Rosenberg - OMB Approved
List of Consolidated Documents

➢ Amendment No. 90 to the Official Plan of the City of Kitchener
  • Map 4 - Transportation
  • Map 5 - Land Use Plan
  • Map 8 - Special Policy Areas
  • Rosenberg Secondary Plan
    o Map 22a - Community Structure Plan
    o Map 22b - Cultural Heritage Resources
    o Map 22c - Transportation Network Plan
    o Map 22d - Priority Streets Plan
    o Map 22e - Land Use Plan
    o Map 22f - Natural Heritage System and Water Management
    o Stormwater Management Strategy
    o Preliminary Noise Analysis
    o Streetscape Diagram
    o Urban Character Area 36m ROW
    o Environmental Character Area 36m ROW
    o Updated Sanitary Servicing Overview
    o Transportation Assessment
    o Fischer Hallman Road Corridor Design Brief
  • Stakeholder Comments
  • Committee and Council Minutes
➢ Deferrals

April 4, 2013
Amendment No. 90 to the Official Plan of the City of Kitchener
AMENDMENT NO. 90 TO THE OFFICIAL PLAN

OF THE CITY OF KITCHENER

Rosenberg Secondary Plan
Bleams Road / Fischer-Hallman Road / Huron Road Area
AMENDMENT NO. 90 TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER
Rosenberg Secondary Plan

INDEX
SECTION 1 TITLE AND COMPONENTS
SECTION 2 PURPOSE OF THE AMENDMENT
SECTION 3 BASIS OF THE AMENDMENT
SECTION 4 THE AMENDMENT
SCHEDULE ‘A’ AMENDMENT TO MAP 4 OF THE OFFICIAL PLAN - TRANSPORTATION
SCHEDULE ‘B’ AMENDMENT TO MAP 5 OF THE OFFICIAL PLAN - LAND USE PLAN
SCHEDULE ‘C’ AMENDMENT TO MAP 8 OF THE OFFICIAL PLAN – SPECIAL POLICY AREAS
SCHEDULE ‘D’ AMENDMENT TO PART 3, SECTION 13 OF THE OFFICIAL PLAN – ROSENBERG SECONDARY PLAN

APPENDICES
APPENDIX 1 Summary of Agency, Department and Neighbourhood Comments
APPENDIX 2 Notice of the June 28th, 2011 Public Meeting of the Planning & Strategic Initiatives Committee
APPENDIX 3 Minutes of the June 28th, 2011 Public Meeting of the Planning & Strategic Initiatives Committee
APPENDIX 4 Minutes of the June 28th, 2011 Meeting of Council
APPENDIX 5 Minutes of the August 15th, 2011 Public Meeting of the Planning & Strategic Initiatives Committee
APPENDIX 6 Minutes of the August 15th, 2011 Meeting of Council
AMENDMENT NO. 90 TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER

SECTION 1 – TITLE AND COMPONENTS

This amendment shall be referred to as Amendment No. 90 to the Official Plan of the City of Kitchener. This amendment is comprised of Sections 1 to 4 inclusive and Schedules ‘A’ to ‘D’ inclusive.

SECTION 2 – PURPOSE OF THE AMENDMENT

The primary purpose of Official Plan Amendment No. 90 is to adopt a new Secondary Plan for the Southwest Urban Area of Kitchener. The amendment would result in the designation and redesignation of over 400 hectares of land for the following land uses: Mixed Use, High Density Residential, Medium Density Residential, Low Density Residential, Neighbourhood Institutional, Neighbourhood Park, Natural Heritage Conservation, and Open Space. The proposed new land uses and community design are a result of comprehensive planning study for this area including the Southwest Community Master Plan and Secondary Plan processes. This amendment resolves the ‘Areas Under Study’ requirements and Deferral 3a that are noted in the Official Plan, as they apply to the subject lands. Several Official Plan schedules are updated where appropriate in order to align with the Secondary Plan.

SECTION 3 – BASIS OF THE AMENDMENT

Context
The location of the amendment for the Southwest Urban Area generally includes lands on either side of Fischer Hallman Road from Bleams Road almost to Plains Road and westerly along Bleams Road to Trussler Road. Essentially, the area includes a large portion of land that was added to the City’s Urban Area through an amendment to the Region of Waterloo’s Official Policies Plan (ROPP Amendment #16).

Initially, this area was contemplated for potential industrial/business park uses. Following ROPP Amendment #16, the City decided to create the Economic Development Investment Fund aimed primarily at Downtown initiatives instead of pursuing an industrial/business park on the southwest lands.

The comprehensive planning studies prepared in support of this amendment implement specific actions of the Kitchener Growth Management Strategy (KGMS) and the Kitchener Growth Management Plan 2009-Post 2010 (KGMP), that were approved by Council in 2009. The KGMS (Goal 2 Creating Vibrant Urban Places, Action 3) gives direction to investigate the establishment of a new mixed used node or corridor along Fisher-Hallman Road, south of Bleams Road. The KGMP identifies comprehensive
planning initiatives that need to be completed prior to giving consideration to individual development applications for the Southwest Urban Area.

The completion of the Upper Strasburg Creek Subwatershed Study Update and the Alder Creek Watershed Plan in 2008 also formed the basis for proceeding with land use identification for the area. Many of the recommendations and targets established in these documents form the basis for some of the technical work undertaken as part of the Southwest Urban Area Studies and inform the recommended land uses.

**Study Process**
The City’s Official Plan identifies that a Secondary or Community Plan must be prepared for greenfield areas prior to development. The KGMP identified study requirements for the Southwest Urban Area. The resultant City-initiated process included the following major steps:

- Phase 1: Background Study
- Phase 2: Community Master Plan and supporting technical study
- Phase 3: Secondary Plan and supporting technical study
- Phase 4: Recommendations and the Official Plan Amendment

**Background Study and Community Master Plan (Phases 1 and 2)**
A Community Plan is typically prepared prior to the development of new suburban/greenfield areas in Kitchener. A Community Plan generally establishes land uses, new collector streets within the community, and school and park sites. It is supported with environmental, heritage and engineering studies and policy.

A Community Master Plan is an evolved version of the community planning tool where the scope and scale of the issues require more study and co-ordination as is the case for the Southwest Urban Area. The Community Master Plan for the Southwest Urban Area provides the direction to prepare a Secondary Plan which will formally establish the land uses and associated policies in the Official Plan.

The Background Study and Community Master Plan phases were prepared between Spring 2010 and Spring 2011. The Community Master Plan document (dated February 2011, as updated) contains the following information:

- Overview Background Report (physical and multi-disciplinary context)
- Design Givens, Land Use Options and Evaluation Review
- Recommended Community Master Plan, including vision, design and guiding principles and the structure of the community, land use, natural heritage system and roads
- Strategies for contributing towards Sustainability
- Transportation System recommendations
- Archaeological Assessment
- Cultural Heritage Study
- Functional Servicing
- Comprehensive Stormwater Management and Groundwater Infiltration
Overall, the preferred Community Master Plan is based on the City’s nine primary design objectives for suburban development. The recommended direction is to consider Fischer Hallman Road south of Bleams Road as a transit-oriented “spine” of the community and not a barrier or “edge” condition. Determining the main transit route first and orienting higher-density, mixed uses to that route with a transit hub anchor is a way of planning new developments to be more sustainable in the long-term.

The community structure of the preferred Master Plan includes four, walkable neighbourhoods to the west of the Fischer Hallman Road mixed use corridor. The design of each neighbourhood is based on the “5-minute walk-rule” to a central gathering point such as a neighbourhood park or other community feature. Within each neighbourhood, a small park space would be within a 2-minute walk. This design, coupled with the conservation of a significant amount of natural heritage features (such as woodlands, wetlands, creek floodplains and groundwater infiltration locations that is more than any other community in the city), contributes towards planning for a healthy Kitchener. Supporting studies conclude that the recommended plan could achieve better groundwater infiltration than leaving the land in its current state.

Ultimately, the plan will reflect a modified, grid network with multiple connections and route options to the surrounding arterial road system. The evolution of the surrounding roads and subdivisions within the south and west portions of the city has provided challenges to establish a well-connected and efficient system in this area. Notwithstanding, significant attempt is made to have transit as a viable option, along with the provision of a trail and cycling route. As the community develops it will be necessary to establish both a north-south and an east-west secondary arterial street to offset Fischer Hallman and Bleams Roads along with providing a vital connection link between neighbourhoods. Establishing multiple route options means that future residents and employees would not all have to utilize the same points on the arterial roads and intersections.

Another key feature of the Community Master Plan design is a “green” system along a north-south route that is interior to the neighbourhoods with a future community centre/branch library at the north (adjacent to a future community trail along the hydro corridor) and a future District Park to the south. The plan includes three potential public elementary school sites, one catholic school site, and two existing sites for religious institutions along with a new one near Trussler Road. Additional design elements and a significant amount of supporting technical study are further outlined in the Community Master Plan.

**Secondary Plan (Phase 3)**

A Secondary Plan establishes land use policies that help guide the development of a planning community. The Secondary Plan for the Southwest Urban Area incorporates
the principles identified in the Community Master Plan. Through an amendment to the Official Plan, the policies and schedules of the Secondary Plan are adopted and incorporated into the Official Plan. The Secondary Plan differs from the Community Plan, as this document becomes policy in the Official Plan with legal authority, as opposed to being a guiding document like the Community Master Plan.

The Secondary Plan process (Phase 3 of the Southwest Urban Area Studies) included the resolution of complex technical issues such as the comprehensive water management in order to satisfy the recommendations of the sub-watershed studies related to infiltration targets, regional storm control, erosion and other related matters.

