City Urban Structure level. These areas are not proposed to be geographically identified on the City Urban structure map but rather identified with a mapping notation.
Designations of Intensification Areas

Now that the planned function of all classifications of intensification areas is more clear, the land use designations which implement these policies are proposed to be refined and updated accordingly.

Redesignations

In some cases, the land use designations of properties within existing nodes and corridors are proposed to change.

Urban Growth Centre

The project team has not recommended redesignation of any of the lands within the Urban Growth Centre because the Downtown Land Use policies are subject to a separate review through the Official Plan Review process.

Primary Node

To bring the land use designations into alignment with the proposed urban structure classification of the Primary Node, the current land use designations within the Primary Node are proposed to change as outlined in Figure 4 below.

Figure 4: Proposed Changes to Primary Node land use designations

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<thead>
<tr>
<th>Current District</th>
<th>Proposed Land Use Designation</th>
<th>Boundary Refinement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairview Park Mall Retail District</td>
<td>Mixed Use Node with a Special Policy Area</td>
<td>To extend from the expressway to Wilson Avenue.</td>
</tr>
<tr>
<td>Fairway Road Commercial Corridor</td>
<td>Commercial Corridor with a Special Policy Area</td>
<td>To extend from Shelley Drive to Wilson Avenue</td>
</tr>
<tr>
<td>Hotel/Service District</td>
<td>Commercial Corridor</td>
<td>No change</td>
</tr>
<tr>
<td>Kingsway Multiple Residential Corridor</td>
<td>High Rise Residential</td>
<td>No change</td>
</tr>
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A map of the proposed redesignation of lands within Primary Node is enclosed as Appendix G (Schedule 3). A Special Policy Area is also being recommended for the lands within this area to address vehicular access and management of traffic flow along Fairway Road. A draft of the proposed Special Policy is enclosed as Appendix H (Proposed Special Policy for the Mixed Use Activity Node located in the Fairview Park Mall area). Further consultation with Regional transportation planning staff may be required to finalize the Special Policy for inclusion in the new Official Plan. The zoning of these lands may also require updating once new Official Plan policies are approved.

Mixed Use Nodes

Due to the reclassification of the Weber/Fergus Node at the Urban Structure level, the land use designations within the Weber/Fergus Mixed Use Node are proposed to change from Mixed Use Node to Community Institutional and Commercial Corridor accordingly. A map of the proposed redesignation of lands within the Weber/Fergus Mixed Use Node is contained in Appendix I (Schedule 4). This change to land use designations would be considered a “down designation” in that it would not allow for the full range of Mixed Uses. This is being recommended in part because there is a servicing and infrastructure capacity concern. Further consultation with engineering staff may be required to determine whether the application of Holding Provisions may be appropriate or necessary for this area.

A number of properties located within other existing Mixed Use Nodes are proposed to change land use designations. Such redesignations are intended to protect the longevity of existing uses or to recognize that some sites (such as sports fields) are not prime locations for accommodating growth at this time. In such cases, some properties currently designated Mixed Use Node are proposed to be redesignated (to Community...
Institutional in most cases). Maps of the proposed redesignation of lands within the Mixed Use Nodes are enclosed are Appendix J (Schedules 5a through 5g).

All other lands located within existing Mixed Use Nodes are proposed to retain the Mixed Use Node land use designation of Mixed Use Node.

**Mixed Use Corridors**

It is proposed that the current land use designations within the Ottawa Street study area (as shown on the map enclosed as Appendix K, Schedule 6) be changed from a variety of land uses including Neighbourhood Mixed Use Centre and General Industrial to Mixed Use Corridor (as shown on the map enclosed as Appendix L, Schedules 7a and 7b). The reason for these proposed land use designation changes is to align the implementing land use policies with the new classification of Mixed Use Corridor in the City Urban Structure. Of note, a portion of the Ottawa Street study area is currently designated Open Space because it is within the One Zone Flood Plain. Lands with the Open Space designation are not proposed to change. The properties currently designated General Industrial are proposed to be redesignated to Mixed Use Corridor with a Special Policy. This proposed redesignation is consistent with the recommendations of the Comprehensive Review of Employment Land project which did not identify these lands as Protected Employment Lands. A draft of the proposed Special Policy is enclosed as Appendix M (Proposed Special Policy in Mill Courtland Woodside Park Secondary Plan). The intent of the proposed Special Policy is to address the transition of these lands from industrial uses and specify what uses may be considered in the interim until the implementing zoning is in place. The environmental condition of these industrial properties is to be addressed prior to introduction of any sensitive land uses within the Special Policy Area. The change in designation and introduction of the Special Policy Area are proposed to be reflected in the King Street East and Mill Courtland Woodside Park Secondary Plan maps as well as the corresponding Secondary Plan policies (Part III Policies 13.2.2, 13.4.3 and 13.4.4).

As noted above, a new urban structure classification of Village Corridor has been created and a corresponding land use designation is being proposed. Properties located within Lancaster Mixed Use Corridor and a portion of the Belmont Mixed Use Corridor are proposed to be redesignated to Village Corridor accordingly.

All other lands located within existing Mixed Use Corridors are proposed to retain the existing land use designation of Mixed Use Corridor.

**Neighbourhood Mixed Use Centres and Comprehensive Development Areas**

All properties currently designated Neighbourhood Mixed Use Centre (with the exception of two parcels within the Ottawa Street study area) and Comprehensive Development Area are proposed to retain the current designation.
**Proposed Updates to Current Land Use Designation Policy Content**

The CRIA project was focused on reviewing and updating the content of the Mixed Use Corridor, Mixed Use Node and Neighbourhood Mixed Use Centre land use designations. The project team, in consultation with the Commercial Policy Review project team, determined that these land use designations, currently classified under “Commercial” category in the Official Plan were distinct enough from all other categories of land use designations to warrant their own section. The new Mixed Use category of land use designations will include Mixed Use Corridors, Village Corridors, Mixed Use Nodes and Neighbourhood Mixed Use Centres. A draft of the proposed Mixed Use land use policy section is enclosed as Appendix N (Proposed Refinements to Part III Mixed Use land use designations).

The draft proposed Mixed Use land use policy section has been restructured, though much of the content remains the same. The new structure contains a preamble, general objectives and general policies applicable to all land use designations within it. This approach is intended to reduce redundancies and duplication. The recommended new structure is intended to improve usability and readability.

For the most part the content of the general objectives and general policies are derived from the existing Part II and Part III Official Plan policies applicable to Mixed Use Nodes, Mixed Use Corridors and Neighbourhood Mixed Use Centres. The new category of Village Corridor is being proposed as a means to distinguish these areas from the other Mixed Use Corridors. The main difference between these two land use designations is the intended scale of development.

Some new objectives and policies are proposed that relate to Provincial and Regional intensification objectives. Some new objectives are proposed with the intent to strengthen the links between the Mixed Use policies and other interrelated policies within the Official Plan (such as Residential and Commercial Land Use Designation policies, Urban Design and Transportation Demand Management policies).

New requirements have been introduced in the General Policies that were not previously incorporated in the Official Plan policies related to land use. For example, a greater emphasis has been placed on Urban Design within the City’s intensification areas. There are currently Urban Design policies in the Official Plan. One recommendation of this project is that the Urban Design policies be updated, expanded and strengthened in the new Official Plan. To draw the connection between Urban Design principles of compatibility and the land use implementation section of the Plan, reference to the Urban Design policies has been incorporated in the draft policy recommendations for Mixed Use land use designations. In general, a high standard of Urban Design will be expected in intensification areas, and Urban Design briefs involving public consultation may be required to support development applications in these areas.
Consultation

Agency and Internal

During Phase I, agency and internal staff consultation had occurred and a significant level of constructive feedback had been obtained pertaining to the project and the draft proposed urban structure. Throughout Phase II of the project staff focused on coordinating efforts between related Official Plan Review subprojects, particularly the Commercial Policy Review project which was concurrently reviewing Commercial Policies in the Official Plan. Staff from both project teams met on a number of occasions to coordinate efforts and develop interrelated policy recommendations that were consistent and had regard for one another.

In addition, the CRIA project team met twice more, as a team on October 18, 2010 and subsequently on November 23, 2010 with the Official Plan Review Team. At these meetings the team discussed the scoped work plan and various aspects of the proposed policy direction. Through this consultation the draft recommendations were refined.

Staff from the CRIA project team met with Regional Staff on November 1, 2010. Regional staff provided feedback on the draft policy direction and reaffirmed that the proposed urban structure framework would be consistent with Regional policies pertaining to intensification. Questions of clarification with respect to Regional Official Plan policies were answered. Some suggestions were made at this meeting with respect to policy content which were later incorporated into the draft policy recommendations.

Additional follow-up is needed with Regional staff, internal staff and agencies upon review of the draft policies. Additional implementation work is outlined in Figure 5 (Next Steps: Implementation).

Public Consultation

As identified in the project work plan and Staff Report DTS-10-121, the CRIA project team hosted a public open house on November 23, 2010 to solicit public feedback on the draft project recommendations. Invitation letters were sent to all property owners within the draft proposed Ottawa Street North and Ottawa Street South Mixed Use Corridors and all property owners within 120 metres of this area. Invitations were also sent to all property owners proposed to be subject to redesignation and all neighbouring property owners. In total more than 2,100 invitations were distributed. An ad was placed in the K-W Record on November 19, 2010 advising of the open house. The City’s website related to Official Plan Review subprojects was also updated regularly and all open house materials were posted online for public review.

Approximately twenty-five people attended the November 23 open house. Generally the feedback at the open house was positive. Those in attendance expressed their support for retaining the nodes and corridors model for allocating population and employment growth. Attendees also expressed their support for the proposed creation of the Ottawa Street Mixed Use Corridor. Attendees were invited to submit written comments in addition to providing verbal feedback. Two written submissions were received and are enclosed as Appendix O (Public Comments Received).

Some attendees expressed concerns regarding the time it takes to see change occur and suggested that the City should take a more direct approach to controlling development (such as acquiring and developing lands or forcing discouraged land uses to vacate properties that are intended for redevelopment). The CRIA project is not recommending that the City pursue land acquisition to facilitate private development. The project team has recommended that the City further investigate the option of creating Community Improvement Plans for the purpose of developing incentive programs to attract intensification and work with the Region on other Reurbanization incentives.

Some feedback received emphasized the importance of compatibility and having regard for the impacts of intensification on existing established neighbourhoods. Staff agree that compatibility is of utmost importance when it comes to intensification and infill development. The Nodes and Corridors model of directing growth to appropriate intensification areas is in part intended to protect the character of stable residential areas. Furthermore, the project team is recommending that the policies of the implementing Mixed Use land use
designations be updated to more clearly emphasize the priority of compatibility. The proposed policies in the Mixed Use land use designations have been revised to more clearly specify the range of permitted uses, discouraged uses and the degree of density and appropriate form of development intended for these areas. There are also policies proposed which state that the full range of uses or densities may be further restricted in the implementing zoning by-law to respond to site-specific contextual matters. In addition, the land use policies have been amended to reference the Urban Design policies of the plan as well as the requirement that Urban Design Briefs involving public consultation may be required to support development applications in the Mixed Use areas. Collectively all of these policy directions are developed with consideration given to compatibility. Clearer policies pertaining to uses, built form and urban design expectations within these areas should help in achieving compatible intensification.

An Urban Design brief can be a valuable tool to evaluate land use compatibility
Recommendations

The recommendations of the CRIA project as outlined in the preceding sections of this report are intended to guide the formulation of Official Plan policies relating to the City’s urban structure and intensification. The CRIA project is not proposing a major policy shift but is recommending that the existing policy framework (the nodes and corridors model for focusing intensification) be enhanced by creating an Urban Structure framework in the new Official Plan and that the land use policies be updated accordingly. The City has many areas already designated for accommodating intensification and growth. The feedback throughout the project was to focus our efforts on key locations, such as the Urban Growth Centre, rather than identifying many new areas for intensification. Only one area (the proposed Ottawa Street corridor between Weber Street and Courtland Avenue) is proposed to be redesignated for intensification at this time.

The main deliverable of the CRIA project is policy recommendations for consideration in the preparation of the new Official Plan. In addition to this product, the CRIA project has also identified a number of additional tasks for the future, as outlined in Figure 5. This series of “next steps” are action items that would support the implementation of the recommendations of the CRIA Project moving forward.

### Figure 5: Next Steps: Implementation

<table>
<thead>
<tr>
<th>Task</th>
<th>Recommended Assignment</th>
<th>Recommended Timing</th>
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</thead>
<tbody>
<tr>
<td>1.0</td>
<td>Internal consultation meetings to ensure consistency with further policy development.</td>
<td>Various departments and agencies including Engineering, Transportation, Heritage and Environmental Planning staff.</td>
</tr>
<tr>
<td>2.0</td>
<td>Additional steps to determine how to position the City’s Urban Growth Centre within the Regional context to determine its density target.</td>
<td>Planning staff, Regional staff.</td>
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<tr>
<td>3.0</td>
<td>Additional research pertaining to the tools at the City’s disposal to help address challenges to intensification.</td>
<td>Planning, Economic Development staff</td>
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<td>4.0</td>
<td>Updates to KGMP mapping for the purpose of accurate intensification potential approximations and performance monitoring. Updates to reflect: New intensification areas; Revised geographic extent of current intensification areas; and Modified land use designations within current intensification areas.</td>
<td>Geographic Information Systems</td>
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<tr>
<td>6.0</td>
<td>Updates to all Secondary Plans and Community Plans containing Mixed Use Corridor, Mixed Use Node or Neighbourhood Mixed Use Centre land use designations to reflect changes to the Part III policy content.</td>
<td>Planning staff</td>
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<tr>
<td>7.0</td>
<td>Review of all Special Policies applicable to lands designated with regards to redundancies and obsolescence created by policy changes. Updates to Special Policies as needed.</td>
<td>Planning staff</td>
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<td>8.0</td>
<td>Evaluation of the Zoning By-law with regard for compliance with revised Mixed Use land use designations.</td>
<td>Planning staff</td>
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<td>Task</td>
<td>Recommended Assignment</td>
<td>Recommended Timing</td>
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<tr>
<td>9 Where necessary, City-initiated housekeeping zone changes or</td>
<td>Planning staff</td>
<td>Medium term. To be initiated upon completion of Zoning By-law compliance evaluation.</td>
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<td>rezoning of lands to reconcile issues of non-compliance with new</td>
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<td>Official Plan policies.</td>
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<tr>
<td>10 Evaluation of the Mixed Use Nodes to determine whether its</td>
<td>Planning staff</td>
<td>Medium term. During 5 year Official Plan Review period.</td>
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<td>appropriate to create and implement Mixed Use Node Zones or retain</td>
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<td>the existing mix of Zones to cumulatively achieve mixed use</td>
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<td>objectives.</td>
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<td>11 Continuation of City-initiated Zone Changes to implement</td>
<td>Planning staff</td>
<td>Short term. Continue work on Zone Change applications ZC09/09/COK/HH, ZC09/10/COK/HH. Initiate a new Zone Change application for Ottawa Street Mixed Use Corridor at the time that any Official Plan policy changes are approved and in effect.</td>
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<td>implement Mixed Use Corridor zoning with and without special</td>
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<td>provisions to lands designated Mixed Use Corridor and Village</td>
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<td>Corridor.</td>
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<td>12 Prioritization of City-initiated zoning implementation.</td>
<td>Planning staff</td>
<td>Short term. At the time that any Official Plan policy changes are approved and in effect.</td>
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<td>13 Updates to the KGMP for the purpose of accurate intensification</td>
<td>Geographic Information</td>
<td>Ongoing. At the time that any City- or owner-initiated Zone Change or Official Plan amendment application within an intensification area is approved and in effect.</td>
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<td>potential approximations and performance monitoring. Updates to</td>
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<td>reflect:</td>
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<td>• Modified land use designations within current intensification</td>
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<td>areas; and</td>
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<td>• Modified zoning within current intensification areas.</td>
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<td>14 Preparation of Urban Design Briefs for future development within</td>
<td>Planning staff, in</td>
<td>Short term for Ottawa Street. City-initiated Design Brief for the Ottawa Street corridor to be initiated once Official Plan policy changes are approved. Medium term for City-initiated Design Briefs for other areas designated for Mixed Use. Ongoing for owner-initiated Design Briefs, as required in support of any development application within any of the mixed use areas where City-initiated Urban Design Briefs are not adopted by Council.</td>
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<td>designated mixed use areas.</td>
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<td>various other staff,</td>
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<td>agencies, stakeholders</td>
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<td></td>
<td>and the public</td>
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<td>15 Coordination with Transportation Planning staff to promote</td>
<td>Planning, Transportation</td>
<td>Ongoing.</td>
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<td>transit-supportive development.</td>
<td>Planning staff</td>
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<td>Consideration of Transportation Demand Management options, parking</td>
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<td>maximums, alternative parking configurations, etc to support transit</td>
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<td>in appropriate intensification areas.</td>
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<tr>
<td>16 Consideration of creating Business Improvement Areas in secondary</td>
<td>Planning, Economic</td>
<td>Long term, based on performance monitoring of intensification areas.</td>
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<td>and tertiary intensification areas and consider provision of</td>
<td>Development staff,</td>
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<td>financial and technical resource assistance to promote intensification where appropriate.</td>
<td>Property owners</td>
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</table>