Further study of the significant habitat of a threatened species was undertaken in consultation with the Ministry of Natural Resources and various land owners. The study results give guidance in defining areas for development, areas for habitat conservation and how to minimize potential land use conflicts between conserved habitat areas and adjacent land uses.

A Transportation Study was also a component of the Secondary Plan preparation. The study results confirm that under typical conditions, Fischer Hallman Road and the intersection with Bleams Road will be busy. The study provides guidance for establishing a modified grid network of streets including new major collector roads and numerous access points along arterial roads in order to provide multiple route options. The proposed land uses and densities in the Rosenberg Secondary Plan are necessary in order to support the desired transit modal split for Fischer Hallman Road. The information from the study can be further used for Regional and City Master Plan processes.

A preliminary noise study was prepared in support of the Secondary Plan. The analysis provides a preliminary review of the suitability of the proposed land uses, reviews the potential sources for noise and provides recommendations for the mitigation of these sources. As well, as recommendations are included for best practices and minimum separation distances within the Secondary Plan policies.

In order to help convey the design vision and objectives for Fischer Hallman Road from the Community Master Plan and Secondary Plan, a conceptual streetscape plan for the corridor has also been developed. The initial intent is to provide guidance for the future preparation of the detailed design and landscaping components of Fischer Hallman Road (Region Environmental Assessment) and for development applications fronting the road. Ultimately, the goal is to give particular attention to making the streets more lively and pedestrian friendly through massing, scale and orientation of buildings, animation of the building facades, landscaping and vegetation.

Additionally, as part of the Secondary Plan process, a further wastewater servicing analysis was conducted in order to follow-up on the servicing recommendations from the Community Master Plan, to confirm the suitability of the proposed land uses and to review the potential impacts on existing wastewater facilities. The coordination and
timing of development and all required infrastructure will be in accordance with the Kitchener Growth Management Plan.

The City has continued to involve the city's consultant in the preparation of the Secondary Plan policies in order to ensure consistency with the Community Master Plan direction.

The Secondary Plan includes objectives for achieving a transit supportive community, walkability, complete communities, conservation of cultural and natural resources, and water management. Fischer Hallman Road will form the transit corridor in the community and will be the central spine around which mixed use and higher density uses that will serve the community and support transit usage is to be promoted. Each neighbourhood will have a community focal point or activity area that is within walking distance from within the neighbourhood. This could be a park, school, library or other community facility or combination thereof.

**Secondary Plan Structure**
The Secondary Plan includes a vision, general policies and land use policies that include objectives and five schedules. The vision generally captures the directions from the Community Master Plan phase and identifies the importance of creating a mixed use, transit-supportive and walkable community. The general policies include: community design, community infrastructure, natural environment, water management, sustainable development, energy, air quality, cultural heritage, transportation networks, servicing and utilities, noise, and aggregate resources. The Secondary Plan also provides direction on more specific policies for land uses such as mixed use, residential (low, medium and high density), neighbourhood institutional uses, parks, open spaces and natural heritage areas.

**Secondary Plan Name**
A new planning community is proposed as part of the planning studies. The Secondary Plan area and resultant planning community are proposed to be named ‘Rosenberg’. This name was chosen as it represents a family that previously had owned lands on the east side of Fischer Hallman Road south of Bleams immediately west of the Huron Natural area. Also, Rosenberg is the last name of a former Mayor of Kitchener and ‘berg’ means hilly in German which is quite descriptive of the subject area.

**Official Plan Amendment Description and Rationale**

**Changes to Existing Official Plan Schedules**

Map 4 of the existing Official Plan entitled “Transportation” will be amended to reflect new proposed roads for the Rosenberg Community. These include:

- Five major collector roads – proposed Amand Drive travelling in a north/south direction to the west of Fischer Hallman Road and proposed Rosenberg Way travelling east/west from Fischer Hallman Road to Trussler Road, proposed Abram Clemens Street southward from Bleams to its terminus at the Williamsburg
Cemetery, proposed Ludolph Street southward from the Williamsburg Cemetery to Huron Road and the proposed extension of Seabrook Drive westerly from Fischer Hallman Road to proposed Amand Drive.

- Two new minor collector roads - proposed George Israel Street southerly from Bleams Road to proposed Rosenberg Way and the proposed continuation of Isaiah Drive south of Bleams to Rosenberg Way.

Map 5 - Land Use Plan is to be revised to identify that the area is referred to the Secondary Plan for detail on the land use and policies. In addition, the reference to “Areas Under Study” and “Deferral 3a” are recommended to be removed from the Secondary Plan Area. These references relate to historic studies and amendments in the broader “West Side Area” that have been deferred by the Region of Waterloo. There are two primary reasons for the deferral. These include the need to formally (and satisfactorily) complete macro-level studies and land supply. The comprehensive studies undertaken as part of the Community Master Plan and Secondary Plan processes are intended to address the studies component.

Land supply is an important consideration. The Region previously added these lands to the City’s Urban Area as part of ROPPA #16 in part to provide for Kitchener’s long term land needs. At the time, industrial use was being contemplated for much of the lands within the now Secondary Plan area with some residential possible in the broader ROPPA #16 area. During the time of the KGMS preparation (2008 and 2009), Kitchener had enough land available to exceed the required 3- and 10-year supply from the Provincial Policy Statement requirements. The amount of available land has since diminished. The subject lands have been identified as one of the largest greenfield areas remaining in Kitchener. As the new Official Plan is being prepared, Kitchener is looking to ensure that sufficient land can be made available through intensification and, if necessary, designated growth areas to accommodate a range of uses and housing to the year 2029. Consistent with the ROP, the subject lands would be part of the supply. The actual staging and timing of the development of the lands shall be considered through the City’s Growth Management Plan process. This process includes consideration to the City’s 3- and 10-year supply, the appropriate provision of engineering and community infrastructure and several other considerations.

The remainder of the “Area Under Study” and “Deferral 3a Lands” (lands outside of the Secondary Plan but within the “West Side Study Area”) could be considered as part of the new Official Plan or other planning process.

Changes are required to ‘Map 8 - Special Policy Areas’ as several special policies are no longer required or appropriate given the proposed new land uses and policies. Specifically, Special Policy 17 (free standing office), Special Policy 21 (service commercial in business park) and Special Policy 26 (industrial uses in residential) are proposed to be removed from within the Secondary Plan area.

Other maps such as Map 2a, Map 2b and Map 3 are currently being reviewed as part of the Kitchener Natural Heritage Study and the new Official Plan Process. The
supporting technical work from the Community Master Plan and Secondary Plan will inform potential future amendments to these schedules as part of the new Official Plan.

**Proposed Land Use Changes**

Lands west of Fischer Hallman Road between Bleams Road and Huron Road technically do not have a land use designation within the City’s Official Plan. They are part of the “Areas Under Study” and “Deferral 3a” notation on the current Official Plan – Land Use Map No. 5. The previous 1979 Official Plan which does not indicate a land use for this location. Lands on the east side of Fischer Hallman Road are currently designated Business Park, Low Rise Residential and Open Space.

The proposed new land use designations are shown on Map 22d of the Secondary Plan and are generally described as follows:

**Low Density Residential 1** (10-25 units per hectare or upha): permits single detached, duplex, semi-detached and street townhouse dwellings.

**Low Density Residential 2** (26-60 upha): permits all dwelling types in a low-rise form.

**Medium Density Residential 1** (26-100 upha): permits townhouse and multiple dwellings with building heights generally ranging from 3-8 storeys and a maximum Floor Space Ratio of 1.0.

**Medium Density Residential 2** (60-200 upha): permits townhouse and multiple dwellings with building heights generally ranging from 3-8 storeys and a Floor Space Ratio range of 0.6 to 2.0. This category will permit purpose-built Live/Work units.

**High Density Residential** (100-400 upha): permits townhouse and multiple dwellings with no maximum building height (provided there is satisfactory compatibility with adjacent lands) and a Floor Space Ratio range of 1.0 to 4.0. This category also permits convenience commercial uses.

**Mixed Use 1**: Lower scale mixed use sites, such as those along Bleams Road and at Seabrook Drive may include more neighbourhood-oriented commercial uses, purpose built Live/Work units and a residential dwelling density range of 26-200 upha. Building-orientation, massing, minimum building height, parking, transportation demand management and other design requirements may be further defined in the Zoning By-law.

**Mixed Use 2**: Higher-order mixed use sites that are primarily located along Fischer Hallman Road and within any nodes. Permits corridor-oriented retail/commercial uses, office and residential dwellings. The residential density range is 100-400 upha. Building-orientation, massing, minimum building height, parking, transportation demand management and other design requirements may be further defined in the Zoning By-law.
Neighbourhood Institutional: permits educational establishments, religious institutions, day care facilities and community facilities such as community centres and libraries. For sites not to be used for a school, residential care facilities and Low Density Residential 2 uses would also be permitted.

All residential, mixed use and institutional land use categories will permit special needs housing with the preference for such housing sites to be incorporated into lands near the Fischer Hallman transit corridor.

Detached secondary suites may be permitted where appropriate subject to the Zoning By-law.

Natural Heritage Conservation: This land use is intended for conservation of significant natural heritage features such as wetlands, woodlands, valleylands, habitats, etc. Development within this land use designation will not be permitted.

Open Space: This category is intended to recognize lands that have a relationship with the natural heritage features and includes the Williamsburg Cemetery, hydro corridor and will include significant groundwater recharge areas once defined.

Neighbourhood Parks: This land use is primarily intended for public neighbourhood-scale parks which may include playgrounds, active recreational spaces and other park and recreation-related features.

Urban Greens: This category is intended to identify general locations for smaller-scale parkettes, urban squares or commons within short walking distance to most dwellings. Specific locations and sizes will be further defined through development applications.

The Mixed Use, High Density Residential and Medium Density Residential land uses are oriented to the primary transit corridor, Fischer Hallman Road. Lands to the west transition to Medium Density, Low Density Residential 2 and Low Density Residential 1. Several built form and design elements may be further defined through the Zoning By-law or design guideline implementation for this area. This may include maximum size limits for non-residential uses, building heights and building setbacks or step-backs, and building orientation to the street.

A significant portion of the community is proposed to be designated as either Natural Heritage Conservation or Open Space in order to conserve the significant environmental features.

Compliance with Provincial Legislation and Policy
Planning Act
The Rosenberg Secondary Plan and Official Plan Amendment is consistent with Section 2 of the Planning Act which requires a municipality to have regard for matters of Provincial Interest such as 2a) protection of ecological systems, 2j) provision of full range of housing, 2q) development that supports public transit and is oriented to pedestrians.
Provincial Policy Statement (PPS)
The proposed Amendment achieves the policy direction provided in 1.1.1 of the PPS which aims to sustain healthy, liveable and safe communities. Also, a coordinated and comprehensive approach was taken in the preparation of the Community Master Plan and Secondary Plan processes which is an important component of 1.2 of the PPS. In addition, the Amendment for the Secondary Plan proposes a range of housing (including affordable housing), consideration of infrastructure and public services, and the conservation of natural heritage, cultural heritage and water all of which are consistent with the PPS. The provision of a sufficient land supply was addressed in the early ‘Official Plan Schedules’ section of this document.

The Rosenberg Community is proposing a transit supportive community with a central spine for intensive mixed use development along the Fischer Hallman Corridor and this approach is consistent with the direction in 1.1.3.7 of the PPS.

Places to Grow
The Places to Grow planning framework requires, among other things, that new development taking place in designated greenfield areas will be planned and designed to be complete communities that are places for people to live, work and play (2.2.7). New communities are intended to achieve densities that will support transit, walking and cycling. The Secondary Plan has been designed based on these planning principles/policies. The proposed land uses intend to make the most efficient use of existing and planned infrastructure, exceed the minimum density targets, coordinate with transportation planning and support transit, which are integral components of Sections 2 and 3 of Places to Grow. Consistent with Places to Grow, the Secondary Plan proposes to include active parks within neighbourhoods (2.2.7) and to create an open space and natural system (including trails) as per 4.2.1. Community infrastructure is being considered as part of the land use planning for the subject area (3.2.6). Further, a culture of conservation (4.2.4) is an important component of the Secondary Plan, especially water and energy conservation directions.

Compliance with Regional Policy
The Official Plan Amendment for the Rosenberg Secondary Plan generally supports the Region of Waterloo Official Policies Plan (ROPP). As established in the principles and policies of Chapter 7 of the ROPP, this Amendment has followed a comprehensive community planning process and proposes compact, mixed use development at increased residential densities necessary to support the more efficient use of transit and infrastructure. The major elements of the Natural Habitat Network are identified and a range of residential densities and appropriate commercial uses are recommended. As stipulated in the policies of Section 10.1, a future requirement will be to appropriately stage the development to the lands and coordinate with municipal Capital Forecasts.

The proposed Amendment and Secondary Plan were evaluated against the Region's new Official Plan 2029 (ROP) that, at the time of the preparation of this Amendment, was approved by the Province but under appeal to the Ontario Municipal Board. The
subject lands are within the Urban Designated Greenfield Area as shown on Map 3a of the ROP. The planning studies prepared in support of this Amendment place a significant emphasis on longer term sustainability, livability and transit-oriented development which are important foundational elements of the new ROP. The planning analysis has also respected the policy components within Section 2D.1 and in many cases those policies (such as contributing to a complete community) are important elements in the design and proposed land use for this community.

Policy 2.D.17 identifies a minimum density target for residential and for employment lands within the Urban Designated Greenfield Area. The lands within the Secondary Plan area that are currently identified as employment lands are now planned (through this Amendment) to potentially significantly exceed the minimum target. Considering the combination of the recommended land uses (and their permitted uses and densities) within the Secondary Plan area, the minimum density target for primarily residential areas should also be exceeded. The Rosenberg Secondary Plan is planned to exceed the minimum density target. The land uses proposed include a significant amount of mixed use and medium to high density residential. The density ranges are appropriate in the context of planning for a future transit corridor (Map 5a identifies Fischer Hallman Road as a Planned Transit Corridor and has associated policies).

Additional policy sections from the new ROP that were consulted in the preparation of the planning studies and amendment include: range and mix of housing, walking and cycling, transportation demand management, transportation systems planning, energy conservation, cultural heritage, new retail commercial centres, greenslands network, and source water protection. Source water protection (including Regional Recharge Area) objectives, policies and mapping were utilized for undertaking significant technical study of water management systems within the Secondary Plan area. The Region of Waterloo was a key contributor to this study and lands are proposed to be reserved for groundwater infiltration purposes (along with other techniques to achieve and exceed the targets established in the Upper Strasburg Creek Subwatershed Study Update).

Compliance with City Policy

The proposed Amendment generally conforms to the existing principles and objectives of the City of Kitchener Official (Municipal) Plan. The Secondary Plan proposes the planning of this area based on a Mixed Use Node and Corridor model, which is the direction provided in the overall Official Plan guiding principles to achieve increased transit ridership (Part 1, Principle 2). Many of the objectives and general policies within Part 2 of the Official Plan have helped guide the planning studies for the area (including neighbourhood quality, range of housing, economic policies, urban design and natural resource management).

Several master plans that have been prepared, or updated, since the Official Plan was approved, also provided guidance to the planning study considerations within the Secondary Plan area. These include the Parks Master Plan and the Leisure Facilities Master Plan.
The Rosenberg Secondary Plan was prepared with the knowledge that the City is preparing a new Official Plan. Where possible and appropriate, objectives and policies in the Secondary Plan may reflect consistency with those that may be proposed in the new Official Plan. Specifically, while the land use nomenclature used in the Secondary Plan could be different than that in the parent document, attempts were made to harmonize the terminology with the proposed Official Plan and existing Secondary/Community Plans. It is expected that upon completion of the new Official Plan there may be duplication of policies or inconsistent terminology and a future update of the Secondary Plan may be required.

The proposed Amendment may ultimately yield a new community that is generally in line with several of the community priorities within the City’s Strategic Plan, such as the Environment and Quality of Life along with providing for several “healthy community” benefits. The planning studies and Amendment also directly implement the Kitchener Growth Management Strategy and Plan.

Engagement: Public, Land owners/Stakeholders, Departments/Agencies

In June 2010, the City of Kitchener held a public workshop to help introduce the project and to obtain initial public input into the Community Planning process. An additional public open house was held in January of 2011 to present the Draft Community Master Plan. On February 28th, 2011 and March 21st, 2011, the draft Community Master Plan was presented to Planning and Strategic Initiatives Committee and Council respectively for their consideration. As part of Phase 3 of the Secondary Plan process a circulation letter was sent to property owners within and around the study area which requested their comments on the proposed Official Plan Amendment and proposed land use plan.

In addition to the public engagement sessions, staff has also met with stakeholders in the area throughout the Community Master Planning and Secondary Plan processes. Updates on the circulations were provided at these meetings. Also, individual interview style meetings were held with the stakeholders in order to provide them with opportunities to comment. Also there was an invitation to provide written comments to staff for their consideration.

An Internal Working Team made up of staff and agencies was also formed to help guide the process throughout the Community Planning process. The Internal Working Team meetings included City staff and representatives from local and provincial agencies and the Region. Additional meetings were held with sub-groups of the larger Internal Working Team as needed to resolve issues. As part of Phase 3 of the Secondary Plan process, the Internal Working Team was circulated the draft Secondary Plan for their comments and these were considered in the proposed Amendment.

In addition to the Internal Working Team, an Executive Team was also established to provide direction to the Project Managers and for the Project Managers to provide updates to the Senior Management on the progress of the Community/Secondary Plan Process and to obtain their input on work completed. The Executive members were also circulated the Secondary Plan for their information and comments.
SECTION 4 – THE AMENDMENT

1. The City of Kitchener Official Plan is hereby amended as follows:

a) Amend Map 4-Transportation to add the following as shown on Schedule ‘A’:

- A ‘Proposed Major Collector Road’ (Amand Drive) located west of Fischer Hallman Road between Bleams Road and Huron Road;
- A ‘Proposed Major Collector Road’ (Rosenberg Way) located south of Bleams Road between Fischer Hallman Road and Trussler Road;
- A ‘Proposed Major Collector Road’ extending Seabrook Drive westerly from Fischer Hallman Road to the new ‘Proposed Major Collector Road’ (Amand Drive);
- A ‘Proposed Major Collector Road’ (Ludolph Street) located west of Fischer Hallman Road from Huron Road to north of Seabrook Drive extension;
- A ‘Proposed Major Collector Road’ (Abram Clemens Street) located southerly from Bleams Road and west of Fischer Hallman Road;
- A ‘Proposed Minor Collector Road’ (West Oak Trail Drive) located north of Huron Road from Fischer Hallman Road to the new Proposed Major Collector Road (Amand Drive);
- A ‘Proposed Minor Collector Road’ (Street B) located from Bleams Road southerly across the new Proposed Major Collector Road (Rosenberg Way) and connecting to Fischer Hallman Road;
- A ‘Proposed Minor Collector Road’ (Isaiah Drive) located from Activa Avenue across Bleams Road to the new Proposed Major Collector Road (Rosenberg Way); and
- A ‘Proposed Minor Collector Road’ (George Israel Street) located east of Trussler Road from Bleams Road to the new Proposed Major Collector Road (Rosenberg Way).