Comprehensive Review of Intensification Areas 19
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<tr>
<th>Task</th>
<th>Recommended Assignment</th>
<th>Recommended Timing</th>
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<tr>
<td>17</td>
<td>Review of existing incentive programs as they relate to intensification areas.</td>
<td>Planning, Economic Development staff</td>
</tr>
<tr>
<td>18</td>
<td>Consideration of developing Community Improvement Plans and associated incentive programs to attract development in the priority intensification areas (particularly the primary Intensification Area (Urban Growth Centre) and secondary Intensification areas (Reurbanization Corridors, Major Transit Station Areas and Major Local Nodes)).</td>
<td>Planning, Economic Development staff, Region of Waterloo</td>
</tr>
<tr>
<td>19</td>
<td>Consideration of amendments to the Mixed Use Corridor zoning (MU-2, MU-3) to enable density bonusing (particularly if located within a Primary Intensification Area).</td>
<td>Planning staff</td>
</tr>
<tr>
<td>20</td>
<td>Initiation of a Master Plan for the Major Local Node located at Homer Watson/Conestoga College to determine the appropriate mix of land use designations within the study area.</td>
<td>Various departments and agencies including Engineering, Transportation, and Planning staff.</td>
</tr>
<tr>
<td>21</td>
<td>Preparation of Station Area Plans in accordance with the recommended policies pertaining to Major Transit Station Areas.</td>
<td>Various departments and agencies including Engineering, Transportation and Planning staff, Region of Waterloo, property owners and other stakeholders.</td>
</tr>
<tr>
<td>22</td>
<td>Participation in road reconstruction and other civic projects proposed within intensification areas to ensure design considerations aligns with planned function of the area (as set out in the Official Plan).</td>
<td>Planning staff to be involved in multi-disciplinary project teams.</td>
</tr>
<tr>
<td>23</td>
<td>Continued coordination with the Region to reconcile competing interests between intensification objectives and other land use planning, engineering and transportation interests (ie: noise issues).</td>
<td>Planning staff.</td>
</tr>
<tr>
<td>24</td>
<td>Continued collaboration with neighbouring municipalities where appropriate to address the interface of intensification areas at the City limits.</td>
<td>Planning staff.</td>
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<tr>
<td>25</td>
<td>Updates to the City’s Urban Design policies to reinforce principles of compatible development. Updates to the Urban Design Manual accordingly.</td>
<td>Planning staff</td>
</tr>
<tr>
<td>26</td>
<td>Research solutions to floodplain constraints within intensification areas. Consideration of establishing Special Policy Areas where appropriate.</td>
<td>Planning staff, GRCA, Region of Waterloo and other stakeholders as required</td>
</tr>
<tr>
<td>27</td>
<td>Completion of research regarding the demand for and impacts on community infrastructure due to intensification.</td>
<td>Planning staff</td>
</tr>
<tr>
<td>28</td>
<td>Additional research regarding the “drivers” or amenities required to achieve intensification.</td>
<td>Planning staff</td>
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</table>
Conclusion

In summary, the CRIA project has:

- Reaffirmed the relevancy of the nodes and corridors model of allocating intensification;
- Identified the Urban Growth Centre as the City’s primary intensification area and created a policy framework that puts greater focus on the Urban Growth Centre for future intensification;
- Confirmed that there are sufficient intensification opportunities within the City’s existing urban framework to accommodate intensification and density targets;
- Aligned the City’s intensification area policy framework with Regional and Provincial intensification objectives;
- Created a more logical urban structure for Kitchener based on linking destination areas by transit;
- Proposed a policy framework that anticipates potential Rapid Transit;
- Proposed refinements to the city’s framework with respect to the classification and planned function of intensification areas;
- Created a hierarchy of intensification areas and associated policies;
- Evaluated all existing nodes and corridors;
- Created a framework for reviewing candidate future intensification areas;
- Identified candidate future intensification areas for future study and evaluation;
- Reviewed and proposed the creation of one new Mixed Use Corridor (Ottawa Street);
- Proposed redesignation of some properties within existing intensification areas where appropriate to better achieve the planned function intended for that intensification area;
- Recommended refinements and updates to existing Official Plan policies applicable to Mixed Use Nodes, Mixed Use Corridors and Neighbourhood Mixed Use Centres;
- Created a new land use designation – Village Corridor; and
- Identified ongoing action items and possible “next steps” to assist in the implementation of the recommended policy changes.
Appendices

Appendix A: Project Work Program
Appendix B: June 21, 2010 Staff Report (DTS-10-121)
Appendix C: Proposed Framework for Assessing Candidate Intensification Area Characteristics
Appendix D: Proposed Part II policies
Appendix E: Intensification Area Classification Summary Chart
Appendix F: Summary Sheet of Ottawa Street Characteristics
Appendix G: Proposed Redesignation of the Primary Node (map- Schedule 3)
Appendix H: Proposed Special Policy for the Mixed Use Activity Node located in the Fairview Park Mall area
Appendix I: Proposed Redesignation of the Weber/Fergus Mixed Use Node (map- Schedule 4)
Appendix J: Proposed Redesignation of Lands within Mixed Use Nodes (maps- Schedules 5a- 5g)
Appendix K: Existing Ottawa Street Land Use Designations (map- Schedule 6)
Appendix L: Proposed Ottawa Street Corridor Map (map- Schedules 7a, 7b)
Appendix M: Proposed Special Policy in Mill Courtland Woodside Park Secondary Plan
Appendix N: Proposed Refinements to Part III Mixed Use land use designations
Appendix O: Public Comments Received
Appendix A: Project Work Program

Kitchener Official Plan Review
Project Work Program - CRIA

<table>
<thead>
<tr>
<th><strong>Project Title:</strong></th>
<th>Comprehensive Review of Intensification Areas (CRIA)</th>
</tr>
</thead>
</table>
| **Project Lead:** | Andrew Pinnell, Planner  
Brandon Sloan, Senior Project Manager |
| **Project Team:** | Heather Holbrook, Alexandra Pires, Alain Pinard (or designate), Planning Student |
| **Resource:**    | IT/GIS |
| **Other Support:** | Tina Malone-Wright, Senior Planner  
Leon Bensason, Interim Manager of LR & PP  
Della Ross, Manager of Development Review |
| **Advisory:**    | Jeff Willmer, Interim GM of DTS |
| **Project Links/Contacts:** | KGMS/KGMP  
Mixed Use Corridor Zoning  
Mixed Use Node Guidelines/Zoning/Design Briefs  
Commercial Policy Review  
City-wide Sanitary Capacity Analysis  
Neighbourhood Strategy (CSD – Community Centre project)  
Parks Master Plan  
Transportation Master Plan  
Rapid Transit (Region)  
Region Official Plan  
Reurbanization Working Group  
Development Applications  
Streetscape Improvement Projects (Engineering) |

**Purpose**
The purpose of this project is to further refine the information created in the Kitchener Growth Management Current Baseline Report, to implement Goal 2: Action 2 of the Kitchener Growth Management Strategy, to follow up on the Nodal Living (1999) Study, Commercial Policies Study (2000) and subsequent Municipal Plan Amendment #36.

**Project Background**
In support of the City of Kitchener Official Plan (1994), the City undertook studies in the late 1990s regarding the concept of nodes and corridors. The studies resulted in new land use designations through Municipal Plan Amendment #36 – Commercial Policy Review. The new designations include Primary Node – Fairway, Mixed Use Nodes, Mixed Use Corridors, Neighbourhood Mixed Use Centres, Arterial Commercial Corridors and Planned Commercial Campus. The urban design guidelines and zoning to implement these new Official Plan designations is partially complete.

The Provincial Places to Grow Growth Plan for the Greater Golden Horseshoe requires that by the year 2015 a minimum of 40% of new development be constructed inside the
existing built-up area of the city and that municipalities identify ‘Intensification Areas’ in addition to the Urban Growth Centre to help accommodate this growth. Through the Kitchener Growth Management Strategy background study preparation in 2007-8, the ‘Intensification Areas’ for Kitchener were initially identified as the Primary Node, Mixed Use Node, Mixed Use Corridors and Neighbourhood Mixed Use Centres that are currently in the City’s Official Plan from the previous Commercial Policy Review. The Urban Growth Centre (Downtown CIP Boundary area) is the major location for intensification. To supplement these specific mixed use areas it was also identified that there are Site Specific Intensification Opportunities (SSIOs) and Comprehensive Development Areas that are part of the city’s overall ‘Intensification Areas’. A significant amount of data was prepared for the first time for each of these areas. There is a total of 44 ‘Intensification Areas’ currently identified in addition to over 425 SSIOs. Additional review and analysis of each of these areas include recommendations for refining the dynamic data tracking system and reporting for these areas is required.

A recommendation of the KGMS, as part of the Creating Vibrant Urban Places goal, is to conduct a detailed review of the ‘Intensification Areas’. The intent is to prepare a more comprehensive review and analysis of each ‘Intensification Area’. Specific attention should be given to the Mixed Use Nodes and Corridors to assist with growth planning in these areas and to understand what is required to help facilitate redevelopment. In the KGMS, the review was described to potentially include the following:

- Continue to refine land use and development assumptions and capacity analysis based on specific parcels and more detailed analysis.
- Review development charges and incentive programs for intensification areas.
- Identify specific amenities for attracting and complementing intensification.
- Review existing parking standards and consider implementation of Transportation Demand Management principles.
- Identification, prioritization and coordination of streetscape improvements in intensification areas and timing with redevelopment.
- Review infrastructure required to support intensification.
- Review the Region Official Plan regarding proposed ‘Reurbanization Corridors’ and transit network changes with respect to intensification areas.
- Conduct a high level review of the Nodes/Corridors with respect to the overall urban structure/morphology and confirm detailed boundary refinements.

The Region approved a new Official Plan in June 2009. This plan provides for a new urban structure that could include areas for reurbanization, such as Major Transit Station Areas, Major Local Nodes and Reurbanization Corridors. The locations and implications of these policy areas requires further understanding, review, delineation, determination of next steps and action.

This project is linked to many other projects such as the City-wide Sanitary Capacity Analysis and the Parks Master Plan which will provide additional information to support the growth-planning analysis for the ‘Intensification Areas’.

The refinement of the data components suggested in the KGMS is to be a separate project. This project, CRIA, will investigate and make recommendations for adjustments to assumptions that may affect Intensification Areas.
Preliminary Project Objectives

1. **High Level: Investigate the City’s urban structure, specifically Nodes and Corridors**
   1.1 How does it fit into the P2G framework?
   1.2 How does it fit into the ROP framework?
   1.3 Is it still the same as the 2001 OPA intent? (which is a little different/evolved from the 1999 CPR recommendations/discussion)
   1.4 Are there different types/classes of Nodes/Corridors that should be considered? (transit corridors, secondary, neighbourhood, etc)
   1.5 What examples are there of successful Intensification Areas in other municipalities? Why do they work?
   1.6 Investigate the KGMS assumptions for Intensification Areas

2. **Detailed Level: Investigate each Intensification Area**
   2.1 What is there now: social, cultural, parks, trails, community facilities, uses, infrastructure, streetscape? (pick up on the 1999 Nodal Living Study)
   2.2 What are the challenges and opportunities for (re)development?
   2.3 What are the *drivers* for development in each location?
      2.3.1 What are the needs? Amenities?
   2.4 Consider preparing 3D models to see how assumptions/intensification work in built form

3. **Analysis of Intensification Area structure**
   3.1 What types of nodes/corridors should there be?
   3.2 Where should they be or should there be new locations (e.g., Ottawa Street, Conestoga College)?
   3.3 What criteria/analysis should be considered for defining Intensification Areas?
   3.4 What affect does this have on existing IAs? Should existing areas maintain their current designations (e.g., Weber/Fergus, Huron/Strasburg, should NMUCs be IAs)?

4. Investigate the role of transit, roads, parking, TDM in Intensification Areas.
   4.1 Relate to Transportation Master Plan

5. Investigate the likely timeframe for redevelopment of Intensification Areas.
   5.1 Consider establishing minimum densities for certain sites, interim uses, likelihood of redevelopment of certain parcels
   5.2 How can the development industry and investors work with the City to achieve the goals for intensification? What do these groups need from the City in order to achieve our goals?

6. Confirm mapping of Intensification Area boundaries.

7. Implementation plans – Design Guidelines, zoning, streetscape improvements, design review, other. What is the status of progress on current implementation, should we do anything differently, prioritize?

8. Consider recommendations for changes to existing Official Plan policies.
Work Program
The general project tasks, team meeting schedule and report preparation are outlined in the work program gantt chart attached as Appendix “A”.

Consultation
A consultation session is planned for Spring 2010 with internal departments and agencies. This may include representatives from Economic Development, Community Services, Engineering and Engineering – Transportation Planning, the Region and others.

A discussion report is proposed for consideration at a Development & Technical Services Committee which is a public meeting. The refinement of the preferred direction and draft policies could be considered at a public consultation session in late 2010.

Resources and Cost Estimates
It is contemplated that the majority of the project will be undertaken with existing Planning Division staff resources. Staff time will be required from the Project Lead (also coordinator of overall Official Plan program), urban design policy staff, development staff, planning technician and student. GIS resources will be required. Working meetings may be required with those outside of the Planning Division.

The potential exists for the preparation of 3D modeling of certain intensification areas (similar to the KGMS work for the Stanley Park Mixed Use Node). This may be done in house, through consultant, University, additional resource or other option. A tentative amount of $70,000 ($50,000 in 2010 and $20,000 in 2011 - not including staff costs) is estimated for this project. This would be part of the ‘Analysis/Options’ task and in preparation and use at any public sessions or report. This is a medium-low financial priority.

Deliverables
The primary deliverables for this project will be a Discussion Paper (presentation of options and potential endorsement of principles/direction) and a Project Summary Report (including any recommended new or revised OP policies). This may include new maps and 3D modeling of Intensification Areas.
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<th>ID</th>
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<th>3rd Quarter</th>
<th>4th Quarter</th>
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Appendix “A” – CRIA Work Program Gantt Chart
REPORT TO: Development & Technical Services Committee
DATE OF MEETING: June 21, 2010
SUBMITTED BY: Alain Pinard, Interim Director of Planning
PREPARED BY: Andrew Pinnell, Planner (519-741-2668)
WARD(S) INVOLVED: All
DATE OF REPORT: June 14, 2010
REPORT NO.: DTS-10-121
SUBJECT: COMPREHENSIVE REVIEW OF INTENSIFICATION AREAS
OFFICIAL PLAN REVIEW STUDY

RECOMMENDATION:
That report DTS-10-121 entitled Comprehensive Review of Intensification Areas be received for information and discussion, and further

That staff be directed to further investigate the following with respect to completing the Comprehensive Review of Intensification Areas and developing new and revised policy direction for the new Official Plan:

- Determine the planned function and location of proposed Intensification Areas and draft urban structure elements;
- Ensure consistency of the draft urban structure with other policy objectives;
- Formulate solutions to challenges of achieving intensification;
- Establish density targets for Intensification Areas (including minimums where appropriate); and
- Protect the function of Downtown as the primary Intensification Area.

EXECUTIVE SUMMARY:
The Comprehensive Review of Intensification Areas (CRIA) is being conducted to implement a recommendation of the Kitchener Growth Management Strategy. This recommendation involves conducting a detailed review of Intensification Areas, especially Mixed Use Corridors and Mixed Use Nodes, which play an integral role in the framework of the City’s urban structure. Further impetus for this study comes from the Places to Grow Growth Plan for the Greater Golden Horseshoe and a number of recent Regional documents, including the Regional Official Plan.
In response to an investigation of the City’s current urban structure and in order to facilitate discussion, the project team has formulated a draft urban structure for consideration by the Development and Technical Services Committee. The key highlights of the draft urban structure concept are as follows:

- Downtown remains the top priority for intensification in Kitchener.
- The current nodes and corridors planning model is reliable and effective for achieving many policy objectives, including intensification.
- The draft urban structure is based on connectivity between destinations via Transit Corridors. The urban structure also includes the Urban Growth Centre, Activity Centres, Mixed Use Corridors, Village Corridors, and a Proposed Rapid Transit route and stations.
- Kitchener’s vision is to be a healthy community.
- Identification of further opportunities to achieve intensification and connectivity and improve the overall urban structure.
- Reevaluation of specific Activity Centre (Node) and Corridor locations.

Staff recommends that the subject report be received for information and discussion and that a number of matters related to the study be further investigated prior to formulating Official Plan policy recommendations, including:

- Determining the planned function and location of proposed Intensification Areas and draft urban structure elements.
- Ensuring consistency of the draft urban structure with other policy objectives.
- Formulating solutions to challenges of achieving intensification.
- Establishing density targets for Intensification Areas.
- Protecting the function of Downtown as the primary Intensification Area while encouraging intensification within other Intensification Areas.

**BACKGROUND:**

The City of Kitchener is growing rapidly. Between 2006 and 2031, the population of Kitchener is expected to increase by more than 100,000 people. The Kitchener Growth Management Strategy (KGMS) contains six broad goals for planning where and how future growth will be accommodated. As part of the Creating Vibrant Places goal, the KGMS recommends that the City conduct a more detailed review of Intensification Areas, especially Mixed Use Nodes and Mixed Use Corridors, to assist with growth planning in these areas and to understand what is required to help facilitate redevelopment. In response to this recommendation, Planning staff is conducting a study called the Comprehensive Review of Intensification Areas (CRIA).

Further motivation to prepare this study comes from the Province and Region. The Places to Grow Growth Plan for the Greater Golden Horseshoe contains policies that require a significant portion of new growth be directed to built-up areas of the community and that development be focused in Intensification Areas. In addition, the Region’s recently adopted Official Plan (ROP) sets out new growth and development policies that relate to reurbanization or intensification. The ROP outlines new urban structure elements that include areas for reurbanization, such as Major Transit Station Areas, Major Local Nodes and Reurbanization Corridors. The locations and implications of these policy areas require further understanding, review, and implementation.
Through this study staff are seeking to refine the city’s framework respecting Intensification Areas, including identifying additional intensification opportunities, creating a more logical urban structure for Kitchener based on linking destination areas by transit, modifying existing policy related to nodes and corridors, and preparing for potential Light Rail Transit.

CRIA is an internal project led by the Planning Division that will provide suggestions for the public to consider prior to finalization of the Official Plan. This study is linked to other City projects such as the Comprehensive Review of Employment Lands, the Commercial Policy Review, and the Parks Master Plan.

REPORT:
Purpose of Study
The purpose of the Comprehensive Review of Intensification Areas (CRIA) is to further refine the information created in the Kitchener Growth Management Current Baseline Report, to implement Goal 2, Action 2 of the Kitchener Growth Management Strategy, to follow up on the Nodal Living (1999) Study, Commercial Policies Study (2000) and subsequent Municipal Plan Amendment #36 (2001).

CRIA includes a number of project objectives, such as:

- Investigating how the City’s current urban structure relates to Regional and Provincial policies and initiatives.
• Exploring the relevancy and applicability of the City’s 2001 Commercial Policy Structure.
• Identifying the drivers and challenges for achieving intensification.
• Considering whether there should be different types or classes of nodes and corridors and determining their locations.
• Formulating potential criteria that should be considered for defining Intensification Areas.
• Investigating the role of transit, roads, parking, Transportation Demand Management in Intensification Areas.
• Preparing maps of all Intensification Areas.
• Consider recommendations for changes to existing Official Plan policies.

Summary of Work to Date
Up to this phase in the study the project team has conducted a significant amount of research related to the above objectives. The team canvassed a number of Ontario municipalities to find examples of intensification and determine how it was achieved. Many excellent examples of site specific redevelopment projects (both single use and mixed use) were discovered. A number of examples of major redevelopment projects by a single developer were also found.

Port Credit Village, Mississauga (below) is an excellent example of major redevelopment by a single developer

Limited examples of intensification were found by multiple developers on a nodal or corridor scale. One possibility for this is that node and corridor intensification usually occurs over a long period of time in the absence of major catalysts such as subway extensions.

The project team explored drivers, needs, opportunities, challenges, amenities for intensification. From a consumer standpoint, one of the major hurdles to intensification is a suburban mindset on the part of our current society. From the developer and investor mindset, higher cost of redevelopment (actual and perceived) compared with Greenfield development and increased risk of “missing the market” are challenges. Neighbourhood amenities, mixed
uses, evening and daytime activities, and major public investments act as drivers in achieving intensification.

The project team conducted an audit of various existing Intensification Areas, including Nodes, Corridors and Neighbourhood Mixed Use Centres. Through this review, it was determined that many Intensification Areas contain low density land uses, auto-oriented development, and few mixed use developments on the same site. These findings appear to imply that many of our Intensification Areas have yet to achieve their planned vision.

The team reviewed some of the Kitchener Growth Management Strategy development assumptions such as the number of jobs per floor area for different formats of retail use (e.g., big box, mainstreet retail, plaza retail, etc.). One finding is that generally, the smaller the retail establishment, the greater the density of employees.

Agency Consultation
On May 19, 2010, the CRIA Team held an agency consultation meeting to discuss, at a high level, the City’s existing and potential Intensification Areas and urban structure. Management representatives were present from the Region of Waterloo Policy Planning, Transportation Planning, and Reurbanization Divisions. From the City, management and senior staff from Engineering, Transportation Planning, Economic Development, Community Services, and Planning participated in the discussion and provided input.

At this meeting staff presented a draft urban structure for consideration and comment. The fundamentals of this draft are discussed in the Proposed Direction section of this report. Generally speaking, the group was receptive to the idea of retaining the current nodes and corridors model and favoured refining the existing urban structure in the manner presented below. The project team received a significant amount of feedback and direction through this dialogue. Many questions related to the project objectives were answered. Some of the key highlights of the input received at the consultation meeting are as follows:

- Support for the draft urban structure general concept.
- The Region does not have road capacity to sustain continued population growth status quo. Basing the City’s urban structure on transit may be the best way to accommodate growth.
- Planning for walking and cycling facilities are also important factors to consider.
- The City and Region need to work together to establish roadway cross-sections that work well for transit, cyclists, pedestrians, and motorists.
- The majority of the Activity Centres (Nodes) and corridors are on regional roads. For this reason, land use implications must be considered carefully.
- Staging and prioritization of Intensification Areas should be considered.
- It is very important to retain and protect the commercial component, especially grocery stores, of Activity Centres (Nodes).
- Consideration should be given as to whether automobile-oriented Activity Centres (Nodes) should be planned / recognized.
- Policies could allow for a mix of uses and encouragement of specific uses in all Intensification Areas, however, density and design requirements could differ depending on the type of Intensification Area.

Existing Intensification Areas Framework
Much of our current urban structure was conceived through the 1979 and 1994 Official Plans with a major implementation in the Commercial Policy Study (1999) and the subsequent
Commercial Policy Structure Municipal Plan Amendment in 2001 (see Appendix “A” for Existing Urban Structure Map). Since that time much has changed from a policy perspective and there is a considerable amount of physical change throughout the city. In addition, our Mixed Use Nodes have been partially implemented through developer-initiated zone change applications and a number of our Mixed Use Corridors have recently been implemented through City-initiated zone changes.

Generally, staff is satisfied with the Nodes and Corridors planning model adopted in 2001 and consider it to be an excellent approach for achieving a number of Provincial, Regional, and City goals including intensification. There is always a need for further refinement. Under our current planning model, Mixed Use Nodes are not well connected to each other, many major commercial centres are not considered Nodes, there are number of missed intensification opportunities, and the goals and vision for Nodes and Corridors need re-examination to determine whether they achieve broader objectives.

Proposed Direction

In response to this need for refinement to the City’s urban structure and in order to facilitate discussion, staff has formulated a draft urban structure for consideration by the Development and Technical Services Committee and public. As a supplement to the draft urban structure concepts, staff has prepared a Proposed Urban Structure Map, attached as Appendix “B”. Note that the attached map is conceptual and does not show the delineation of features at a property specific level. The key highlights of the draft urban structure concept are as follows:

- Downtown remains the top priority for intensification in Kitchener. There are many Intensification Areas in Kitchener, however, the Urban Growth Centre, (the Downtown Community Improvement Plan area), is and will continue to be the City’s main focus for intensification.
- The current nodes and corridors planning model is reliable and effective for achieving many policy objectives, including intensification.
- The draft urban structure is based on connectivity between destinations via Transit Corridors. The urban structure includes the Urban Growth Centre, Activity Centres, Mixed Use Corridors, Village Corridors, and a Proposed Light Rail Transit route and stations.
- Kitchener’s vision is to be a healthy community. The draft urban structure seeks to promote social, spiritual, physical, and emotional well-being of citizens. For example, parks, recreational and institutional facilities, and cycling facilities are being considered through the study.
- Identification of further opportunities to achieve intensification and connectivity and improve the overall urban structure.
- Reevaluation of specific Activity Centre (Node) and Corridor locations.

Activity Centres

The draft urban structure proposes to reclassify Mixed Use Nodes into a category called Activity Centres. Activity Centres do not exist under the City’s current urban structure but are comparable to our current Mixed Use Nodes. A change in nomenclature is proposed in order to better reflect the vision for these areas. The term “node” often refers to centralization on a point of intersection of two roads, whereas many of our Mixed Use Nodes are often not centered on an intersection and may contain only one quadrant of an intersection.
The term Activity Centres identifies that we are seeking to achieve a concentration of human activity or intensity and a healthy community. An Activity Centre is a destination point. Staff has formulated some draft criteria that could be used to identify Activity Centres. Under these draft criteria, Activity Centres would be destinations which:

- Are intersected, though not necessarily centered on at least two Transit Corridors. Transit Corridors are identified in the new Regional Official Plan as roads that accommodate existing or planned high frequency transit service.
- Are connected to one another and to the Urban Growth Centre via existing, planned, and proposed Transit Corridors.
- Are planned to possess higher density and taller buildings than surrounding low-rise residential areas.
- Possess a significant level of redevelopment potential.

The Proposed Urban Structure Map shows all major commercial centres as potential Activity Centres (i.e., Sunrise Centre, Ira Needles Commercial Centre, Sportsworld and surrounding area, and Laurentian Power Centre). These would likely qualify as Major Local Nodes at the Regional Level. Conestoga College and surrounding area could be considered as an Activity Centre, whereas only the College itself is currently designated as Major Institutional under the current Official Plan. The map also shows two future Activity Centres which should be considered as part of the overall urban structure (i.e., Victoria/Lackner and Highland/Ira Needles).

Though this project, the CRIA Team is proposing to explore the idea of designating different types of Activity Centres to address different policy objectives. For example, it may be desirable to establish Activity Centres that are mixed use, primarily commercial or primarily recreational. In addition, it may be beneficial to protect a portion of the commercial component of mixed use activity centres in order to ensure that the planned function of an area continues to thrive. Some Activity Centres may serve an inter-neighbourhood function while others an intra-neighbourhood function. Although all Activity Centres are proposed to be destination points of human activity it may be important to differentiate between and plan for different types.

**Corridors**
Mixed Use Corridors (MUCs) are shown on the Proposed Urban Structure Map. As with Mixed Use Nodes, there may be merit in developing different classifications and designating new MUCs or modifying the existing location of MUCs; staff recommends further exploration of this idea. The existing seven MUCs are shown in their present form, except that the Belmont and Lancaster MUCs are shown as Village Corridors. This change reflects the fact that these corridors differ from the other five MUCs. The other five MUCs (i.e., Victoria St N, Victoria St S, King St W, King St E, Queen St) lead directly into the Urban Growth Centre and/or the Central Transit Corridor whereas these two do not. In addition, the Village Corridors may have less redevelopment potential than the other MUCs and may present an opportunity to create or enhance a village-like character. A section of Frederick Street is proposed as a new Village Corridor (low intensity).

A number of new and revised MUCs are shown on the Proposed Urban Structure Map. An example of this is Ottawa Street between Courtland Avenue and Weber Street. This potential MUC leads directly into the potential Rapid Transit system, possesses significant development potential, and connects to the Central Transit Corridor. Additionally, Fischer-Hallman Road between Huron Road and Bleams Road is under consideration as a potential MUC with Activity
Centres. This proposed MUC could achieve several objectives including transit-supportive
development, achieving required density targets, providing a connection for the south west
portion of the city, and as a focal point for surrounding residential neighbourhoods.

It should be noted that some Mixed Use Nodes are proposed to be converted to Mixed Use
Corridors rather than Activity Centres for the purposes of recognizing a more appropriate linear
formation and function.

**Proposed Transit Corridors**

Staff proposes to further discuss with the Region the possibility of adding four future, new
Transit Corridors to the existing and planned Transit Corridors identified the Regional Council
adopted ROP. On the Proposed Urban Structure Map, these are shown generally as River
Road, Courtland Avenue, Bleams Road (west of Strasburg Road), and Strasburg Road (south
of Huron Road). To avoid dead-ends at a jurisdictional boundary, the proposed Transit
Corridors are looped to connect with planned or existing Transit Corridors where necessary.
Staff’s purpose in proposing new Transit Corridors is to improve connectivity to Activity Centres,
and further advance the transit grid system planned by the Region.

In the area of neighbourhood design, planners speak of walkability and connectivity based on a
“five-minute walk”. A neighbourhood is considered walkable if homes are situated within a five-
minute walk of a defined focal point. Staff is currently exploring a vision for the City’s urban
structure comprised of a network or grid composed of destinations (e.g., Activity Centres, Urban
Growth Centre, etc.) and Transit Corridors where there is a “five-minute transit ride” between
major destination points (i.e., approximately a 2 km distance).

The Region does not have road capacity to sustain continued population growth status
quo. An urban structure based on transit may be the best way to accommodate growth
Light Rail Transit
The Proposed Urban Structure Map also shows a potential Light Rail Transit (LRT) route and stations, in accordance with the Region’s approval of a Rapid Transit initiative in 2009. The LRT features are included on the map in order to show the relationship with other proposed urban structure elements.

Further Refinement of Concept
Through the Comprehensive Review of Intensification Areas, many questions have been answered and many project objectives have been achieved. Throughout the study, however, it has become apparent that further consideration of certain issues is necessary prior to formulating policy suggestions. The following is a list of considerations in refining the draft urban structure concept:

- Which types of Intensification Areas defined through the KGMS should qualify as true Intensification Areas and which ones have a different planning function. For example, a certain Activity Centre comprising a high percentage of planned recreational land uses may qualify better as one that completes the community rather than providing intensification opportunities
- Further consideration of the urban structure elements. The project team intends on meeting internally with other departments and agencies to ensure consistency with further policies. For example, further dialogue with City Heritage and Environmental Planning staff is necessary to ensure compatibility with other policy objectives
- Further consideration of the function and locations of urban structure elements
- Consideration of the challenges to achieving intensification and how to overcome them
- Consideration for how the City balances the conflicting objectives of walkability (e.g., small scale development, narrow roads, few cars, etc.) and transit / road efficiency (e.g., wide roads, multiple lanes, fast moving traffic, noise, etc.)
- Consideration of density targets for Intensification Areas
- Consideration of how to protect the planned function of Downtown as the primary Intensification Area while encouraging intensification and redevelopment of other Intensification Areas

Next Steps
The CRIA work program identifies that after receiving direction from the Development and Technical Services Committee there will be further project phases. The project team will meet following the presentation to the Development and Technical Services Committee meeting to discuss how to best proceed with refining the proposed direction. Further analysis will be undertaken which will culminate in the formulation of a summary report in the fall of 2010. This report will contain suggestions for the public to consider prior to finalization of the Official Plan. An open house will be held in the late fall of 2010, where the public will be invited to learn more about the findings and policy suggestions with respect to Intensification Areas and the City’s potential urban structure.