b) Amend Map 5- Land Use Plan to identify an area as “Refer to Secondary Plan for Detail” along Fischer Hallman Road generally between Bleams and Huron Roads and to remove the “Areas Under Study” and “Deferral No. 3a” from the same location as shown on Schedule ‘B’

c) Amend Map 8- Special Policy Areas to remove Special Policy Area 17 from lands on the east side of Fischer Hallman Road, south of Bleams Road only, to remove Special Policy Area 21 on the east side of Fischer Hallman Road, and to remove Special Policy Area 26 from lands fronting Fischer Hallman Road as shown on Schedule ‘C’.

d) Amend Part 3, Section 12 to remove Subsection 17ii) and Subsection 21.

e) Amend Part 3, Section 13 to add new Subsection 10 – Rosenberg Secondary Plan as shown in Schedule ‘D’
Map 4 - Transportation
Legend

Roads

- Primary Arterial Existing
- Secondary Arterial Existing
- Major Collector Existing
- Major Collector Proposed
- Minor Collector Existing
- Minor Collector Proposed
- Scenic-Heritage Road
- Local

Note: Local streets on Map 4 are shown for reference only and will be continuously updated as the road network changes.
Map 5 - Land Use Plan
Map 8 - Special Policy Areas
CITY OF KITCHENER OFFICIAL PLAN AMENDMENT TO MAP 8 SPECIAL POLICY AREAS

Legend

- 9. Steckle Heritage Homestead
- 25. Huron Natural Area
- 26. Huron Community Residential Open Space

Area of Amendment

- To Remove Special Policy Area
  21. Westmount/Huron Park

Area of Amendment

- To Remove a Portion of Special Policy and Rename to
  17. Lancaster Corporate Centre

Area of Amendment

- To Remove a Portion of Special Policy
  26. Huron Community Residential Open Space

SCHEDULE 'C'

<table>
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<tr>
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<td>Community Services Department Planning</td>
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Rosenberg
Secondary Plan

Schedule D of OPA No. 90

Adopted by City Council – Aug. 15, 2011
Regional Approval with Modifications – Feb. 15, 2012
OMB Approval – April 4, 2013
Rosenberg Secondary Plan

Part 1: Vision .................................................................................................................. 2

Part 2: Resources and Components ................................................................................ 3

1. General Policies ........................................................................................................... 3

2. Community Structure ............................................................................................... 3
   2.1 Objectives ........................................................................................................ 3
   2.2 Policies ........................................................................................................ 4
      2.2.1 Mixed Use Node and Corridor .............................................................. 4
      2.2.2 Parks and Open Space ............................................................................ 4
      2.2.3 Built Form ............................................................................................ 5
      2.2.4 Streetscapes .......................................................................................... 6

3. Community Infrastructure ......................................................................................... 8
   3.1 Objectives ........................................................................................................ 8
   3.2 Policies ........................................................................................................ 8

4. Natural Environment ............................................................................................... 8
   4.1 Objectives .................................................................................................... 8
   4.2 Policies ...................................................................................................... 8
      4.2.1 Natural Heritage Systems ..................................................................... 9
      4.2.2 Significant Habitat of Endangered/ Threatened Species ............... 10

5. Water Management .................................................................................................. 11
   5.1 Objectives .................................................................................................... 11
   5.2 Policies .................................................................................................. 11

6. Sustainable Development/Energy/Air Quality .......................................................... 13
   6.1 Objectives ............................................................................................... 13
   6.2 Policies .................................................................................................. 14

7. Cultural Heritage ...................................................................................................... 15
   7.1 Objectives ............................................................................................... 15
   7.2 Policies .................................................................................................. 15

8. Transportation Networks .......................................................................................... 16
   8.1 Objectives ............................................................................................... 16
   8.2 Policies .................................................................................................. 16

9. Servicing and Utilities ............................................................................................. 19
   9.1 Objectives ............................................................................................... 19
   9.2 Policies .................................................................................................. 19

10. Noise ....................................................................................................................... 19
    10.1 Objectives ............................................................................................. 19
    10.2 Policies .................................................................................................. 20

11. Aggregate Resources ............................................................................................. 20
    11.1 Objectives ............................................................................................. 20
11.2 Policies ......................................................................................................................... 20

Part 3: Land Use Policies ................................................................................................... 21

1. General Objectives ........................................................................................................ 21
2. Mixed Use Land Use Designations ............................................................................... 22
   2.1 General Policies ........................................................................................................ 22
   2.2 Mixed Use 1 ............................................................................................................... 23
   2.3 Mixed Use 2 ............................................................................................................... 24
3. Residential Land Use Designations ............................................................................... 25
   3.1 General Policies ........................................................................................................ 25
   3.2 Low Density Residential 1 ..................................................................................... 25
   3.3 Low Density Residential 2 ..................................................................................... 25
   3.4 Medium Density Residential 1 ............................................................................... 25
   3.5 Medium Residential 2 ........................................................................................... 26
   3.6 High Density Residential ....................................................................................... 26
4. Institutional Land Use Designations ............................................................................. 26
   4.1 Neighbourhood Institutional .................................................................................. 26
5. Park, Open Space and Natural Heritage Land Use ....................................................... 27
   5.1 Neighbourhood Park .............................................................................................. 27
   5.2 Urban Greens .......................................................................................................... 27
   5.3 Open Space ............................................................................................................. 27
   5.4 Natural Heritage Conservation .............................................................................. 28
6. Special Policy Areas ....................................................................................................... 28
   6.1 Special Policy Area 1 .............................................................................................. 28
   6.2 Special Policy Area 2 .............................................................................................. 28
   6.3 Special Policy Area 3 .............................................................................................. 29
   6.4 Special Policy Area 4 .............................................................................................. 29

Part 4: Implementation ....................................................................................................... 30

Part 5: Schedules ............................................................................................................... 31
Part 1: Vision

The Rosenberg Community is a complete community where people are able to walk or cycle to school, shop, and potentially to work. Each neighbourhood within the Rosenberg Community will be designed based on the “five minute walk principle” and will be connected to the surrounding area.

Fischer Hallman Road will function as the spine of the community and will evolve into a transit supportive mixed use corridor. Residents within the Rosenberg Community will be provided with a variety of housing, transportation, commercial, recreation and socio-cultural options.

It is anticipated that the Rosenberg Community will be home to at least 20,000 new residents and jobs (potentially by the year 2029). Over time this could be expected to grow to more than 30,000 residents and jobs.

The design of the community reflects a high level of natural and cultural heritage conservation together with best practices for water management and energy conservation. The design and implementation is based on the Southwest Community Master Plan and the following primary design objectives:

- **WALKABILITY**: to create a coherent and connected system of walkable neighbourhoods that support the typical walking distance of 450 metres (5 minutes) to daily activities and 800 metres (10 minutes) to higher order transit and community amenities;

- **VARIETY**: to build neighbourhoods that provide a range of housing types, park and open spaces and neighbourhood focal points.

- **PLACEMAKING**: to create streetscape high quality, and contribute to neighbourhood character and sense of place.

- **CONSERVATION**: to conserve, protect and integrate existing natural and cultural heritage resources.

- **CONNECTIVITY**: to provide multiple route options for all modes of travel.

- **TRANSIT SUPPORTIVE**: to design and build neighbourhoods that provide greater opportunity for transit usage.

- **SAFETY**: to promote design practices that contribute to neighbourhood safety.

- **BALANCE**: to promote neighbourhood design quality through a balanced approach with economic considerations.

- **LIVEABILITY**: to promote design solutions that contribute to sustainable practices, the celebration of arts and culture, and the development of healthy and complete communities.
Part 2: Resources and Components

1. General Policies

1. The Rosenberg Secondary Plan will conform to and implement the Regional Official Policies Plan/Regional Official Plan and the City of Kitchener Municipal/Official Plan.

2. In addition to the objectives and policies of this Secondary Plan, all other parts of the Official Plan of the City of Kitchener will apply. In the event of a conflict, the Rosenberg Secondary Plan will prevail.

3. The following maps will form part of the Rosenberg Secondary Plan:
   i. Map 22a, “Community Structure Plan”
   ii. Map 22b, “Cultural Heritage Resources”
   iii. Map 22c, “Transportation Networks”
   iv. Map 22d, “Priority Streets”
   v. Map 22e, “Land Use Plan”
   vi. Map 22f, “Natural Heritage System and Water Management”

4. Development within the Rosenberg community will generally conform to the applicable development and implementation standards adopted by the City of Kitchener. Exceptions may be considered where appropriate to implement specific urban design proposals.

5. All parts and policies of this Plan shall be read in conjunction with each other.

2. Community Structure

2.1 Objectives

1. To create an identifiable community with connected neighbourhoods.

2. To design each neighbourhood based on a 5 minute walk to a focal point such as a neighbourhood park or other community amenity feature.