FINANCIAL IMPLICATIONS:
There are no direct financial implications as part of this report. The overall Official Plan Review project is on budget.
COMMUNICATIONS:
On May 19, 2010, the Project Team introduced the Comprehensive Review of Intensification Areas to a group of management and senior staff from the City and Region. Management representatives were present from the Region of Waterloo Policy Planning, Transportation Planning, and Reurbanization divisions. From the City, management and senior staff from Engineering, Transportation Planning, Economic Development, Community Services, and Planning participated in the discussion and provided input. No direct advertising was required for this meeting.

A public open house will be held in the late fall of 2010 to allow the public a chance to understand more about the findings and policy suggestions of staff with respect to Intensification Areas and the City’s potential urban structure.

CONCLUSION:
To date, the Comprehensive Review of Intensification Areas project team has collected a significant amount of information regarding Intensification Areas and the City’s urban structure. A proposed urban structure has been prepared for discussion purposes which is generally consistent with City, Regional, and Provincial objectives. Staff conducted an agency consultation to discuss the project and draft urban structure and obtained a significant level of constructive feedback. Staff is recommending that the Development and Technical Services Committee receive the subject report for information and discussion and that staff be directed to further investigate a number of matters with respect to completing the Comprehensive Review of Intensification Areas and formulating new Official Plan policy suggestions.

REVIEWED BY:
Brandon Sloan, Interim Manager of Long Range and Policy Planning

ACKNOWLEDGED BY:  Jeff Willmer, Interim General Manager
Development and Technical Services Department

Attachments:
Appendix ‘A’ – Existing Urban Structure Map
Appendix ‘B’ – Proposed Urban Structure Map
City of Kitchener
Produced for Development and Technical Services Dept, Planning
Designed by Corporate Services Department, GIS
June 2010
Purpose:
To assess the existing conditions of each candidate new intensification area in order to inform two key decisions:

1) Whether or not a candidate area should be identified as an intensification area in the Official Plan. The characteristics are intended to identify whether there is intensification potential and whether there are limitations to the amount of intensification that is possible or appropriate.

2) To inform the classification of any new intensification area in the hierarchy of urban structure elements. The characteristics may influence what planned function the intensification area may have. The common elements/key features identified through the inventory exercise that determined to be important for enhancement should be noted in the Official Plan policies for urban structure elements.
## Existing Characteristics

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## Conclusion

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3
Growth Management

Preamble
Determining where and how growth occurs in Kitchener needs to be made carefully in order to ensure the development of a healthy, safe and balanced municipality. These decisions should also be considered within the context of a growing region and Greater Golden Horseshoe. Better use of land and infrastructure can be accomplished by directing growth to appropriate locations within the existing urban area. This plan envisions accommodating growth through increased intensification in the existing built-up area, with a focus on a compact, efficient urban form of development in the urban growth centre and other intensification areas. New residential development occurring within the built-up area (inside the built boundary) will be counted towards the achievement of a region-wide residential intensification level. The Growth Management objectives and policies contained in this section of this plan are further articulated in the Intensification Area and Employment Land objectives and policies of this section.

GROWTH MANAGEMENT OBJECTIVES

1. To optimize the use of existing and new infrastructure to support growth in a compact, efficient form.

2. To optimize the use of the existing land supply.

3. To direct a significant portion of new population and employment growth to the built-up area through intensification.

4. To direct residential intensification and commercial development to appropriate intensification areas and allow for smaller scale residential intensification opportunities (such as secondary suites) throughout the built-up area.

5. To meet or, where feasible, exceed provincial and regional density targets and residential intensification levels.

6. To reduce automobile reliance throughout the City by:
   - promoting a multi-modal transportation network;
   - promoting mixed-use, transit-supportive, pedestrian-friendly development;
   - providing convenient access to intra- and inter-city transit; and
   - providing for a balance of job and housing choices.
Residential Intensification Level
General Policies

1. That new residential development will be constructed within the built-up area in accordance with the following residential intensification level minimum targets:

2. The majority of new residential development in the built-up area shall occur within appropriate intensification areas.

Residential Intensification Level
Implementation

1. The residential intensification level shall be measured and monitored annually through the Growth Management Strategy Monitoring Report.

2. The achievement of the minimum target shall be considered using a 5-year average.

3. Should the minimum 5-year average target not be met, the priority levels for development and projects in the built-up area may be significantly increased compared to development and projects in the designated greenfield area for the proceeding 5-year timeframe through the Growth Management Plan process.

Intensification Areas

Preamble
To accommodate a significant portion of forecasted population and employment growth the City has strategically identified numerous areas at key locations throughout the City that are considered appropriate locations to direct intensification of varying magnitude. Intensification Areas are distributed in a nodes and corridors form as illustrated in Maps X and Y of this Plan.

Intensification Areas are generally located in central locations in close proximity, thereby a reasonable walking distance, to surrounding residential neighbourhoods and/or employment areas. These areas are considered appropriate locations to direct intensification because they are highly accessible to the community and surrounding areas and have the potential to support vibrant neighbourhoods and complete communities. Most of the areas identified as Intensification Areas in the Regional Planned Community Structure and City Urban Structure are well served by current transit service or will be served by future planned transit service, as illustrated in Maps X and Y of this Plan. Different categories of intensification areas promote different ranges of uses and degrees of acceptable densities to achieve their specific planned function.

The City's Intensification Areas are identified in a hierarchical manner as illustrated in Diagram A. The hierarchy is intended to establish priority areas for promoting intensification. Within any of the areas identified on the Regional Planned Community Structure or City Urban Structure
Maps (Maps X and Y of this Plan) there may be several land use designations contained therein for the purposes of achieving the planned function for the area. The objectives and policies of this section are implemented through the land use designations and implementation policies contained in Parts III and IV of this Plan respectively.

**Intensification Area Objectives**

1. To implement the Growth Management objectives outlined above.

2. To cumulatively provide a diverse and compatible mix of land uses to support vibrant transit-supportive neighbourhoods and complete communities.

3. To create attractive and vibrant places by implementing high design standards for both public and private spaces.

4. To achieve higher densities than surrounding areas and to locate higher densities as close as possible to transit station locations.

5. To promote a *transit-supportive* compact urban form.

6. To maintain a compatible interface between intensification areas and surrounding residential and employment areas by promoting built form that is compatible with and sensitive to the surrounding built environment and ensuring a transition of built form to adjacent areas.

7. To provide easy access to local stores and services, particularly by promoting and planning for active modes of transportation (walking and cycling) and transit. This shall include the provision of safe, comfortable, barrier-free and convenient pedestrian and cycling linkages between intensification areas and surrounding neighbourhoods and transit stations.

8. To minimize the impact of development on the traffic-carrying capacity of the transportation network.
Hierarchy of Intensification Areas

Regional Community Structure Elements (Map X)
- Urban Growth Centre
- Major Local Nodes

City Urban Structure Elements (Map Y)
- Mixed Use Activity Nodes
- Commercial Activity Nodes
- Mixed Use Corridors
- Village Corridors
- Commercial Corridors

Land Use Designations (land use Map)
- Mixed Use Node
- Commercial Centre
- Mixed Use Corridor
- Commercial Corridor
- Fairway Road Commercial Corridor
- Neighbourhood Mixed Use Centre
- Comprehensive Development Area

Hierarchies
- Primary
- Tertiary
- Other - local opportunities not identified at Urban Structure level

*predominant land use designation, but may be comprised of other designations
General Policies

1. Primary Intensification Area
   The primary Intensification Area in the City is the Urban Growth Centre as shown on Maps X and Y of this Plan. The urban growth centre is a particularly important location for intensification, not only because it can accommodate additional people and jobs, but because it will increasingly be a regional focal point. The Urban Growth Centre serves a Regional planned function and development therein must be consistent with the Places to Grow Growth Plan for the Greater Golden Horseshoe, Regional Planned Community Structure and Urban Area Development policies and applicable primary, secondary and tertiary intensification area policies of this Plan.

1.1 Urban Growth Centre
   1.1.1 The planned function of the Urban Growth Centre is to accommodate a significant share of the City’s future population and employment growth. The area is planned to achieve, by 2029 or earlier, a minimum gross density of 200 residents and jobs combined per hectare.

   1.1.2 The area is intended to be the City’s primary focal point for residential intensification as well as for investment in institutional and region-wide public services, commercial, recreational, cultural and entertainment land uses. The Urban Growth Centre shall be planned for continued commercial viability and all other land use designations allowing commercial development shall have regard for and in no way compromise this planned function of the Urban Growth Centre.

   1.1.3 The Urban Growth Centre is planned to be a vibrant Regional and City-wide focal point and destination. The full spectrum of uses that support community life and commerce are encouraged in the Urban Growth Centre; particularly commercial, residential and institutional uses.

   1.1.4 The Urban Growth area may also contain portions of Major Transit Station Areas, Major Local Nodes and/or Reurbanization Corridors as identified on Map X of this Plan and Mixed Use Activity Nodes and/or Mixed Use Corridors as identified on Map Y of this Plan. In such instances, the relevant secondary intensification area policies and tertiary intensification area policies are also applicable.

   1.1.5 With an area identified as the Urban Growth Centre on Map X of this Plan the applicable land use designations shall include Retail Core, Commercial Residential, Market District, Office District, Warehouse District, Mixed Use Corridor depending on the intended design character, range of uses and densities deemed appropriate for achieving the overall planned function of the Urban Growth Centre.
2. Secondary Intensification Areas

The secondary Intensification Areas include the Major Local Nodes, Major Transit Station Areas and Reurbanization Corridors as shown on Map X of this Plan. The secondary intensification areas serve a Regional planned function and development therein must be consistent with the Places to Grow Growth Plan for the Greater Golden Horseshoe and applicable Regional Planned Community Structure and Urban Area Development policies.

All areas identified on Map X as having a secondary (Regional) intensification planned function are also identified on Map Y as having a tertiary or a City planned function. The policies applicable to secondary intensification Areas are further refined through tertiary Intensification Area policies to reflect City objectives contained in this Plan. Therefore, all secondary intensification area policies should be considered together with the applicable tertiary intensification Area policies.

2.1 Major Local Node

2.1.1 The areas identified as Major Local Nodes on Map X of this Plan are existing or planned clusters of development. The planned function of Major Local Nodes is to accommodate additional population and/or employment growth consistent with planned transit service levels. The areas are planned to achieve, by 2029 or earlier, a cumulative minimum gross density of 100 people and jobs per hectare applicable to all lands designated for intensification contained within them. These locations are generally Regional or City-wide destinations that are not located along the existing or planned rapid transit corridors.

2.1.2 Major Local Nodes may also contain Mixed Use Activity Nodes and/or Commercial Corridors as identified on Map Y of this Plan. In such instances, the relevant tertiary intensification area policies are also applicable.

2.1.3 The Major Local Nodes are in transition. The City will undertake a Master Planning exercise to determine the appropriate land use designation mix necessary to achieve the planned function for the Major Local Nodes as outlined in Policy 2.1.1 above.

2.1.5 The Major Local Nodes may include lands within stable residential neighbourhoods that are intended to Intensify, whose planned function will be reviewed and confirmed in the course of future Master Planning exercises.

2.1.6 At this time there are not land use designations specific to implementing the planned function of the Major Local Nodes. Such designations shall be applied through future Official Plan Amendments upon completion of the Master Planning exercise. Until such time as Master Plans are completed and this Official Plan is amended accordingly development within the Major Local Nodes shall have regard for policies 2.1.1 and 2.2.2 above.

2.2 Major Transit Station Area

2.2.1 The areas identified as Major Transit Station Areas on Map X of this Plan are conceptual representations of the possible influence area (10 minute walking radius) centred around the location of proposed Rapid Transit Stations. The planned function of Major Transit Station Areas is to provide a focus for higher density mixed-use development to support
and ensure the viability of existing and planned rapid transit service levels. Another planned function within these areas is to provide access from various transportation modes (including pedestrians, cyclists and vehicular commuters) to the transit facility.

2.2.1.1 Appropriate pedestrian and public transit facilities may be required with all major development or redevelopment proposals within each of the designations in a Major Transit Station Area. Vehicular access points shall be controlled to minimize disruption to traffic flow and new development may be required to share common driveways and provide for maneuverability between sites.

2.2.1.2 In Major Transit Station Areas consideration may be given to reduced parking requirements or shared parking arrangements where residential units are proposed within a large mixed use development or where transit facilities are provided on site or nearby. Underground parking facilities and parking structures are strongly encouraged with major development or redevelopment proposals.

2.2.2 The Major Transit Station Areas are in transition. The City shall prepare Station Area Plans and update or prepare new Secondary Plans which may include changes to the land use designations within the influence areas represented by Major Transit Station Areas on Map X of this Plan. Through this exercise the City will establish density targets for the Major Transit Station Areas applicable to all lands designated for intensification contained within them.

2.2.3 Major Transit Station Areas may include lands within stable residential neighbourhoods which are not intended to intensify. Those planned intensification will be reviewed and confirmed through the course of future Station Area Planning exercises.

2.2.4 At this time there are no land use designations specific to implementing the planned function of Major Transit Station Areas. Such designations shall be applied through future Official Plan Amendments upon completion of Station Area Plans and updates to existing or preparation of new Secondary Plans as per policy 2.2.2 above. Until such time as Station Area Plans are completed and this Official Plan is amended accordingly development within the Major Transit Station Areas shall have regard for the Transit Oriented Development policies of the Regional Official Plan.

2.3 Reurbanization Corridor

2.3.1 The areas identified as Reurbanization Corridors on Map X of this Plan are located along the planned rapid transit corridor or link directly to it.

The planned function of Reurbanization Corridors is to connect and facilitate movement between Urban Structure components and to provide a focus for higher density mixed-use development to support and ensure the viability of existing and planned rapid transit service levels. The Reurbanization Corridors are planned to achieve, by 2029 or earlier, a cumulative minimum gross density of 150 people and jobs per hectare applicable to all lands designated for intensification contained within them. They are planned to accommodate local services, including recreational, cultural and entertainment uses.

2.3.2 The Reurbanization Corridors may also contain portions of Major Transit Station Areas, as identified on Map X of this Plan and Mixed Use Activity Nodes and/or Mixed Use...
Corridors as identified on Map Y of this Plan. In such instances, the relevant secondary intensification area policies and tertiary intensification area policies are also applicable.

3. Tertiary Intensification Areas

The tertiary Intensification Areas include the Mixed Use Activity Nodes, Commercial Activity Nodes, Mixed Use Corridors, Village Corridors and Commercial Corridors which all serve different City-scaled planned functions. These areas are shown on Map Y of this Plan. Some areas identified on Map Y as having a tertiary or a City planned function may also be identified on Map X as having a secondary (Regional) intensification planned function. In such instances tertiary intensification area policies should be considered together with the applicable secondary intensification Area policies and must be consistent with Places to Grow Growth Plan for the Greater Golden Horseshoe and applicable Regional Planned Community Structure and Urban Area Development policies.

3.1 Mixed Use Activity Node

3.1.1 The planned function of Mixed Use Activity Nodes is to provide a balance of commercial, residential and institutional uses necessary to complete surrounding residential communities. Mixed Use Nodes primarily serve an inter-neighbourhood market but may contain some uses having a city-wide orientation. Mixed Use Activity Nodes are intended to support transit use and pedestrianism.

3.1.2 Some Mixed Use Activity Nodes may also be classified as Major Local Nodes or be included within Major Transit Station Areas at the Regional Planned Community Structure level as identified on Map X of this Plan. In such instances, the relevant Secondary Intensification Area policies are also applicable.

3.1.3 Within an area identified as a Mixed Use Activity Node on Map Y of this Plan the applicable land use designations may include Mixed Use Node, Community Institutional, Major Institutional, Open Space and High Rise Multiple Residential, depending on the context and the range of uses deemed appropriate for achieving the planned function of that node.

3.2 Commercial Activity Node

3.2.1 The planned function of Commercial Activity Nodes is to service the surrounding community’s commercial needs. These areas are intended to be developed as comprehensive planned commercial uses functioning as a unit and consisting of individual buildings or plaza groupings. The Commercial Activity Nodes are intended to represent a key commercial component of the Urban Structure. While these areas are focal points for commercial development, the Commercial Activity Nodes shall be designed and developed with regard for the planned distribution of commercial uses throughout the City as intended by the overall Urban Structure.

3.2.2 Some Commercial Activity Nodes may also be classified as Major Local Nodes or be included within Major Transit Station Areas at the Regional Planned Community Structure level as identified on Map X of this Plan. In such instances, the relevant Secondary Intensification Areas are also applicable.
3.2.3 Within an area identified as a Commercial Activity Node on Map Y of this Plan the applicable land use designation shall be Commercial Centre, as illustrated on the land use Map of this Plan.

3.3 Mixed Use Corridor

3.3.1 Mixed Use Corridors are linear in form and are located along existing or planned transit corridors within Central Neighbourhoods. Mixed Use Corridors generally have strong pedestrian linkages with the surrounding residential neighbourhoods.

The planned function of Mixed Use Corridors is to provide for compact, intensive and transit-supportive intensification opportunities. Intensification in Mixed Use Corridors is primarily intended to serve the adjacent residential neighbourhoods and employment areas. Strengthening linkages and establishing compatible interfaces between the Mixed Use Corridors and surrounding residential neighbourhoods and employment areas are priorities for development in these areas.

Mixed Use Corridors are contiguous with the Urban Growth Centre and thereby have a secondary planned function to serve as gateways into the City's downtown.

3.3.2 Some lands within a Mixed Use Corridor may be included within a Major Transit Station Area and some Mixed Use Corridors may be classified as Reurbanization Corridors at the Regional Planned Community Structure level as identified on Map X of this Plan. In such instances, the relevant Secondary Classification Area policies are also applicable.

3.3.3 The Mixed Use Corridors are intended to provide a balanced distribution of commercial, office, institutional, multiple residential uses. To achieve this balanced distribution of uses, the land use designation within areas identified as Mixed Use Corridor on Map Y of this Plan shall be Mixed Use Corridor as illustrated on the land use map of this Plan and applicable Secondary Plans.

3.4 Village Corridor

3.4.1 Village Corridors are linear in form and are located within the built up area near the City limit. Village Corridors are not necessarily served by transit though they generally have strong pedestrian linkages with surrounding residential neighbourhoods and employment areas.

The planned function of Village Corridors is to provide for commercial, multiple residential and mixed use redevelopment opportunities at a smaller scale. The amount of density in this category of corridor shall be lesser than the permitted density in Mixed Use Corridors.

3.4.2 Within areas identified as Village Corridor on Map Y of this Plan the applicable land use designation shall be Mixed Use Corridor as illustrated on the land use map of this Plan.

3.5 Commercial Corridor

3.5.1 Commercial Corridors are linear in form and located along arterial roads. These areas generally have an automobile-oriented focus.
The planned function of Commercial Corridors is to provide commercial uses to service the surrounding community’s commercial needs. The Commercial Corridors are intended to represent a key commercial component of the Urban Structure. While these areas are focal points for commercial development, the Commercial Corridors shall be designed and developed with regard for the planned distribution of commercial uses throughout the City as intended by the overall Urban Structure.

3.5.2 Some Commercial Corridors may be included within Major Local Nodes or Major Transit Station Areas at the Regional Planned Community Structure level as identified on Map X of this Plan. In such instances, the relevant Secondary Intensification Areas are also applicable.

4. Site Specific Intensification Opportunities

In addition to the Intensification Areas identified in the Regional Planned Community Structure and City Urban Structure (Maps X and Y of the plan), there are also many Site Specific Intensification Opportunities sporadically located throughout the City, often within existing neighbourhoods. These Site Specific Intensification Opportunities are lower in the hierarchy of Intensification Areas because they serve a localized population and generally occupy a smaller geographic area. These areas are not intended for intensification of the magnitude that is anticipated for primary, secondary or tertiary Intensification Areas.

4.1 The planned function of Site Specific Intensification Opportunities is to utilize the subject property(ies) and servicing capacity more efficiently by allowing for intensification. A high degree of sensitivity to surrounding context is important in considering compatibility of development within these areas. New development shall have regard for Urban Design Policies and Guidelines, particularly those pertaining to infill and intensification. Site-specific design briefs may be required for development in these areas.

4.2 The appropriate range of uses and density varies for each Site Specific Intensification Opportunity and is contingent upon its surrounding context. The range of permitted uses and density for Site Specific Intensification Opportunities are implemented through the applicable land use designation policies in Part III of this Plan. Certain Site Specific Intensification Opportunities shall be designated as Neighbourhood Mixed Use Centres and Comprehensive Development Areas as illustrated by the land use map of this Plan.
Glossary

Adaptive Re-Use - The recycling of a structure usually for a new function, such as the use of a former industrial building for residential purposes.

Brownfield – Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

Built-up Area (BUA) – All land located within the built boundary.

Built Boundary – The limits of the developed urban area as defined by the province and shown on Map X of this Plan.

Compact Urban Form - A land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

Corridor – A linear focal point for intensification. Corridors are generally located along major roads, most of which are well served by current or planned transit service. Many corridors are located at entrance points to the City or are aligned such that they feed into the City’s Urban Growth Centre. They are intended to allow for pedestrian-friendly, transit supportive intensification while maintaining the traffic-moving capacity of the road right of way. Corridors include properties having frontage on the main right of way and may also include additional properties that do not have direct frontage on the main right of way in order to facilitate consolidation and larger scale redevelopment. Corridors are schematically represented using rectangular shapes on Maps X and Y of this Plan however corridors are more precisely delineated through land use designations as shown on the land use map of this Plan.

Development – change to a building, property or area that substantially increases the usability of the site. This shall include redevelopment, infill, conversion of existing buildings, building expansions and new construction.

Greyfield – Previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.

Greater Golden Horseshoe (GGH) – The geographic area designated as the Greater Golden Horseshoe growth plan area in Ontario Regulation 416/05, including the Region of Waterloo and City of Kitchener.

Intensification - the development of a property, site or area at a higher density than currently exists through:
- redevelopment, including the reuse of brownfield or greyfield sites;
- the development of vacant and/or underutilized lots within previously developed areas;
- infill development; and
- the expansion or adaptive reuse of existing buildings

Intensification Areas - Lands identified by municipalities or the Minister of Public Infrastructure Renewal within a settlement area that are to be the focus for accommodating intensification. Intensification areas are classified in a hierarchical structure. They include the primary
intensification area (the urban growth centre), secondary intensification areas (reurbanization corridors, major transit station areas and major local nodes), tertiary intensification areas (mixed use activity nodes, commercial activity nodes, mixed use corridors, commercial corridors and village corridors) as well as site specific intensification opportunities.

*Node* - a focal point for intensification. Nodes are generally located central to a planning community(ies) or neighbourhood(s). They are intended to be community focal points and be accessible by walking, cycling and transit. The land use designations within a node specify the appropriate range of uses and encourage a compact built form. A node may serve multiple planning communities and may be either a city or regional scale destination. Nodes may not necessarily be geographically centred at the intersection of two streets. Nodes are schematically represented using circles on Maps X and Y of this Plan however nodes typically do not include all lands within the schematic circle and are more precisely delineated using land use designations as shown on the land use map of this Plan.

*Redevelopment* – the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.

*Residential intensification* - Means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:
- a. redevelopment, including the redevelopment of brownfield sites;
- b. the development of vacant or underutilized lots within previously developed areas;
- c. infill development;
- d. the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- e. the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, secondary suites and rooming houses.

*Residential Intensification Level* - the proportion of new residential development occurring within the built-up area over a specified period of time. Residential Intensification Level is expressed as a percentage of dwelling units located within the built-up area relative to the total number of dwelling units built within the City.

*Site Specific Intensification Opportunities* – Includes individual or groupings of a few parcels of land that are underutilized and have the potential for adaptive re-use of existing structure(s), intensification of an existing structure(s), redevelopment of the site or infilling. Many of these opportunities are commonly referred to as ‘brownfields’ or ‘greyfields’. Although these properties are not identified as either a City’s Urban Structure or Regional Planned Community Structure they are considered an Intensification Area according to provincial policy.

*Station Area Plan:* A comprehensive planning study of the area within a Major Transit Station Area as identified on Map X of this Plan. Such a study shall be undertaken by the City in collaboration with the Region. The plan shall include, but not be limited to:
- a comprehensive land use plan that defines the station area’s boundaries, development concept, unique characteristics and minimum density requirements;
- design guidelines and development standards to implement Transit Oriented Development;
- a parking management strategy for land uses within the station area; and
• a description of the future actions required to implement the Station Area Plan, which may include Regional and/or Area Municipal Community Improvement Plans and associated financial incentive programs, and other appropriate intensification tools.

Transit Supportive - Makes transit viable and improves the quality of the experience of using transit. When used in reference to development, it often refers to compact, mixed-use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential areas.
Summary of Classification and Designation of existing Intensification Areas

The CRIA project evaluated all existing Intensification Areas to determine how they fit within the City Urban Structure. Below is a summary of the City’s currently designated Intensification Areas and their proposed classification under the new Urban Structure framework and proposed new land use designations.

Primary Node and the Downtown

Currently there are two areas of the City that are designated as high priority intensification areas, those being the Downtown and the Primary Node.

<table>
<thead>
<tr>
<th>Intensification Area</th>
<th>Current Land Use Designation(s)</th>
<th>New Regional Community Structure classification</th>
<th>New City Urban Structure classification</th>
<th>New Land Use Designation(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairway Road Primary Node</td>
<td>Primary Node (Fairview Park Mall Retail District, Fairway Road Commercial Corridor, Hotel/Service District, Kingsway Multiple Residential Corridor)</td>
<td>Major Transit Station Area</td>
<td>Commercial Corridor, Mixed Use Activity Node</td>
<td>Mixed Use Node with Special Policy Area, Commercial Corridor with Special Policy Area*, High Rise Residential</td>
</tr>
<tr>
<td>Downtown</td>
<td>Downtown (Retail District, East Market District, Market Village District, Office District, Commercial Residential District, Warehouse District, Mackenzie King Square District)</td>
<td>Urban Growth Centre</td>
<td>Urban Growth Centre</td>
<td>To be determined through a separate process</td>
</tr>
</tbody>
</table>

* not shown on City Urban Structure Map
Mixed Use Corridors
Currently there are seven areas of the City that are designated as Mixed Use Corridor. Of note, the land use designations are not proposed to change. Two of the corridors will be reclassified as Village Corridors in the City’s Urban Structure meaning that they are not intended to accommodate as much density as the other Mixed Use Corridors.

<table>
<thead>
<tr>
<th>Intensification Area</th>
<th>Current Land Use Designation(s)</th>
<th>New Regional Community Structure classification</th>
<th>New City Urban Structure classification</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Victoria St N Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
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<tr>
<td>King St E Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
<td>Reurbanization Corridor</td>
<td>Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
</tr>
<tr>
<td>King St W Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
<td>Reurbanization Corridor</td>
<td>Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
</tr>
<tr>
<td>Queen St S Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
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<tr>
<td>Victoria St S Mixed Use Corridor</td>
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<td>Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
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<tr>
<td>Lancaster St W Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
<td>Village Corridor</td>
<td>Village Corridor</td>
<td>Village Corridor</td>
</tr>
<tr>
<td>Belmont Ave W Mixed Use Corridor</td>
<td>Mixed Use Corridor</td>
<td>Village Corridor</td>
<td>Village Corridor</td>
<td>Village Corridor</td>
</tr>
</tbody>
</table>

* not shown on City Urban Structure Map
Mixed Use Nodes

Currently there are fourteen areas of the City that are designated as Mixed Use Node. Of note, there are some proposed changes to land use designations, as some properties located within Mixed Use Nodes are proposed to be redesignated through this process.

<table>
<thead>
<tr>
<th>Intensification Area</th>
<th>Current Land Use Designation(s)</th>
<th>New Regional Community Structure classification</th>
<th>New City Urban Structure classification</th>
<th>New Land Use Designation(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fischer Hallman/Glasgow</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node, Community Institutional</td>
<td></td>
</tr>
<tr>
<td>Fischer Hallman/Queens</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node, Community Institutional</td>
<td></td>
</tr>
<tr>
<td>Fischer Hallman/Westmount</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node</td>
<td></td>
</tr>
<tr>
<td>Frederick/Edna</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node</td>
<td></td>
</tr>
<tr>
<td>Highland/Westmount</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node</td>
<td></td>
</tr>
<tr>
<td>Homer Watson/Blockline</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node, Community Institutional, Open Space</td>
<td></td>
</tr>
<tr>
<td>Homer Watson/Pioneer</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node, Community Institutional, Open Space, High Rise Residential</td>
<td></td>
</tr>
<tr>
<td>Huron/Strasburg</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node, Community Institutional</td>
<td></td>
</tr>
<tr>
<td>Lackner/Fairway</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node</td>
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<tr>
<td>Ottawa/Lackner</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node, Community Institutional</td>
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<tr>
<td>Ottawa/River</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node</td>
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<tr>
<td>Ottawa/Westmount</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node, Community Institutional</td>
<td></td>
</tr>
<tr>
<td>Strasburg/Blockline</td>
<td>Mixed Use Node</td>
<td>Mixed Use Activity Node</td>
<td>Mixed Use Node</td>
<td></td>
</tr>
<tr>
<td>Weber/Fergus</td>
<td>Mixed Use Node</td>
<td>Commercial Corridor</td>
<td>Commercial Corridor with Special Policy Area*, Community Institutional</td>
<td></td>
</tr>
</tbody>
</table>

* not shown on City Urban Structure Map
Other Areas
While Nodes and Corridors were the focus of the CRIA review as per the direction of the Kitchener Growth Management Strategy, the City also recognizes that there are smaller scale intensification opportunities throughout the City. Currently there are lands that are designated as Neighbourhood Mixed Use Centres and lands that are designated Comprehensive Development Areas which promote intensification of a smaller scale. The City also maintains an inventory of Site Specific Intensification Opportunities. While not shown at the high level Urban Structure, these areas are all considered other intensification opportunities.

<table>
<thead>
<tr>
<th>Intensification Area</th>
<th>Current Land Use Designation(s)</th>
<th>New Regional Community Structure classification</th>
<th>New City Urban Structure classification</th>
<th>New Land Use Designation(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Neighbourhood Mixed Use Centres</td>
<td>Neighbourhood Mixed Use Centre</td>
<td>Site Specific Intensification Opportunities*</td>
<td>Neighbourhood Mixed Use Centre</td>
<td></td>
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<tr>
<td>All Comprehensive Development Areas</td>
<td>Comprehensive Development Area</td>
<td>Site Specific Intensification Opportunities*</td>
<td>Comprehensive Development Area</td>
<td></td>
</tr>
<tr>
<td>All Site Specific Intensification Opportunities</td>
<td>Various</td>
<td>Site Specific Intensification Opportunities*</td>
<td>Various, including Neighbourhood Mixed Use Centre and Comprehensive Development Area</td>
<td></td>
</tr>
</tbody>
</table>

* not shown on City Urban Structure Map
In coordination with the Commercial Policy Review Subproject, many of the commercial land use designations have been classified as having a role in the City’s Urban Structure and are proposed to be redesignated accordingly.