3. To establish a focal point for the entire Southwest Kitchener area.

4. To establish a mixed use, transit supportive corridor along Fischer Hallman Road.

5. To provide special attention to streetscapes and built form, especially on Priority Streets in the community.

6. To establish distinctive “character” areas.

7. To provide well designed gateways to the Rosenberg Community and to neighbourhoods within the community.

8. To require neighbourhood parks to form a central part of each neighbourhood with prominent street frontage and accessibility.
2.2 Policies

2.2.1 Node and Corridor

1. The Rosenberg Community will include a Corridor along Fischer Hallman Road, a Node generally at Fischer Hallman Road and Huron Road and connected neighbourhoods generally in accordance with Map 22a) Community Structure Plan. The general locations of both the Corridor and Node may be shown on other Official Plan schedules.

2. Nodes and Corridors are intended to provide a balanced distribution of commercial, office, institutional and multiple residential uses. To achieve this balanced distribution, the land use designations within the Fischer Hallman Corridor and Fischer Hallman/Huron Road Node will provide for a range of uses. Individual properties may be considered for uses such as: Mixed Use 2, Mixed Use 1, High Density Residential, Medium Density Residential 2, Medium Density Residential 1 as appropriate and any necessary open space or natural heritage conservation designation.

3. The planned function of the Node at Huron and Fischer Hallman Roads is to provide commercial uses to primarily serve the Rosenberg Community and surrounding planning communities and ultimately to be supported by medium and high density residential uses within and adjacent to the Node. This location will be a focal point for the southwest portion of Kitchener and serve as a transit hub connecting to other Nodes.

4. The planned function of the Fischer Hallman Corridor is to provide for compact and intensive development along a transit corridor. The corridor is primarily intended to serve the adjacent residential neighbourhoods and employment areas. Establishing linkages and compatible interfaces between the Corridor and surrounding residential neighbourhoods and employment areas is desirable.

2.2.2 Parks and Open Space

1. Active parkland will be provided in accordance with the provisions of The Planning Act and the City’s Parkland Dedication Policy. Parkland will be dedicated and/or cash-in-lieu of parkland will be collected through development applications.

2. Each neighbourhood within the Rosenberg Community will contain Neighbourhood Parks which will be centrally located generally within the 5 minute walk model.

3. Each neighbourhood will also contain Urban Greens which will be defined within the 2 minute walk model.

4. A linear green space approximately 6-20 metres wide will be provided generally along the west side of Abram Clemens Street and Ludolph Street connecting the community through the Williamsburg Cemetery (generally utilizing the high-pressure gas easement where appropriate). The linear green space may include a multi-use pathway (which could be combined with sidewalk facilities) and other design features. The exact size, configuration and conveyance will be determined through the development applications.
5. Direct and safe connections for all modes of travel should be provided between the future District Park at the southwest corner of Fischer Hallman Road and Huron Road and adjacent neighbourhoods.

6. In addition to the provision of public parks (neighbourhood parks and urban greens), private amenity/recreation space should also be provided through development applications, particularly for lands designated from Low Density Residential 2 to High Density Residential and Mixed Use, in accordance with the guidelines in the City’s Urban Design Manual.

7. For lands identified as Open Space and Natural Heritage Conservation on Map 22e) Land Use Plan that are conveyed gratuitously to the City they will not count towards the site’s minimum density requirement (Floor Space Ratio) or parkland dedication land area calculations.

2.2.3 Built Form

1. A variety of built form typologies will be required. Harmonious built form typologies are encouraged within neighbourhoods to collectively establish a sense of place and neighbourhood character.

2. The built form will frame intersections and provide an attractive and defining entrance at neighbourhood and community gateways.

3. All built form typologies are encouraged to address the street in a manner that supports an active streetscape for pedestrians. Primary building entrances will be required to be oriented towards the public realm. Active ground floor uses will be encouraged in commercial and mixed use areas. Canopies and awnings as well as pedestrian-scaled lighting will be encouraged to provide pedestrian comfort. Garbage facilities, parking, loading and service areas will be designed and oriented such that they are separated and/or screened from the public realm.

4. Along Fischer Hallman Road multiple storey buildings are encouraged and should be designed with regard for their contribution to the overall streetscape. Consideration shall be given to establishing a generally consistent street edge with subtle variations in setbacks, subtle variation of building heights, and maintaining pedestrian-friendly block lengths to promote walkability.

5. Human scale buildings will be required and be achieved through siting and orientation of a building on a lot and the distribution of building heights and massing. For large multiple residential, office or mixed use buildings this may require increased setbacks, step backs or terracing of upper storeys. Consideration of building materials and architectural articulation must have regard for maintaining a human scaled form of development.

6. Building heights and massing shall transition between the higher intensity areas along Fischer Hallman Road to the surrounding lower intensity uses in residential areas to the west and east.

7. Buildings on corner lots will be required to articulate facades on both street frontages. Buildings on corner lots shall be oriented towards the higher-order street where possible and appropriate. The potential impact of fencing should be considered.
8. Buildings at priority lot locations such as gateways, along major roads, corner sites, heritage areas, park views or at terminating vistas will be encouraged to be designed as landmarks, with architectural innovation and quality urban design that reflects the community character. The incorporation of public art will be strongly encouraged at these locations.

9. The built form near Bleams Road and the Isaiah Drive extension will be appropriately designed to take advantage of the view to the entire City.

10. The built form in close proximity to the lands designated Natural Heritage Conservation and/or Open Space will be designed to be sensitive and complimentary to these areas, and maintain and create opportunities of views and vistas to these areas, where appropriate.

11. Variation and excellence in building design, including architectural features, building materials, style, colour and other individual design elements, will be expected for each block of land and will be reviewed through development applications and building elevations.

12. Continuous, blank facades will not be permitted. The City may regulate ground floor facades, window openings, entrances and outdoor patio areas.

13. Built form policies may be further defined and implemented through the City’s Zoning By-law. Additional design guidelines and standards will be contained in the Urban Design Manual.

**2.2.4 Streetscapes**

1. Streetscapes throughout the Rosenberg Community are important components of the public realm. Streetscapes will be designed to enhance community character and sense of place.

2. Development throughout the Rosenberg Community shall be encouraged to create a sense of identity and place through the use of various means including unique building typologies, architectural design treatments, building materials, decorative lighting, decorative street signs, boulevard treatments, gateway features and landscaping elements.

3. A high quality public realm throughout Rosenberg streetscapes will be achieved by coordinating the design of individual site elements, the overall transportation network and individual development applications along the streetscape. A Streetscape Master Plan will be prepared for the Priority Streets within the Rosenberg Community.

4. Priority Streets within the Rosenberg Community will be appropriately designed and planned for by creating terminating views, through the use of a comprehensive landscaping and lighting approach and through the use of architectural detail on priority lots.

5. Backlotting along Priority Streets will be prohibited. Where possible, corner lots shall have their primary frontage oriented towards the higher-order street.

6. A mix of lot frontage along all street blocks will be encouraged. Small lot frontages are best located in close proximity to neighbourhood park spaces. Long blocks of similar lot frontages and/or concentrations of small lot frontages in any area of the Rosenberg Community will be discouraged.
7. Consideration will be given to the location, orientation and design of Priority Lots as identified in the City’s Urban Design Manual.

8. Residential streetscapes shall be designed to ensure the provision of sufficient on-street parking through creative design solutions such as varying housing types and lotting patterns.

9. The use of public and/or private rear lanes, where feasible, may be considered in limited circumstances in order to meet planning objectives for streetscape, built form, on-street parking and reduce conflicts between multi-use pathways, driveways and transit.

10. The primary function of the Fischer Hallman Road corridor within the Rosenberg Community for streetscape is as a central spine and focal point for commercial activity, higher densities and transit-supportive mixed use development. Its secondary function is as a Primary Arterial Road designed to provide efficient pedestrian, bicycle, transit and vehicular movement throughout the transportation network.

11. Fischer Hallman Road shall be designed to be more pedestrian friendly through various means, including human scale massing of built form along the street, active uses at grade, pedestrian-scaled lighting, landscape treatments and street furniture. A comprehensive approach to planning for these and other streetscape elements will be incorporated in the Conceptual Streetscape Master Plan for the Fischer-Hallman Road Corridor.

12. Activity at neighbourhood gateway intersections along Fischer Hallman Road shall be designed and developed with a “Main Street” approach, through building orientation, animation of the public space in front of a building, provision of adequate places for people to gather and interact and appropriate landscaping elements. These areas may serve as a transition from higher densities along Fischer Hallman Road to lower densities internal to neighbourhoods. Development at these locations shall be encouraged to provide active street uses at the street level which will contribute to street life, activity and vitality; maximize the amount of sidewalk width available for outdoor retailing, restaurant patios, and informal gathering places. Surface parking and other site servicing requirements may be accommodated only in rear or interior side yards at these locations.

13. Shared or coordinated site elements (including site accesses, parking) among adjacent properties along a streetscape may be considered where appropriate and/or necessary to achieve the intended planned function.

14. For commercial buildings the use of canopies and awnings to provide the pedestrian comfort and shelter will be encouraged.

15. The use of public art and public water features, where appropriate, will be incorporated into street and site design.

16. Future road design and construction projects within the Rosenberg Community shall be coordinated to ensure that streetscape design is consistent with all applicable policies of this Rosenberg Secondary Plan (including, but not limited to, the transportation, built form, streetscape and land use policies herein).
3. Community Infrastructure

3.1 Objectives

1. To provide the necessary community infrastructure generally in accordance with the Kitchener Growth Management Plan (KGMP) and Capital Budget Process and to coordinate with the timing of development.

2. To locate elementary schools centrally so that they are accessible and walkable to each neighbourhood.

3. To encourage community facilities such as community centres, branch libraries in a central location close to where people live.

4. To encourage the pairing and shared use of multiple community-based infrastructure facilities where possible in order to maximize efficiencies.

5. To provide places suitable for community programs, arts and culture and religious gatherings.

3.2 Policies

1. Community infrastructure such as schools or community centres will be integrated within the community, preferably at landmark locations, and may serve as focal or destination points within a neighbourhood.

2. The City will work with the school boards to ensure that elementary school locations, land use, subdivision design, building design and transportation connectivity allow as many children as possible within a given neighbourhood to walk or cycle to school.

3. A potential Community Centre and Branch Library facility may be located in the neighbourhood south of Bleams Road and west of Fischer Hallman Road, generally near the intersection of Rosenberg Way and Abram Clemens Street, and as shown on Map 22e) Land Use Plan. The location will be within walking distance of a Fischer Hallman Road transit route and is intended to be an important destination along a north-south community linkage. Should such facilities not be required in this location, a Neighbourhood Park will be provided.

4. A potential small-scale Community Centre or like facility may be considered for the Mixed Use area south of Huron Road and east of Fischer Hallman Road.

4. Natural Environment

4.1 Objectives

1. To conserve Provincially, Regionally and Locally Significant Natural Heritage Features and to not permit development within these areas.

2. To create a linked natural heritage and open space system to achieve ecological and recreational objectives respectively.
3. To implement the recommendations of the Alder Creek Watershed Study and Upper Strasburg Creek Subwatershed Plan Update (CH2MHILL, 2008), Strasburg Creek Master Watershed Plan (Paragon, 1991) and Implementation Report (City of Kitchener, 1996) and the Middle Strasburg Creek Environmental Implementation Statement (Stanley Consulting, 1997) as well as relevant documentation completed through the Southwest Urban Area Studies: Community Master Plan and Rosenberg Secondary Plan where appropriate.

4.2 Policies

4.2.1 Natural Heritage System

1. A natural heritage system of Core Areas and Non-Core Areas including Provincially Significant Wetlands, Regionally Significant Core Environmental Features, Significant Habitat of Endangered or Threatened Species, Locally Significant Woodlands, Locally Significant Wetlands and Locally Significant Valleylands will be established and conserved. The extent of these features and their buffers (development setback limits) are generally shown on Map 22f) and are designated Natural Heritage Conservation and/or Open Space on Map 22e).

2. As recommended in the guiding documents identified in Objective 4.1.3, the City, Region and Grand River Conservation Authority will require the following:

   i) For lands west of Fischer Hallman Road,
      a) Generally, a minimum of 30 metre buffer (development setback limits) from Core Areas identified in the Alder Creek Watershed Study and Upper Strasburg Creek Subwatershed Plan Update (CH2MHILL, 2008) and as shown on Map 22f;
      b) Generally, a minimum of 30 metre buffer (development setback limits) from Non-Core Areas identified in the Alder Creek Watershed Study and Upper Strasburg Creek Subwatershed Plan Update (CH2MHILL, 2008) and as shown on Map 22f unless otherwise approved through an EIS at the time of development applications.

   ii) For lands east of Fischer Hallman Road,
      a) The buffer requirements will be in accordance with the Middle Strasburg Creek Environmental Impact Statement (Stanley Consulting, 1997) and will be further confirmed through an Environmental Implementation Report (EIR) as required by the Strasburg Creek Master Watershed Plan (Paragon, 1991) and Implementation Report (City of Kitchener, 1996) and consistent with the requirements of a scoped EIS to the satisfaction of the City, Region, Grand River Conservation Authority and/or Province at the time of development applications.

3. Any proponent of development that includes, or is adjacent to, a natural heritage feature will prepare an Environmental Impact Study (EIS) to the satisfaction of the City, Region, Grand River Conservation Authority and/or Province. The EIS will include the final surveyed limit of the features of the natural heritage system and the associated buffer (development setback limits) will be confirmed. This shall not require an amendment to this Plan.

4. The Alder Creek Watershed Study and Upper Strasburg Creek Subwatershed Plan Update (CH2MHILL, 2008) and the Southwest Urban Area Studies: Community Plan recommends specific linkages between and among key natural heritage features within the community.
The general location of these linkage corridors are shown on Map 22f). The specific location, width and optimal habitat characteristics will be determined through the completion of a scoped EIS at the time of development applications. The identification/confirmation of these linkage corridors will not require an amendment to this plan.

5. Other natural heritage features may exist that are not designated Natural Heritage Conservation or Open Space within the Rosenberg Secondary Plan. At the time of development applications, the City, Region, Grand River Conservation Authority and/or Province will determine if an EIR/EIS is required. Any natural heritage features that are recommended for conservation shall be implemented through the development review process and will not require amendment to this plan.

6. Development and site alteration will be subject to regulation under the Ontario Conservation Authorities Act.

### 4.2.2 Significant Habitat of Endangered and Threatened Species

1. Significant Habitat of Endangered and Threatened Species is not specifically identified on the schedules of this Plan in order to protect such species and their habitat. Significant Habitat of Endangered and Threatened Species identified within the Rosenberg Community has been assigned either a Natural Heritage Conservation and/or Open Space land use designation as appropriate.

2. At the time of the approval of these policies, studies to determine the presence of endangered and threatened species listed under Ontario Regulation 230/08 of the Ontario Endangered Species Act (2007) have yet to be completed to the satisfaction of the Ministry of Natural Resources (MNR) for the lands identified as Special Policy Area 3. Prior to the approval of any development applications or site alteration applicable to the lands identified as Special Policy Area 3, a bio-physical survey for such areas or phases of development within the Special Policy Area as are determined reasonable by the MNR, must be undertaken to determine the extent of the significant habitat, if any, for Endangered and Threatened Species to the satisfaction of the MNR, the Region and the City. Such a survey must be undertaken in a year where activities on the lands subject to Special Policy Area 3 have been limited to normal farming practices or activities authorized through a licence previously granted under the Aggregate Resources Act.

3. Development or site alteration will not be permitted within Significant Habitat of Endangered and Threatened Species unless a permit authorizing such activities is issued by the Ministry of Natural Resources.

4. It is recognized that any survey undertaken in accordance with Policy 4.2.2.2 above may prohibit, restrict or alter the future use of land otherwise designated for urban development in accordance with the policies and mapping of this Plan. Any changes to land use designations and/or road network or other infrastructure resulting from the studies undertaken in accordance with Policy 4.2.2.2 above will be implemented as appropriate by amendment to this Plan.
5. Water Management

5.1 Objectives

1. To implement a groundwater infiltration strategy that meets or exceeds the groundwater infiltration targets as identified in the Upper Strasburg Creek Subwatershed Plan Update and Alder Creek Watershed Study (CH2MHILL, 2008) and any updates through the Southwest Urban Area Studies: Community Master Plan and Secondary Plan.

2. To develop comprehensive stormwater management strategies that implement the water management recommendations of the Upper Strasburg Creek Subwatershed Plan Update and Alder Creek Watershed Study (CH2MHILL, 2008) and the Strasburg Creek Master Watershed Plan (Paragon, 1991) and updates through the Southwest Urban Area Studies: Community Master Plan and Secondary Plan process.

3. To conserve the function of significant groundwater recharge areas in order to enhance our municipal water supply.

4. To minimize chloride infiltration into the groundwater system.

5. To prevent increased erosion of Strasburg and Alder Creeks.

6. To relate the water management for lands north of the Williamsburg Cemetery to the Upper Strasburg Creek Class Environmental Assessment (CH2MHILL, 2008) and the Strasburg Creek Flood Control Environment Assessment (Stantec).

5.2 Policies

1. Development shall comply with the recommendations made in the Upper Strasburg Creek Subwatershed Plan Update and Alder Creek Watershed Study (CH2MHILL, 2008) and Strasburg Creek Master Watershed Plan (Paragon, 1991) and Implementation Report (City of Kitchener, 1996) and the documentation completed through the Southwest Urban Area Studies: Community Master Plan and Rosenberg Secondary Plan, including the AMEC Technical Memo revised July 18, 2011 with respect to servicing, storm water management, including water quality, quantity and temperature and water balance, and environmental protection within the Rosenberg Community and affected downstream lands. The City will also encourage other parties to undertake whatever actions are within their jurisdiction to implement the (sub)watershed plan(s).

2. Stormwater management facilities are not shown as a land use on Map 22e) Land Use Plan but may be permitted within any land use designation, except for Natural Heritage Conservation. Portions of stormwater management facilities may only be considered within the buffer area of the Natural Heritage Conservation land use designation subject to the satisfaction of the City, in consultation with the GRCA and/or Region. Stormwater Management Facilities are conceptually shown on Map 22f.
3. Stormwater management facilities will be provided in accordance with the recommendations of the Alder Creek Watershed Study and Upper Strasburg Creek Subwatershed Plan Update (CH2MHILL, 2008), the Southwest Urban Area Studies: Community Master Plan and Secondary Plan and related documentation including the AMEC Technical Memo revised July 18, 2011, Upper Strasburg Creek Class Environmental Assessment (CH2MHILL, 2008) and the Strasburg Creek Flood Control Environment Assessment (Stantec) and where required, will be subject to an Environmental Impact Study (EIS) and any other required technical documentation to the satisfaction of the City, in consultation with the Grand River Conservation Authority and the Region of Waterloo.

4. Development shall implement the Flood Control recommendations from the above noted Plans and Studies as modified or refined through the Strasburg Creek Flood Control Environmental Assessment (Stantec).

5. The City of Kitchener shall complete the Strasburg Creek Flood Control Environmental Assessment (Stantec) prior to development approvals for lands north of Williamsburg Cemetery and recommendations made as part of the environmental assessment may impact development applications within the affected study area.