<table>
<thead>
<tr>
<th>Commercial Area</th>
<th>Current Land Use Designation(s)</th>
<th>New Regional Community Structure classification</th>
<th>New City Urban Structure classification</th>
<th>New Land Use Designation(s)</th>
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</thead>
<tbody>
<tr>
<td>Laurentian Power Centre</td>
<td>Planned Commercial Campus</td>
<td>Commercial Activity Node</td>
<td>Commercial Centre</td>
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<tr>
<td>Sunrise Shopping Centre</td>
<td>Planned Commercial Campus</td>
<td>Commercial Activity Node</td>
<td>Commercial Centre</td>
<td></td>
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<tr>
<td>Sportsworld/Gateway Power Centre</td>
<td>Planned Commercial Campus</td>
<td>Major Transit Station Area</td>
<td>Commercial Activity Node</td>
<td>Commercial Centre</td>
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<tr>
<td>Ira Needles Commercial Development</td>
<td>Planned Commercial Campus</td>
<td>Commercial Activity Node</td>
<td>Commercial Centre</td>
<td></td>
</tr>
<tr>
<td>Conestoga College</td>
<td>Arterial Commercial Corridor, Major Institutional</td>
<td>Major Local Node Mixed Use Activity Node</td>
<td>Commercial Corridor, Major Institutional</td>
<td>Commercial Centre</td>
</tr>
<tr>
<td>Victoria St N (from Conestoga Parkway to City limits)</td>
<td>Arterial Commercial Corridor</td>
<td>Commercial Activity Node</td>
<td>Commercial Corridor</td>
<td></td>
</tr>
<tr>
<td>Ira Needles Blvd/Highland Rd W</td>
<td>Arterial Commercial Corridor</td>
<td>Commercial Activity Node</td>
<td>Commercial Corridor</td>
<td></td>
</tr>
<tr>
<td>Homer Watson Blvd/New Dundee Rd</td>
<td>Arterial Commercial Corridor</td>
<td>Commercial Activity Node</td>
<td>Commercial Corridor</td>
<td></td>
</tr>
<tr>
<td>King St E / Weber Street E (from Conestoga Parkway to Weber/Fergus Mixed Use Node)</td>
<td>Arterial Commercial Corridor</td>
<td>Commercial Activity Node</td>
<td>Commercial Corridor</td>
<td></td>
</tr>
<tr>
<td>King St E / Weber Street E (from Weber/Fergus Mixed Use Node to River Rd)</td>
<td>Arterial Commercial Corridor, Primary Node (Hotel/Service District)</td>
<td>Commercial Activity Node</td>
<td>Commercial Corridor</td>
<td></td>
</tr>
<tr>
<td>King St E (from Riverbank Dr to King St by-pass)</td>
<td>Arterial Commercial Corridor</td>
<td>Commercial Activity Node</td>
<td>Commercial Corridor</td>
<td></td>
</tr>
<tr>
<td>Courtland Ave E</td>
<td>Arterial Commercial Corridor</td>
<td>Commercial Activity Node</td>
<td>Commercial Corridor</td>
<td></td>
</tr>
<tr>
<td>King St E (from King St by-pass to HWY 401)</td>
<td>Service Commercial</td>
<td>Commercial Activity Node</td>
<td>Commercial Corridor</td>
<td></td>
</tr>
</tbody>
</table>

* not shown on City Urban Structure Map
## Existing Characteristics

<table>
<thead>
<tr>
<th>Category</th>
<th>Characteristic</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>Location</td>
<td>Ottawa Street North from Weber Street East to King Street East and Ottawa Street South from King Street East to the southwest side of Courtland Avenue</td>
</tr>
<tr>
<td></td>
<td>Planning Communities</td>
<td>Study area is located within the Mill Courtland Woodside Park, Auditorium and King East Planning Communities. Very close proximity to Eastwood and Rockway Planning Communities.</td>
</tr>
<tr>
<td></td>
<td>Relation to Regional Community Structure*</td>
<td>Within the Built-up Area and the Central Transit Corridor Environmental Assessment Study Area (according to Map 3a of the Regional Official Plan). Located within a recommended Major Transit Station Area and bisects a recommended Reurbanization Corridor (King Street East).</td>
</tr>
<tr>
<td></td>
<td>Relation to City Urban Structure*</td>
<td>Within the Central Neighbourhoods. Bisects the King Street East Mixed Use Corridor.</td>
</tr>
<tr>
<td></td>
<td>Total Land Area</td>
<td>26.76 ha; including 6.54 ha for Ottawa Street North and 20.22 ha for Ottawa Street South</td>
</tr>
<tr>
<td></td>
<td>Number of Properties</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>Geographic Form</td>
<td>Linear</td>
</tr>
<tr>
<td>Land Use Breakdown</td>
<td>Official Plan Designations</td>
<td>See Secondary Plan Designations, except for the two most northeasterly parcels which are Low Rise Residential</td>
</tr>
</tbody>
</table>
| Zoning | Ottawa Street North: C-2, C-7, I-I, CR-1, R-6, R-8 and special provisions 2U, 375U  
Ottawa Street South: M-2, CR-1, CR-2, CR-3, R-5, E-1 and special provisions 1R, 149R, 159U |
|-----------------|--------------------------------------------------------------------------------------------------|
| Existing Uses  | Ottawa Street North: single detached dwellings, duplexes, multiple residential dwellings, religious institutions, sale of motor vehicles, automobile repair, sale & service of parts and accessories for motor vehicles, retail, restaurants, offices, personal services  
Ottawa Street South: semi-detached dwellings, townhouses, convenience retail, warehousing, commercial recreation, home business, medical offices, printing establishment, wholesaling, community centre, manufacturing, truck transport terminal, canine and feline grooming, repair services |
| Residential Dwelling Units/Residents | 165 dwelling units (52 units in the north portion, 113 in the south portion)  
351 residents (99 in the north portion, 252 in the south portion) |
| Non-residential | Total floor space is 5,749 sq m, total jobs is 603 (4,014 sq m of space and 320 jobs in the north portion; 1,735 sq m of space and 283 jobs in the south portion) |
| Density | Existing 65 residents and jobs per hectare. (49 residents and jobs per hectare in the north portion, 83 residents and jobs per hectare in the south portion) |
| Surrounding Land Uses | Ottawa Street North: religious institution, single detached dwellings, multiple dwellings, financial institution, commercial recreation (bowling), auto repair, parkette and a mixture of uses within the adjacent King Street East MUC  
Ottawa Street South: various industrial uses and industrial-commercial, golf course, single detached dwellings, and a mixture of uses within the adjacent King Street East MUC. |
<table>
<thead>
<tr>
<th>Cultural Heritage</th>
<th>Cultural Heritage Resources</th>
<th>Ottawa Street South: One property designated under Part IV of the Heritage Act. One property listed on the Heritage Kitchener Inventory of Historic Buildings (currently under review).</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage Conservation District</td>
<td>Not located within or adjacent to a Heritage Conservation District.</td>
<td></td>
</tr>
<tr>
<td>Significant natural heritage features</td>
<td>There are no provincial or regional-scale natural heritage features within the candidate area. Potential local-level ecological restoration area for Schneider Creek.</td>
<td></td>
</tr>
<tr>
<td>Natural Heritage</td>
<td>Floodplain (Natural Hazard Lands)</td>
<td>6.2 ha (12 properties) within the Ottawa Street South component are within the floodway and 6 properties are within the flood fringe (according to Map 13 of the Mill Courtland Secondary Plan).</td>
</tr>
<tr>
<td>Transportation</td>
<td>Location and type of existing transit</td>
<td>Existing iXpress route crosses Ottawa Street with a stop at Charles. Existing bus route along Ottawa Street South. Several bus routes that cross Ottawa Street along Weber Street, King Street and Charles Street.</td>
</tr>
<tr>
<td>Proximity to planned transit</td>
<td>Weber Street and Ottawa Street from Charles to Courtland Avenue are identified as Planned Transit Corridors (according to Map 5a of the Regional Official Plan).</td>
<td></td>
</tr>
<tr>
<td>Road typology/function</td>
<td>Regional Arterial Road</td>
<td></td>
</tr>
<tr>
<td>Cycling facilities</td>
<td>No existing cycling lanes – Iron Horse Trail connects to Ottawa Street</td>
<td></td>
</tr>
<tr>
<td>Pedestrian facilities</td>
<td>Existing sidewalks on both sides of Ottawa Street – Iron Horse Trail connects to Ottawa Street</td>
<td></td>
</tr>
<tr>
<td>Community Infrastructure</td>
<td>Location, type, size of parks</td>
<td>Closest parks are Kaufman Park (about 480 metres away) and Knollwood Park (210 metres away).</td>
</tr>
<tr>
<td>--------------------------</td>
<td>-------------------------------</td>
<td>-----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Health facilities</td>
<td></td>
<td>About 2.5 km from the nearest hospital (St Mary’s)</td>
</tr>
<tr>
<td>Educational institutions</td>
<td></td>
<td>Closest schools are Sheppard Public School (350 metres) and Cameron Heights Collegiate Institute (580 metres)</td>
</tr>
<tr>
<td>Recreational facilities</td>
<td></td>
<td>Distance to arena facilities – Kitchener Aud and ice pads located in close proximity to the north portion of the candidate area. Cameron Heights pool located 580 metres away. Rockway Golf Course located adjacent to the south portion of the study area.</td>
</tr>
<tr>
<td>Socio-cultural facilities</td>
<td></td>
<td>Closest community centre is the Mill Courtland Community Centre (about 800 metres) Rockway Senior Centre located less than 100 metres from the south portion of the study area.</td>
</tr>
<tr>
<td>Emergency services</td>
<td></td>
<td>Fire Station – about 2.5 km from the nearest fire station (Highland Fire Station)</td>
</tr>
</tbody>
</table>

*Description and evaluation based on proposed Regional Community Structure and City Urban Structure elements from this project.*
### Analysis
#### (Potential for Reurbanization)

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compatibility</td>
<td>Several industrial uses present within the study area, which may pose compatibility challenges for future intensification incorporating sensitive land uses.</td>
</tr>
<tr>
<td>Parcel suitability</td>
<td>Many underutilized parcels that could accommodate greater densities.</td>
</tr>
<tr>
<td>Mixed use potential</td>
<td>High potential for a range of commercial, office and residential. The potential future rapid transit station area provides further justification.</td>
</tr>
<tr>
<td>Density potential</td>
<td>Given the size and configuration of some of the land parcels in this area and the potential for a future rapid transit station area there is a potential for medium to high density redevelopment. The overall density potential may be limited in a portion of the Ottawa Street South area given the existing floodway/flood fringe constraint. A future project with the GRCA will be investigating potential amendments to the Schneider Creek floodway policies.</td>
</tr>
<tr>
<td>Sanitary capacity</td>
<td>A high level review was undertaken to consider this area in the context of the City’s sanitary capacity model. There does not appear to be a significant issue with further intensification of this area, however additional analysis should be conducted at future stages.</td>
</tr>
<tr>
<td>Potential timeframe for redevelopment</td>
<td>Medium term. May be dependent on rapid transit provision, floodplain policy review. Transition from industrial uses to transit-supportive mixed use may take time, dependent upon market demand. May require additional amenities. Current incentive may be City and Regional incentives within the Central Neighbourhoods, including lower development charges that the suburban areas.</td>
</tr>
<tr>
<td>Potential required improvements</td>
<td>Streetscape and public realm improvements</td>
</tr>
<tr>
<td></td>
<td>Further engineering review required at the time of zoning implementation.</td>
</tr>
<tr>
<td></td>
<td>Future analysis of parks, trails, cycling, and recreation facilities required.</td>
</tr>
<tr>
<td>Comparative analysis relative to other current intensification areas</td>
<td>Twice as many parcels as in each of Belmont, Lancaster, Queen Street South and Victoria Street South mixed use corridors. Similar number of parcels as King Street West and Victoria Street North mixed use corridors. Therefore adequately sized to accommodate intensification. Current mixed use corridors range from 5.7 hectares (Victoria Street South) to 30.9 hectares (King Street East), therefore the Ottawa Street candidate area falls within a range considered appropriate for accommodating intensification. Would be one of the largest intensification areas, therefore greater potential to accommodate higher absolute amount of intensification than other intensification areas.</td>
</tr>
</tbody>
</table>
## Conclusion

<table>
<thead>
<tr>
<th>Category</th>
<th>Conclusion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intensification Area Potential</td>
<td>Within this corridor there are several transit corridors converging therefore this is a high priority area for focusing transit-supportive intensification.</td>
</tr>
<tr>
<td>Intensification Area Classification</td>
<td><strong>City</strong></td>
</tr>
<tr>
<td>(Regional, City, other)</td>
<td>The study area could serve multiple Planning Communities and could serve an inter-neighbourhood planning function.</td>
</tr>
<tr>
<td></td>
<td>Therefore, this location is a candidate for classification as Mixed Use Corridor at the City Urban Structure level.</td>
</tr>
<tr>
<td></td>
<td><strong>Regional</strong></td>
</tr>
<tr>
<td></td>
<td>High potential for classification as a Reurbanization Corridor. This location aligns with the definition and Regional policies for a Reurbanization Corridor and compared with other locations within Kitchener ranks fairly high.</td>
</tr>
<tr>
<td>Possible land use designation</td>
<td>Mixed Use Corridor, Open Space</td>
</tr>
<tr>
<td></td>
<td>Future Secondary Plan process (potentially for Major Transit Station Area) may review and determine appropriate land use mix.</td>
</tr>
<tr>
<td>Possible planning requirements</td>
<td>Policy review of the Schneider Creek floodplain.</td>
</tr>
<tr>
<td></td>
<td>Sanitary capacity scenario evaluation.</td>
</tr>
<tr>
<td></td>
<td>City initiated amendment to the Mixed Use Corridor Urban Design Brief or site-specific urban design brief in support of a development application. Future Urban Design Brief should address streetscape/public realm improvements.</td>
</tr>
<tr>
<td></td>
<td>A servicing capacity analysis may be required for each development application.</td>
</tr>
<tr>
<td>Implications</td>
<td>Several uses present within the corridor that are not consistent with Mixed Use Intensification objectives; would become legal non-conforming in the event mixed use corridor zoning is applied.</td>
</tr>
</tbody>
</table>
Although the lands located along the south side of Courtland Avenue from Shelley Drive to Manitou Drive and along both sides of Fairway Road from Manitou Drive to Wilson Avenue are designated Commercial Corridor, the City recognizes this area as a primary shopping area within the City. Unlike other Commercial Corridors, the Fairway Commercial Corridor is characterized by a linear concentration of large retail commercial and entertainment uses having a city wide or regional orientation.

Notwithstanding the Commercial Corridor land use designation of this area, commercial entertainment uses and retail uses shall be permitted, but to reduce traffic impacts on the operation of Fairway Road, maximum size restrictions may be placed upon retail uses within the implementing zoning by-law. Likewise, personal service and convenience retail may be prohibited in particular areas of this Commercial Corridor. Such size restrictions and land use restrictions may be lifted following the completion and approval of a Traffic Impact Study and the completion of any required road improvements.
Appendix J: Proposed Redesignation of Lands within Mixed Use Nodes
Mixed Used Node Redesignation

Legend

- Proposed to be Redesignated
  - From Mixed Use Node
    - To Community Institutional
  - To Remain
  - Mixed Use Node
  - Proposed to be Redesignated
    - From Medium Rise Residential
      - To Mixed Use Node
- Proposed Boundary
- Mixed Use Node

Homer Watson Blvd/Block Line Rd
Schedule 5c
**Huron Rd/Strasburg Rd**

**Mixed Used Node Redesignation**

**Schedule 5e**

**Legend**

Area To Be Redesignated

- **Proposed to be Redesignated**
  - From Mixed Use Node
  - To Community Institutional
  - To Remain Mixed Use Node
  - Proposed to be Redesignated From Low Rise Residential To Mixed Use Node

- **Proposed Boundary**
  - Mixed Use Node

**Project Information**

- **PROJECTION: UTM NAD 83 zone 17**
- **PRINTED: January 2011**
- **Community Services Department - Planning**

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Notwithstanding the Mixed Use Corridor land use designation applied to the existing industrially zoned properties located between Ottawa Street South and Borden Avenue South, such properties shall be zoned for General Industrial purposes within the Zoning By-law until such time as a City-initiated zone change to implement Mixed Use Corridor zoning with appropriate regulation and measures for sensitive uses is approved by Council. In the event that an owner-initiated zone change application is made to rezone the lands for sensitive uses, the proponent shall be required to submit necessary studies to demonstrate conformity to relevant Ontario legislation.

Sensitive uses: Shall include, but shall not be limited to:

1) The full range of residential uses, including:
   - Duplex Dwelling;
   - Dwelling Unit;
   - Special needs housing;
   - Multiple Dwelling;
   - Single Detached Dwelling; and
   - Street Townhouse Dwelling; and

2) A limited range of commercial and institutional uses including:
   - Day Care Facility; and
   - Tourist Home.
Mixed Use Category

Lands designated for Mixed Use are located within close proximity of surrounding residential neighbourhoods and employment areas. These are lands with the capacity to accommodate intensification. Generally they are currently occupied with some commercial uses surrounded by residential uses. They are served by public transit and have pedestrian linkages with the surrounding residential neighbourhoods. These areas are planned to achieve an appropriate and compatible mix of commercial, residential and institutional land uses. These uses are intended primarily to serve surrounding residential neighbourhoods and employment areas. Development with lands designated for Mixed Use is intended to achieve a high standard of urban design, be transit supportive and pedestrian friendly. Some land use designations allow for and promote a mix of uses on the same site, the same building or within the individual mixed use area, provided that cumulatively the planned mix of uses is maintained.

Objectives:

1. To allow for transit supportive development.

2. To achieve an appropriate mix of commercial, residential and institutional land uses.

3. To provide locations for commercial and mixed use development opportunities in locations close to several Planning Communities where people live and work to help achieve complete communities.

4. To direct a significant portion of new population growth to lands designated Mixed Use to assist in achieving the minimum density targets established in Part II of this Plan.