6. That the existing culvert at Fischer Hallman Road and Upper Strasburg Creek be replaced prior to any development upstream of Fischer Hallman Road south of Bleams Road in accordance with the approved Upper Strasburg Creek Class Environmental Assessment (CH2MHILL, 2008) or any updates from the Strasburg Creek Flood Control Environment Assessment (Stantec). Construction is intended to coincide with other works in the area to minimize disturbance to the creek.

7. To conserve the significant recharge areas identified in the Alder Creek Watershed Study and Upper Strasburg Creek Subwatershed Plan Update (CH2MHILL, 2008) and to minimize any negative impacts of development adjacent to these areas, groundwater infiltration facilities will be required and combined with stormwater management facilities within lands south of Bleams Road and generally west of Street B designated as Open Space on Map 22e) Land Use Plan. Refinements to these areas will occur through detailed design at the development application stage and these lands will be dedicated to the municipality as part of the development approval process. Alterations to these areas will be subject to additional hydro-geological and/or other related studies including groundwater modelling as deemed appropriate by the Region of Waterloo and the City in consultation with the Grand River Conservation Authority. Minor alterations will not require an amendment to this plan.

8. In order to ensure that infiltration targets are being realized post development, the City will require monitoring of the groundwater recharge areas and related infiltration facilities for a period of at least two years after development. The results of the monitoring will be shared with the Region of Waterloo and compared against the recommended targets of the subwatershed study. Where infiltration targets are not being achieved, the City, in consultation with the Region, may require additional monitoring for a period of 2 more years prior to considering the registration of additional subdivision stages.

9. Chloride Impact Assessments will be required at the development application stage and refinements will be made to the detailed design of water management facilities to ensure development can occur with chloride loading to groundwater within Provincially accepted Reasonable Use Concept water quality guidelines. In addition, the City through consultation with the Region and the GRCA may consider allowing the use of winter stormwater by-pass,
so long as it is demonstrated in technical studies submitted with development applications that groundwater infiltration targets can continue to be achieved and a satisfactory fluvial geomorphologic study determines that there will be no significant impact to the fluvial regime of Strasburg or Alder Creeks, as recommended in the Alder Creek Watershed Study and Upper Strasburg Creek Subwatershed Plan Update (CH2MHILL, 2008) and further addressed through the Southwest Urban Area Studies: Community Master Plan and Secondary Plan.

10. The City shall minimize the amount of chloride infiltration into the ground water through best management practices when applying salt to streets during winter months.

11. For areas west of Fischer Hallman Road and south of Bleams Road the Regional storm flow has to be controlled to existing conditions as per the Alder Creek Watershed Study and Upper Strasburg Creek Subwatershed Plan Update (CH2MHILL, 2008) and updates through the Southwest Urban Area Studies: Community Master Plan and Secondary Plan including the AMEC Technical Memo revised July 18, 2011, unless an alternative flood control solution is approved through the Strasburg Creek Flood Control Environmental Assessment (Stantec).

12. An emergency overflow route for stormwater, a piped outlet and winter by-pass system will be provided over lands south of Bleams Road between Street “B” and Fischer Hallman Road for lands west of Street “B” in accordance with the Stormwater Management Strategy (AMEC Technical Memo revised July 18, 2011). The final configuration shall be confirmed through development applications to the satisfaction of the City, in consultation with the Region and GRCA.

13. A 20% contingency plan for “at source” and “end of pipe” infiltration must be submitted with development applications to the satisfaction of the City, Region and GRCA.

14. Development applications within Regional Recharge Areas will be regulated in accordance with the Regional Official (Policies) Plan.

6. Sustainable Development / Energy / Air Quality

6.1 Objectives

1. To incorporate and promote sustainable development practices and initiatives.

2. To support and maintain a healthy city.

3. To encourage energy efficiencies in community design and to achieve, where appropriate, more sustainable living practices.

4. To encourage development in the Rosenberg Community to implement efficient and effective methods of providing energy. This could be achieved through the incorporation of renewable energy resources, district energy systems, neighbourhood and building design techniques or other innovative initiatives.
6.2 Policies

1. The City will promote development that strives to be sustainable by encouraging, supporting and, where appropriate, requiring:

   i. Compact development and efficient built form;

   ii. Transit supportive development and redevelopment and the greater use of active modes of transportation such as cycling and walking;

   iii. Environmentally responsible design and construction practices;

   iv. The integration, protection and enhancement of natural features and landscapes into building and site design; and,

   v. The reduction of resource consumption associated with development.

2. The City will encourage and support, where feasible and appropriate, Alternative Energy Systems, Renewable Energy Systems and district energy to accommodate current and projected needs of energy consumption.

3. The City will use plans and strategies to help guide development and redevelopment to meet sustainable development goals, such as those contained within the Kitchener Growth Management Strategy and related growth management plans, the Transportation Master Plan, and the Urban Design Manual.

4. The City will develop and implement sustainable development design standards for all development, redevelopment, building renovation and infrastructure, to be integrated into the Urban Design Manual.

5. The City will encourage at the development application stage, the reduction of energy and residential combustion emissions through a range of approaches including the development of R-2000 homes and similar commercial construction standards such as LEED or other similar published standards, the incorporation of Energy Star appliances, the physical layout of the plan having regard to energy conservation, and buildings powered by renewable energy sources, both passive and active. This may include incentives offered through the City’s Energy and Water Efficiency for Land and Buildings Community Improvement Plan.

6. On a site specific basis, certain techniques such as the use of roof top gardens and the re-use of grey water will be encouraged provided that groundwater infiltration targets are not compromised.
7. Cultural Heritage

7.1 Objectives

1. To appropriately conserve cultural heritage resources.

2. To ensure that all development is sensitive to and respects cultural heritage resources.

7.2 Policies

1. The cultural heritage resources identified in the Southwest Community Master Plan: Cultural Heritage Background Study (Nancy Tausky, 2010) and shown on Map 22b) Cultural Heritage Resources will be conserved.

2. Development on or adjacent to a cultural heritage resource will require a Heritage Impact Assessment (HIA). The HIA shall be completed in accordance with the City of Kitchener Heritage Impact Assessment Terms of Reference and will recommend an appropriate conservation strategy for the cultural heritage resource.

3. Development on or adjacent to a cultural heritage resource will require a Conservation Plan (CP). The CP shall be completed in accordance with the City of Kitchener Conservation Plan Terms of Reference and will recommend appropriate conservation measures and work for the cultural heritage resource.

4. The City may require a Conservation Easement to ensure the long term conservation of a cultural heritage resource.

5. The City will ensure that new neighbourhoods are designed and planned to ensure that views and vistas of Kitchener’s significant cultural heritage resources are created, maintained and enhanced where appropriate.

6. Development applications will confirm the need for additional Archaeological Assessment requirements with the Region and Province.

7. Developments or municipal works on the southwest and southeast corners of Bleams Road and Fischer Hallman Road may be requested to include interpretive historical signage regarding the former Village of Williamsburg.
8. Transportation Networks

8.1 Objectives

1. To promote walkability.

2. To create efficient and interconnected circulation routes.

3. To achieve transit-supportive development.

4. To provide for a transportation network that is based on a modified grid pattern with short walkable blocks within 450 metres of transit service.

5. To create a connected transportation system that promotes safe and efficient circulation.

6. The City will require the development of a transportation network that gives consideration to all forms of travel including walking, cycling, public transit and the automobile.

7. To establish safe, well connected pedestrian movement systems along with the appropriate distribution of land uses so that automobile reliance is not necessary to meet the recreational, shopping or employment needs of daily life of the residents of the Rosenberg Community.

8. To provide an off road cycling and pedestrian trail system within the Rosenberg Community which meets the requirements of the Multi-use Pathway Master Plan and Cycling Master Plan and that is well integrated with the existing trail network outside of the community.

9. To identify potential transit routes through the community and orient uses and density that will support transit.

10. To optimize transit ridership by improving pedestrian connectivity, locating buildings closer to the street near transit stops, and orienting land use and densities directly to the planned transit routes.

11. To provide a land use pattern and transportation system that over time can achieve a modal travel split that is close to 25% of trips via transit.

12. To provide additional transportation routes options, other than Fischer Hallman Road, for internal route options and connectivity.

8.2 Policies

1. Future road design and construction projects within the Rosenberg Community shall be coordinated to ensure that the transportation network is consistent with all applicable policies of this Rosenberg Secondary Plan (including, but not limited to the transportation, built form, streetscape and land use policies herein).

2. The planning, design and construction of all roads and walkways within the Rosenberg Community have regard to the conservation of significant natural and cultural heritage features and contribution to the overall streetscape design.
3. The street network should be designed to achieve short block lengths and consider the creation of terminating views, vistas and other focal points.

4. Alternative right-of-way designs may be considered where appropriate by the City in order to achieve desired planning objectives.

5. That a North-South Major Collector Road that is parallel to Fischer Hallman Road be provided (Amand Drive). All portions of Amand Drive located within the Rosenberg Secondary Plan will form part of, and/or be conveyed through, development applications. Portions of Amand Drive that are outside of any development applications may require a Class Environmental Assessment. Mitigation methods for wildlife movement will be investigated at final design.

6. That an East-West Major Collector Road that is parallel to Bleams Road be provided (Rosenberg Way). Any Class Environmental Assessment that may be required should be coordinated with development applications.