5. To allow greater height and density than the surrounding residential neighbourhoods.

6. To retain and promote residential and employment intensification opportunities within lands designated Mixed Use as an appropriate means to accommodate residential and employment growth within the Built Up Area.

7. To retain a viable commercial presence by protecting and improving the existing commercial outlets within lands designated Mixed Use.

8. To permit the majority of commercial uses within lands designated Mixed Use as an appropriate means to accommodate anticipated commercial growth.

9. To allow for appropriately scaled commercial uses that primarily serve the surrounding area and are part of the overall City-wide hierarchy of commercial uses.

10. To allow a range of uses provided that development and redevelopment achieves built form objectives.

11. To ensure uses, built form and building design are pedestrian-oriented and human-scaled in order to positively contribute to the public realm.

12. To enhance walkability within and connected to Mixed Use areas.
13. To ensure uses, *built form* and *building design* are compatible with surrounding low rise residential development.

14. To ensure that *development* and *redevelopment* of lands within this designation implement a high standard of urban design.

**General Policies**

1. Many of the lands designated for Mixed Use are identified as part of the Regional Community Structure or City Urban Structure as shown on Maps X and Y of this Plan. As such, the applicable policies of Part II of this Plan shall apply.

2. Where a *development application* proposes residential uses within a Mixed Use land use designation the General Policies pertaining to Residential Uses contained in part III policy X of this Plan shall apply.

3. Where a *development application* proposes commercial within a Mixed Use land use designation the General Policies pertaining to Commercial Uses contained in part III policy X of this Plan shall apply.

4. *Development and redevelopment* will be subject to the Urban Design Policies contained in this Plan and supporting documents such as the City’s Urban Design Manual.

5. The City will identify and encourage site specific intensification opportunities for mixed use intensification and/or redevelopment.

6. The City will discourage reduction of lot area if the reduction could compromise intensification objectives for the site or Mixed Use area.

7. The City will discourage changes in land use that could reduce the planned density and/or compromise the planned function or intended built form within the Mixed Use area.

8. The City will encourage the retention and enhancement of existing food stores and the creation of appropriately scaled food stores within lands designated Mixed Use.

9. The individual sites within a Mixed Use designation may not allow the full range of permitted uses or the full extent of development intensity at every location based on context and site specific factors. It is intended that collectively the individual properties within a Mixed Use area will achieve the intended mix of uses deemed appropriate for the context.

10. The City will impose maximum gross floor area restrictions on non-residential development and redevelopment, including limiting both the gross floor area of individual outlets as well as the combined total gross floor area of non-residential outlets.

11. The City may require a Planning Justification Study for a development application proposing a *Major office* or *Retail Commercial Centre* use or proposing amendments to this Plan or implementing Zoning By-law to establish a new Mixed Use Area or extend the boundary of an existing Mixed Use land use designation. The purpose of the Planning Justification Study is to further assess if the proposal will negatively impact the
planned function of the Commercial and Mixed Use lands designated in this Plan, which may include an analysis of Transportation Demand Management options, retail impacts and transportation impacts.

12. The City may require, as part of a Complete Application, a site plan, elevations drawings, 3D model, shadow study, angular plane analysis, design brief and any other appropriate plans and/or studies, to demonstrate that a proposed development or redevelopment is compatible; to address the relationship to and the privacy of adjacent residential development; and to ensure consistency and compatibility with the existing built form and the physical character of the established neighbourhood.

13. To promote transit supportive development and redevelopment that enhances the public realm, the City of Kitchener may:

1. Require that a portion of the building mass as well as primary facades and building entrances be oriented towards the public realm by imposing maximum front yard setbacks and façade design policies, guidelines and zoning regulations;

2. Encourage the location of active uses such as retail, service shops and restaurants at the street level by imposing locational policies and zoning regulations for specific uses;

3. Limit vehicular parking between the building façade and the street by imposing parking setbacks and parking design policies, guidelines and zoning regulations;

4. Require that buildings maintain a human-scaled form of development along the street by imposing façade and building height regulations in the zoning by-law and imposing Building Design, Massing and Scale design policies contained in Part II of the by-law and supporting guidelines; and

5. Discourage the introduction of new drive-through facilities.

14. The City may require the incorporation of Transportation Demand Management measures in lands designated for Mixed Use including:

1. Integration of cycling facilities;

2. Provision of pedestrian facilities;

3. Incorporation of transit facilities within larger scale mixed use developments; and

4. Consider shared or reduced parking requirements to encourage use of alternative modes of transportation.
Land Use Designations

Mixed Use Node

1. The objectives and General Policies pertaining to the Mixed Use land use designation will apply for all new development or redevelopment applications.

Built Form

2. To allow greater density than the surrounding residential neighbourhoods, a minimum Floor Space Ratio of 0.6 and a maximum Floor Space Ratio of 2.0 will apply for all new development or redevelopment.

3. Notwithstanding the maximum Floor Space Ratio contained in policy 2 above, the City may impose a maximum Floor Space Ratio of up to 4.0 to individual properties where higher intensity development is desirable and appropriate. The following criteria will be considered as the basis for the implementing zoning:
   1. The location abuts or has direct access to an arterial or collector road;
   2. The location is adequately separated from lands designated Low Rise Residential; and
   3. There is adequate existing or planned infrastructure.

4. Where the requirements of policy 3 above are satisfied, additional consideration for increased density up to a maximum Floor Space Ratio of up to 4.0 will be given where the location is:
   1. Within a Major Transit Station Area or Major Local Node as shown on Map X of this Plan; and/or
   2. Development or redevelopment will be designed to LEED certification standards, or incorporate a below-grade parking structure, public amenity area and/or public art.

5. Notwithstanding the minimum and maximum Floor Space Ratio provisions contained in policies 2 through 4 above, buildings and structures legally existing on September 17, 2001 shall be permitted to expand on the existing lot by a maximum of 25 percent provided the expansion is to accommodate a permitted use and the size and location policies applicable to that use and the built form policies are satisfied.

6. Generally, building heights are encouraged to be between three and ten storeys, and may be further regulated through the Zoning By-law.

7. Drive through facilities may be discouraged for all new developments.

Uses

8. Within the Mixed Use Nodes individual properties will be zoned to achieve an appropriate mix of uses that are compatible with the surrounding residential neighbourhoods. Permitted uses may include:
1. Non-residential uses, which may include:
   1. Retail, including food stores and major retail
   2. Office, but not including major office
   3. Commercial entertainment
   4. Financial establishments
   5. Personal services
   6. Service commercial uses, such as repair services
   7. Restaurant
   8. Health-related uses, such as health offices
   9. Educational establishments

2. Multiple residential dwellings, including special needs housing

9. Food stores shall be strongly encouraged. To protect the longevity of existing food stores and encourage the development of new food stores within lands designated Mixed Use Nodes the City may:

   1. Notwithstanding any gross floor area provisions contained in policies X-Y hereafter, permit food stores up to a maximum gross floor area of 10,000 square metres in both freestanding buildings and mixed use developments provided that all applicable built form policies are satisfied.

   2. Notwithstanding the maximum Floor Space Ratio provisions contained in policies 3 and 4 above, where food stores are located internal to a large mixed use development, consider a maximum floor space ratio for the entire development of up to 5.0 provided that all applicable built form policies are satisfied.

10. Commercial developments incorporating a residential component are strongly encouraged in Mixed Use Nodes. To encourage the provision of residential units within this designation, the City may consider incentives such as:

   1. Reducing parking requirements;
   2. Permitting shared parking arrangements between residential and commercial/institutional uses where appropriate;
   3. Considering increases to commercial floor space limits; and/or
   4. Considering increases to the maximum floor space ratio of up to 5.0.
11. Individual properties within the Mixed Use Nodes may be zoned to discourage uses that would negatively effect the planned density and/or function of the Mixed Use Node, such as:

1. Carwashes
2. Commercial parking facilities
3. New gas stations (including gas bars)
4. Sale, Rental, Service, Storage or Repair of Motor Vehicles, Major Recreational Equipment and Parts and Accessories for Motor Vehicles or Major Recreational equipment
5. Funeral homes
6. The full range of industrial uses
7. Low density residential uses (including single detached dwellings, duplex dwellings and semi-detached dwellings)
8. Major Institutional uses
9. Retail Commercial Centres

Locational Policies

12. Active non-residential uses, such as retail, service shops and restaurants, will be the preferred uses on the ground floor of all new developments and redevelopments.

Size Requirements

13. Individual non-residential outlets, with the exception of food store uses as per policy 9.1 above, will be restricted to a maximum gross floor area of 3,500 square metres.

14. The maximum non-residential gross floor area per site will be restricted to 13,500 square metres, and will not exceed 10,000 square metres of combined gross floor area devoted to retail uses or 10,000 square metres of combined gross floor area devoted to office uses.

15. Development applications exceeding the size restrictions for non-residential uses outlined in Policy 14 above may only be considered in areas identified as Major Local Nodes or Major Transit Station Areas on Map X of this Plan. For such applications The City will require the submission of a Planning Justification Study as outlined in Mixed Use General Policy 11.

16. Notwithstanding the gross floor area restrictions of policies 13 and 14 above, permitted non-residential uses located interior to buildings legally existing on September 17, 2001 will be recognized and such uses will be permitted to expand on the existing lot by a maximum of 25 percent of the existing gross floor area of the individual outlet, provided that all applicable built form policies are satisfied.
17. Notwithstanding Policy 11.7 above, *Low rise residential* housing forms legally existing on September 17, 2001 will be recognized and, notwithstanding the floor space ratio restrictions of policies 2 and 3 above, such uses will be permitted to expand on the existing lot by a maximum of 25 percent provided that the built form policies are satisfied.
Mixed Use Corridor

1. The objectives and General Policies pertaining to the Mixed Use land use designation will apply for all new development or redevelopment applications.

Built Form

2. To allow greater density than the surrounding residential neighbourhoods, a minimum Floor Space Ratio of 0.6 and a maximum Floor Space Ratio of 2.0 will apply for all new development or redevelopment involving the construction of new buildings or structures.

3. Notwithstanding the minimum and maximum Floor Space Ratios contained in policy 2 above, the City may impose a minimum Floor Space Ratio of 1.0 and a maximum Floor Space Ratio of up to 4.0 to individual properties where higher intensity development is desirable and appropriate. The following criteria will be considered as the basis for the implementing zoning:

1. The location abuts or has direct access to an arterial or collector road;

2. The location is adequately separated from lands designated Low Rise Residential; and

3. There is adequate existing or planned infrastructure.

4. Where the requirements of policy 3 above are satisfied, additional consideration for increased density up to a maximum Floor Space Ratio of up to 4.0 will be given where the location is:

1. Within a Major Transportation Area or Reurbanization Corridor as shown on Map X of this Plan; and/or

2. Development or redevelopment will be designed to LEED certification standards, or incorporate a below-grade parking structure, public amenity area and/or public art.

5. Notwithstanding the minimum and maximum Floor Space Ratio provisions contained in policies 2 through 4 above, buildings and structures legally existing on September 17, 2001 shall be permitted to expand on the existing lot by a maximum of 25 percent provided that the expansion is to accommodate a permitted use and the size and location policies applicable to that use and the built form policies are satisfied.

6. Façade and building heights will be regulated through the Zoning By-law.

7. Drive through facilities may be discouraged for all new developments.

8. To encourage transit supportive development within the Mixed Use Corridor designation the City may consider incentives such as:

1. Reducing parking requirements; and

2. Permitting shared parking arrangements between permitted uses where appropriate.

Uses
9. Within the Mixed Use Corridors individual properties will be zoned to achieve an appropriate mix of uses that are compatible with the surrounding residential neighbourhoods. Permitted uses may include:

1. Non-residential uses, which may include:
   1. Retail, including food stores
   2. Office, but not including major office
   3. Commercial entertainment
   4. Financial establishments
   5. Personal services
   6. Restaurant
   7. Health-related uses, such as health offices
   8. Hotel
   9. Educational establishments

2. Medium to high density residential uses, which may include:
   1. Multiple residential dwellings, including special needs housing
   2. Street townhouses

10. Food stores shall be strongly encouraged at appropriate locations within areas identified as Reurbanization Corridors on Map X of this Plan. To encourage the development of food stores within lands designated Mixed Use Corridor and located within a Reurbanization Corridor, the City may:

   1. Not exceeding any gross floor area provisions contained in policies X-Y hereafter, permit food store outlets of up to a maximum gross floor area of 5,000 square metres if associated to a large mixed use development provided that all applicable built form policies are satisfied.

   2. Notwithstanding the maximum Floor Space Ratio provisions contained in policies 2, 3 and 4 above, where food stores are located internal to a large mixed use development, consider a maximum floor space ratio for the entire development of up to 5.0, provided that all applicable built form policies are satisfied.

11. Individual properties within the Mixed Use Corridors may be zoned to discourage uses that would negatively effect the planned density and/or function of the Mixed Use Corridor, such as:

   1. Carwashes
2. Commercial parking facilities, unless located within an area identified as a Major Transit Station Area on Map X of this Plan, and in accordance with locational policies;

3. New gas stations (including gas bars)

4. Sale, Rental, Service, Storage or Repair of Motor Vehicles, Major Recreational Equipment and Parts and Accessories for Motor Vehicles or Major Recreational equipment

5. Funeral homes

6. The full range of industrial uses

7. Low density residential uses (including single detached dwellings, duplex dwellings and semi-detached dwellings)

8. Major Institutional uses

9. Retail Commercial Centres (including Major Retail)

Locational Policies

12. Retail uses may be permitted only within existing buildings or on the ground floor of a building containing any other permitted uses with equal or greater floor area.

13. Day Care Facilities may be permitted only internal to large mixed use developments.

14. Canine or Feline Grooming, Commercial Recreation and Veterinary Services may be permitted only within freestanding buildings.

15. Active non-residential uses, such as retail, service shops and restaurants, will be the preferred uses on the ground floor of all new developments and redevelopments.

16. Dwelling units may not be permitted to locate on the ground floor of mixed use buildings. Dwelling units may only be permitted to locate on the ground floor where legally existing on September 17, 2001 or located interior to a residential building devoted exclusively for such use.

17. Commercial parking facilities may be permitted only within an area identified as a Major Transit Station Area on Map X of this Plan. In such cases commercial parking facilities may be permitted only if in a structured parking form either above or below grade and as part of a development incorporating any other permitted uses with equal or greater gross floor area.

Size Requirements

18. Individual non-residential outlets, with the exception of food store uses as per policy 10.1 above, will be restricted to a maximum gross floor area of 2,500 square metres unless more restrictive floor area restrictions are defined in the Zoning By-law.
19. The combined total non-residential gross floor area per site will be restricted to 7,500 square metres, and will not exceed 5,000 square metres of combined gross floor area devoted to retail uses or 5,000 square metres of combined gross floor area devoted to office uses.

20. Development applications exceeding the size restrictions for non-residential uses outlined in Policy 18 above may only be considered in areas identified as Major Transit Station Areas on Map X of this Plan. For such applications The City will require the submission of a Planning Justification Study as outlined in Mixed Use General Policy 11.

21. Notwithstanding the gross floor area restrictions of policies 17 and 18 above, permitted non-residential uses located interior to buildings legally existing on September 17, 2001 will be recognized and such uses will be permitted to expand on the existing lot by a maximum of 25 percent of the existing gross floor area of the individual outlet, provided that all applicable built form policies are satisfied.

22. Notwithstanding Policies 11.7 and 16 above, Low rise residential housing forms legally existing on September 17, 2001 will be recognized and, notwithstanding the floor space ratio restrictions of policies 2 and 3 above, such uses will be permitted to expand on the existing lot by a maximum of 25 percent provided that the built form policies are satisfied.
Village Corridor

1. All policies applicable to Mixed Use Corridors contained in Mixed Use Corridor Policies 1-21 above shall apply.

2. Further to Mixed Use Corridor Policy 6 above, the maximum height of development or redevelopment within lands designated Village Corridor will be eight storeys unless existing prior to June 1, 2011.

3. The same range of uses permitted in lands designated Mixed Use Corridor, as outlined in Mixed Use Corridor Policy 9 above, will be permitted in lands designated Village Corridor with the exception of commercial entertainment, conference centres and hotels.

4. Notwithstanding Village Corridor Policy 1 and Mixed Use Corridor Policy 2 above, the City may permit development or redevelopment having an FSR of less than 0.6 within lands designated Village Corridor where lower intensity development is desirable and appropriate. The following criteria will be considered as the basis for the implementing zoning:

   1. The parcel fabric is not conducive to compact mixed use development and consolidation is not appropriate or desirable;

   2. The development potential of a property or area is constrained by the existence of a Heritage Resource, Environmental constraint or servicing limitations; and/or

   3. The lower intensity form is preferred in compatibility with the surrounding residential neighbourhoods, district character or cultural heritage reasons.
Neighbourhood Mixed Use Centre

1. The objectives and General Policies pertaining to the Mixed Use land use designation will apply for all new development or redevelopment applications.

Built Form

2. To ensure built form is compatible with surrounding lands designated Low Rise Residential, a maximum Floor Space Ratio of 1.0 will apply for all new development or redevelopment.

3. Notwithstanding the maximum Floor Space Ratio provision contained in policy 2 above, buildings and structures legally existing on September 17, 2001 shall be permitted to expand on the existing lot by a maximum of 25 percent provided that the expansion is to accommodate a permitted use and the size and location policies applicable to that use and the built form policies are satisfied.

4. The maximum height of development or redevelopment within lands designated Neighbourhood Mixed Use Centre will be five storeys unless existing prior to June 1, 2011 or otherwise permitted by the Zoning By-law.

Uses

5. Within the Neighbourhood Mixed Use Centre, properties will be zoned to achieve an appropriate mix of uses that are compatible with the surrounding residential neighbourhoods. Permitted uses may include:

1. Non-residential uses which may include:
   1. Retail, including food stores
   2. Office, but not including major office
   3. Financial establishments
   4. Personal services
   5. Restaurant
   6. Car washes
   7. Gas stations
   8. Health-related uses, such as health offices
   9. Educational establishments
   10. Religious institutions

2. A limited number of dwelling units, which may include:
   1. Low density residential uses
2. Multiple residential dwellings, including specified types of special needs housing

6. Individual properties within the Neighbourhood Mixed Use Centres may be zoned to discourage uses that would negatively effect the planned density and/or function of the Neighbourhood Mixed Use Centre, such as:

1. Commercial parking facilities
2. Sale, Rental, Service, Storage or Repair of Motor Vehicles, Major Recreational Equipment and Parts and Accessories for Motor Vehicles or Major Recreational equipment
3. Funeral homes
4. The full range of industrial uses
5. Major Institutional uses
6. Retail Commercial Centres (including Major Retail)

Locational Policies

7. Active non-residential uses, such as retail, service shops and restaurants, will be the preferred uses on the ground floor of all new developments and redevelopments.

Size Requirements

8. Individual non-residential outlets will be restricted to a maximum gross floor area of 2,500 square metres.

9. The combined total non-residential gross floor area per site will be restricted to 7,500 square metres, and will not exceed 5,000 square metres of combined gross floor area devoted to retail uses or 5,000 square metres of combined gross floor area devoted to office uses.

10. Development applications exceeding the size restrictions for non-residential uses outlined above may only be considered in areas identified as Major Transit Station Urbanization Corridors or Major Local Nodes on Map X of this Plan. For such applications The City will require the submission of a Planning Justification Study as outlined in Mixed Use General Policy 11.

11. Notwithstanding the gross floor area restrictions of policies 8 and 9 above, permitted non-residential uses located interior to buildings legally existing on September 17, 2001 will be recognized and such uses will be permitted to expand on the existing lot by a maximum of 25 percent of the existing gross floor area of the individual outlet, provided that all applicable built form policies are satisfied.

12. Notwithstanding Policy 5.2.1 above, Low rise residential housing forms legally existing on September 17, 2001 will be recognized and, notwithstanding the floor space ratio
restrictions of policy 2 above, such uses will be permitted to expand on the existing lot by a maximum of 25 percent provided that all applicable built form policies are satisfied.
Glossary

**Building design:** Building design is closely interrelated with *Built Form* and is a function of scale, proportion, rhythm, architectural elements and materials. Building Design is typically regulated through urban design policies and guidelines.

**Built form:** Built form is a function of building placement, mass, height and floor area. Built form is typically regulated in zoning by-laws in terms of building mass (FSR), lot coverage, building setbacks, height and floor area regulations as well as urban design policies and guidelines.

**Complete Communities:** Complete communities meet people’s needs for daily living throughout at entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure, including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

**Development**— means the creation of a new lot, a change in land use, or the construction of buildings and structures (or an addition or alteration to a building or structure that substantially increases the size or usability of the site), requiring approval under the Planning Act, but does not include:

a) activities that create or maintain *infrastructure* authorized under and Environmental Assessment process; and

b) works subject to the Drainage Act.

**Development application**— any application required under the Planning Act which proposes construction of a new building or structure or an addition or alteration to a building or structure that substantially increases the size or usability of the site, or the establishment of a commercial parking lot. This shall include redevelopment, infill, conversion of existing buildings, building expansions and new construction.

**Intensification**— the development of a property, site or area at a higher density than currently exists through:

- redevelopment, including the reuse of brownfield or greyfield sites;
- the development of vacant and/or underutilized lots within previously developed areas;
- infill development; and
- the expansion or adaptive reuse of existing buildings

**Low density uses**— single detached dwellings, duplex dwellings, semi-detached dwellings, townhouse dwellings and low-rise multiple dwellings.

**Major Institutional**— large scale institutional uses which have a regional or citywide sphere of influence and are therefore not appropriate for certain areas due to traffic and other impacts.

**Major Office**— a freestanding office building having a minimum gross floor area of 10,000 square metres or a minimum of 500 jobs.

**Major Retail**— a group of stores in a retail development having a collective minimum retail gross floor area of 5,000 square metres and/or having any individual retail outlet exceeding 2,500 square metres in gross floor area.
**Mixed Use**- a development or area that collectively achieves a mix of compatible land uses either in the same or separate buildings. The mix of land uses may include various non-residential land uses but must include residential dwellings.

**Plaza Complex** - a group of industrial or commercial business establishments which is planned, developed, managed and operated as a unit with shared on-site parking and contains a minimum of three separated spaces for lease and/or occupancy. Institutional or Residential uses within the same building or on the same site are not considered part of a plaza complex. In such circumstances the group of uses would be defined as Mixed Use.

**Public Realm**: The public realm includes roadways, pedestrian linkages, parks and open spaces, semi-public spaces and accessible parts of public buildings. A significant component of the public realm is the streetscape, which includes all elements of the street as well as the building facades facing the street.

**Redevelopment** – the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.

**Retail Commercial Centre** – a group of stores planned and developed as a unit and having a minimum gross leasable area of 10,000 square metres.

**Site Specific Intensification Opportunities** – includes individual or groupings of a few parcels of land that are underutilized and have the potential for adaptive re-use of existing structure(s), intensification of existing structure(s), redevelop or infill of the site or infilling. Many of these opportunities include sites referred to as ‘brownfields’ or ‘greyfields’. Although these properties are not identified in the City’s Urban Structure or Regional Planned Community Structure they are considered an Intensification Area according to provincial policy.

**Transit Supportive** - Makes transit viable and improves the quality of the experience of using transit. When used in reference to development, it often refers to compact, mixed-use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; improved access between arterial roads and interior blocks in residential areas.

**Walkability**: Describing the quality of the pedestrian experience. May encapsulate such concepts as connectivity, pedestrian linkages, safety and security, pedestrian comfort, reasonable walking distances, etc.
October 15, 2010

Mr. Brandon Sloan, BES, MCIP, RPP
Interim Manager of Long Range and Policy Planning
City of Kitchener
200 King Street West, P.O. Box 1118
Kitchener, Ontario
N2G 4G7

Re: City of Kitchener
Comprehensive Review of Intensification Areas

Dear Mr. Sloan,

Bell Canada thanks you for the opportunity to provide preliminary comments on the City of Kitchener Comprehensive Review of Intensification Areas, which is being undertaken as part of the City’s Official Plan Review Process. It is our understanding that a Draft Official Plan Amendment will be available for public review and comment in 2011.

As you are aware, Bell Canada is Ontario’s principal telecommunications infrastructure provider. The Bell Canada Act, a federal statute, requires that Bell manage and operate most of the trunk telecommunications system in Ontario. Bell is also responsible for the infrastructure that supports most 911 emergency services in the Province.

The Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Places to Grow) both strongly support the integrated planning of communities, including telecommunications infrastructure. The PPS specifically requires that “planning for infrastructure and public service facilities shall be integrated with planning for growth so that these are available to meet current and projected needs” (Section 1.6.1). Furthermore, the PPS states that infrastructure should be located to support the delivery of emergency management services (Section 1.6.3). We note that the definition of infrastructure in the PPS includes communications/telecommunications.

In light of Provincial policy, it is critical to understand the complexity of expanding and enhancing the telecommunications network to accommodate growth, both through outward expansion of an urban area and through intensification, infill and redevelopment. Beyond simply extending fibre or copper cable, growth and development can precipitate the need for reinforcement and replacement of the support infrastructure, particularly in intensification and redevelopment areas where higher densities and land use changes can occur. Reinforcement and replacement of the telecommunications network can represent an extensive and costly undertaking, which needs to be managed to avoid disruption of public services. This is particularly critical in relation to the provisioning of 911 emergency services and the services essential to the City of Kitchener businesses operating in a global economy.
One of Bell’s main objectives is to become involved in earlier in the planning process. This allows us to coordinate with the City on the provisioning of appropriate telecommunications infrastructure for new growth and development in a timely fashion. It also allows for greater consideration of the size and locational needs of large telecommunications infrastructure and equipment that house key electronics.

We have reviewed the staff report presented to the City’s Development and Technical Services Committee on June 14, 2010, in anticipation of further work being undertaken later this Fall and are pleased to raise the following considerations relating to telecommunications and utilities and urban design guidelines.

Telcomcommunications and Utilities

We understand that the City intends to create policies that will facilitate appropriate types of growth and development through intensification, which will change the demand on existing infrastructure, such as utilities. As a result, we would recommend that the following be considered when the City develops policies to ensure that adequate infrastructure continues to be provided throughout Kitchener:

- that adequate utility networks are, or will be, established to serve the anticipated development and that these networks can be phased in a manner that is cost-effective and efficient; and,

- that appropriate locations for large utility equipment and cluster sites have been determined and that consideration be given to the locational requirements for larger infrastructure within public rights of way, as well as easements on private property.

Urban Design Guidelines

It is our understanding that the City is considering developing urban design guidelines for intensification areas within Kitchener, which may address issues pertaining to built form, walkability and connectivity. While we support the preparation of such guidelines by municipalities on the whole, it is important to understand that as communities in Ontario move towards incorporating contemporary urban design guidelines into planning policies, there is a certain degree of acceptable impact that will occur when services are provided to communities to meet the public need. Bell is aware of the public interest related to urban aesthetics and the design of the public realm. However, this interest must be balanced with the need to provide communities with essential public services, such as utilities and telecommunication services. We are willing to work with municipalities to ensure compatibility between our larger infrastructure and the surrounding area. However, inflexible urban design guidelines create very real concern, which may result in an
inability to serve the community’s needs. As a result, when the City develops such policies, we would ask that the following be considered, including:

- the location of utilities within the public rights-of-way as well as on private property;

- the clustering or grouping of utilities where feasible to minimize visual impact; and,

- the encouragement of utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc, when determining appropriate locations for large utility equipment and utility cluster sites.

We also note that Bell Canada has recently produced an Urban Design Manual to assist municipalities, professional planners, urban designers, developers, and engineers in making informed decisions regarding the appropriate location of telecommunication infrastructure, in a variety of urban and suburban contexts commonly found in Ontario. This Manual presents an overview of the telecommunications infrastructure network, and provides guidelines, principles, and siting criteria to ensure that it is both well integrated in the public realm, and of sufficient technical resilience to provide for the increasing number and quality of services demanded by the public. A copy of our Urban Design manual was provided to City staff in May 2009, and we would ask that it be considered as part of this and future urban design initiatives undertaken by the City of Kitchener. We are also available to meet to discuss this initiative in more detail at your convenience.

We thank you for the opportunity to provide our preliminary input on the Comprehensive Review of Intensification Areas, as part of the Official Plan Review Study. Please advise Bell of any further meetings, reports, decisions, etc. related to this matter. We would ask that all documents and information be forwarded to our Development and Municipal Services Control Centre:

Mr. John La Chapelle, MCIP, RPP
Manager – Municipal Relations
Access Network Provisioning, Ontario
Development and Municipal Services Control Centre
Bell Canada
Floor 5 BLUE, 100 Borough Drive
Toronto, Ontario
M1P 4W2
If you have any questions, please direct them to the undersigned.

Yours truly,

John La Chapelle, MCIP, RPP  
Manager – Municipal Relations  
Access Network Provisioning, Ontario  

cc: Heather Holbrook – Planner (Urban Design) – City of Kitchener  
Wayne Corrigan – Associate Director – Access Network – Bell Canada  
Mike Underwood – Associate Director – Access Implementation  
Chris Tyrrell – MMM Group Ltd
Whenever there is a high powered planning session on intensification, why is it that the ratepayers cringe?

Intensification efforts of the past have allowed building of high rise apartments at the end of dead end streets multiplying vehicular traffic through what was originally a peaceful single family residential neighbourhood. In the mid-70's land use authorities permitted the building of a high rise apartment at the north end of Sheldon Avenue. No consideration was given to the fact that this obliterated the neighbourhood baseball diamond. No consideration was given to the solar energy which is being denied to existing residential properties to the north of this structure. No consideration was given to issues of privacy. No consideration was given to the quality of life for people who had committed their life savings to their residences here.

While the CRIA DTS-10-121 report pictures low rise multiunit buildings, it is the opinion of a number of the neighbours that these urban density numbers can only be achieved through additional high rise structures. There is little in the report that alleviates concerns such as these.

Governments at all levels are trying to convince us to conserve energy and reduce such things as use of air conditioning in summer. However, intensification introduces many conflicting influences, such as noise while people try to sleep with windows open. What protections exist in this plan amendment for privacy, for peace and quiet? Assurances that existing residential neighbourhoods will not suffer loss of character, or quality?

Governments are also trying to convince us to put solar panels on our roofs and contribute to the power grid during daytime peaks. Rights to wind and solar energy need to be in the official plan, explicitly.

Governments are also trying to get people more active, walking and cycling. Cycling lanes on roadways, and community trails are a priority. This is to be applauded.

If intensification is focused, then the City's green spaces must also receive more attention. They should be more prominently and explicitly protected from encroachment.

At the end of the day, Toronto style concrete jungles are not where we want to live.
1. Does the proposed City Urban Structure reflect the objectives and priorities of the City, Region and Province? If not, what objectives and priorities should be included in the City’s Urban Structure?

Yes they do!


2. Do you agree with the proposed changes to existing Intensification Areas? Why or why not? If not, which ones should be deleted or modified?

Yes I agree. I will be stuck to have the mixed uses closer, walking distance to residential areas. Also important is to have (be sure to have) the Transportation node at Ottawa and Charles.
3. Do you agree with the proposed location of new Intensification Areas? Why or why not? If not, which ones should be deleted or modified?

Yes I agree with new area expansion between Charles and Weber.

4. Are there other candidate intensification areas that are not identified on the Urban Structure Maps that should be considered through this process or in the future? If so, where are they located and why should they be intensified?

Not obvious to me.
5. Please provide any additional comments about specific Intensification Areas below:

None

6. Please provide any comments about the overall Planned Urban Structure below:

The boards showing the proposal were good.

The planners on hand were very helpful/knowledgeable about the proposals.

Also went out of their way to get me more information on the property I live on (outside proposed area).

Very much appreciated.
7. Any additional comments can be provided below:

__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

Thank you for taking the time to fill out this form. To ensure that we receive only one set of comments from each individual, staff can only consider comments if they include a name and address. Please note that all comments and addresses noted on this form may be used as part of a public staff report; however your name and any other personal identifying information will be kept confidential in accordance with Freedom of Information regulations.

Name: 

Address: 101 Bowden Ave N

E-mail: 

Phone: 

To stay informed, you can check the webpage at: http://kitchener.ca/en/insidecityhall/Official_Plan_Review.asp

Please Direct All Questions, Comments, and Forms to:
Heather Holbrook, BES, MCIP, RPP
Planner (Urban Design)
Community Services Department
City of Kitchener
200 King Street West, 6th Floor Berlin Tower
Kitchener, ON N2G 4G7
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