7. The design of the transportation network will give consideration to all forms of travel including walking, cycling, public transit and the automobile through measures such as:
   i. The creation of a modified-grid street network with short walk-able blocks (generally not to exceed 250m in length) within 450 metres of transit service;
   ii. The use of site planning and urban design techniques that foster attractive and safe pedestrian-friendly streetscapes and built form;
   iii. The provision of continuous pedestrian systems (sidewalks) and linkages to community trails, transit routes, arterial streets, and planned commercial and employment areas; and
   iv. Minimizing walking distances between housing, schools, planned commercial areas, transit stops, parks, and other community amenities.
   v. The provision of multi-use pathways including cycling facilities, improved public and private pedestrian amenities, well planted greenways, and uses which encourage walking.

8. That the design of Arterial and Collector Roads consider the need for cycling and pedestrian facilities, on-street parking, cycling lanes, pedestrian-scale lighting, pedestrian-scale signage, barrier-free accessibility, street furnishings, boulevard and median landscaping, mid-block crossings, pedestrian refuge, traffic calming and transit facilities.

9. Development along Arterial and Collector Roads shall be “street-facing”, meaning that parcels will be front-lotted and buildings will have primary facades and entrances oriented towards the public realm.

10. The implementation of Transportation Demand Management measures shall be considered as part of every application for new development or redevelopment within the Secondary Plan area.
11. Development will be transit-supportive and transit-oriented.

12. Potential Multi-use Pathways/Trails are conceptually shown on Map 22c) Transportation Networks and final alignments will be subject to further technical review and may change without an amendment to this plan.

13. That the Ontario Hydro corridor be conveyed to the City and utilized as open space and/or community trail purposes or those stipulated in Part 2, Policy 9.2.5.

14. That the high-pressure Gas Easement be conveyed to the City and utilized as part of a road right-way, trail or park/open space purposes.

15. That a safe pedestrian/cyclist connection across Fischer Hallman Road be provided near the Ontario Hydro corridor, which may include the use of refuge islands and/or pedestrian signals.

16. The City will encourage the use of landscaped centre medians at neighbourhood gateways, where appropriate.

17. Neighbourhoods within the Rosenberg community will be connected through streets and trails to each other and to surrounding communities.

18. The City may consider the use of laneways, in limited circumstances and where appropriate. Private and condominium laneways are strongly preferred. Public laneways may be possible in appropriate locations along the Fischer Hallman Road corridor and Major Collector Roads.

19. Pedestrian and cyclist routes should be linked to community infrastructure, parks and other destinations such as places of work and business in order to promote an alternative to the use of the automobile.

20. Priority Streets are identified on Map 22d) Priority Streets and will be designed, including adjacent land uses, to achieve the objectives of this Secondary Plan and in accordance with the City’s Urban Design Manual.

21. Development applications may be required to provide Transportation Impact Studies to the satisfaction of the City and Region to confirm that the proposed development has sufficient means of access and egress and to confirm the impacts and requirements for any transportation network improvements.
9. Servicing and Utilities

9.1 Objectives

1. To ensure that the provision of municipal servicing and utilities are considered in combination with the planned land uses and densities.

2. To ensure that municipal servicing and utilities are planned for and provided in an efficient and cost-effective manner, including consideration of long-term operations.

3. To plan and coordinate services and utilities in a manner that achieves the City of Kitchener’s servicing objectives.

9.2 Policies

1. All new development will be serviced by municipal water, wastewater and storm facilities. Generally, temporary or permanent wastewater pumping stations will be discouraged and would not be financially supported by the City.

2. Wastewater drainage and available capacity for lands within the Rosenberg Community will be determined by the City’s Engineering Services, in accordance with the Sanitary Servicing Overview (2011).

3. Portions of the high pressure gas pipeline that runs north/south through the community may be relocated, in consultation with the utility company, to coincide with the proposed street pattern. Appropriate setbacks to adjacent buildings required by the utility company will be implemented through development applications.

4. The Region of Waterloo will confirm the pressure zone boundary between Zone 5 and 6 within the Rosenberg Community and recommend how to establish primary looping within the community. Detailed analysis of the water distribution system will be required as part of development applications to the satisfaction of the Region of Waterloo and the City.

5. That with the approval of the hydro company, the local electrical utility and the City of Kitchener, the hydro right-of-way may be used in conjunction with adjacent land uses.

10. Noise

10.1 Objectives

1. To minimize noise impacts from known or suspected noise generators such as arterial roads and gravel extraction operations on surrounding residential uses and other sensitive land uses.

2. To restrict the use of land so as to prohibit new land uses that are known high noise generators.
10.2 Policies

1. That Fischer Hallman Road, Bleams Road, Trussler and Huron Roads and the traffic generating from these roads as well as the gravel extraction operations existing along Bleams and Huron Roads and any potential gravel extraction operations within or adjacent to the Secondary Plan area be recognized as uses that have the potential to be significant noise generators. Proponents of new residential development along these corridors or within 300 metres of these existing or potential extraction operations will be responsible for assessing future noise impacts and if necessary for ensuring that any required noise attenuation measures are incorporated into the development proposal through site design, grading, built form materials and/or development timing that is phased appropriately with the sequencing of extraction.

2. That passive noise control measures such as subdivision and site design, building setbacks, architectural design, and noise warning clauses be used in attenuating noise impacts in accordance with the Preliminary Noise Assessment (HGC Consultants, June 2011) and Regional and City policy and guidelines.

11. Aggregate Resources

11.1 Objectives

1. To ensure that existing aggregate resource areas are appropriately rehabilitated and incorporated into the design of the community.

11.2 Policies

1. The rehabilitation of aggregate extraction areas will incorporate recommendations from the Alder Creek Watershed Study and Upper Strasburg Subwatershed Study Update, the Southwest Urban Area Studies: Community Master Plan and the Rosenberg Secondary Plan process including the AMEC Technical Memo revised July 18, 2011. It is recognized that rehabilitation of aggregate extraction areas are required in order to implement the Rosenberg Secondary Plan.

2. It is recognized that extraction operations have occurred at 186 Gehl Place in close proximity to the Core Natural Area (woodlot at south east corner of property). In addition to Part 2 Policy 4.2.1.2 and Part 3 Policy 5.4.2 it is acknowledged that grading works will be necessary to establish an appropriate new slope within any buffer to that Core Natural Area to implement the Rosenberg Secondary Plan. Such works would require an approved EIS and Hydrogeological Study and/or other studies to the satisfaction of the City, Region, GRCA and/or Province. In order to implement the Medium Density Residential One land use designation on the north side of the Core Natural Area as shown on Map 22e, a conservation easement may be required to reflect the remainder of the buffer to the Core Natural Area.
Part 3: Land Use Policies

1. General Objectives

1. To deliver a range of land uses that will allow residents the opportunity to live, work and play within the community.

2. To establish a mixture of uses and compact urban form along Fischer Hallman Road (including higher residential densities, office, and commercial uses) to achieve a number of planning objectives, including supporting transit.

3. To provide a full range of dwelling types, including the provision of special needs housing.

4. To provide flexible living arrangements, including secondary dwelling units throughout the community where appropriate.

5. To increase opportunities for locating jobs in close proximity to residential uses by providing for diversity in permitted uses along Fischer Hallman Road and, at a lower scale, within neighbourhoods (including live/work, flexible home business and small mixed use sites).

6. To develop a land use pattern that provides opportunities for increased pedestrian, cyclist, and transit modes of travel.

7. To allow for the compatible integration of residential and non-residential uses within a site and within the community.

8. To encourage the transition of scale from higher intensity (i.e. greater height and massing) along Fischer Hallman Road to lower intensity uses in residential neighbourhoods to the west and east.

9. To locate transit-supportive land uses along potential transit routes that are internal to the community.

10. To create opportunities for neighbourhood-scale mixed use at neighbourhood gateway locations.

11. To integrate community infrastructure/institutional uses at locations that are accessible and central within the neighbourhoods.

12. To provide for residential land uses immediately near school sites that are more likely to have housing types that will continue to generate pupils over time.

13. To designate significant environmental features and areas to conserve in order to achieve natural heritage conservation objectives.

14. To designate parks in key locations that are visible and central to neighbourhoods.

15. To designate lands uses within the Rosenberg Secondary Plan in accordance with Map 22e) Land Use Plan.
2. Mixed Use Land Use Designations

2.1 General Policies

1. Mixed Use land use designations will permit a range of non-residential and medium and high density residential uses in a compact urban form.

2. To achieve the planned function of Mixed Use areas, the zoning of individual sites within a Mixed Use land 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. To ensure that collectively the individual properties within a Mixed Use area will achieve the intended mix of uses for the context of the Mixed Use area, a minimum amount of commercial floor space or a minimum amount of residential floor space desired may be required within the Mixed Use area.

3. The City may impose maximum gross floor area limits on non-residential development, including limiting the gross floor area of individual non-residential outlets (including food store) as well the combined total gross floor area of non-residential outlets, in the Zoning By-law to ensure that the uses are appropriately scaled for the planned function of the Mixed Use area and community.

4. Individual properties may be zoned to discourage or prohibit uses that would negatively affect the planned density and/or function of the Mixed Use area, such as:
   i. Car washes;
   ii. Commercial parking facilities;
   iii. Automobile service stations;
   iv. Gas bars within 250m of an intersection;
   v. Sale, rental, service, storage or repair of motor vehicles, major recreational equipment and parts and accessories for motor vehicles or major recreational equipment;
   vi. Funeral homes;
   vii. The full range of industrial uses;
   viii. Low density residential uses;
   ix. Major institutional uses; and
   x. Drive throughs.

Provided however, individual properties shall not be zoned to discourage or prohibit Car washes, Commercial Parking Facilities, Major institutional uses or Drive throughs where the intent of this Secondary Plan regarding building form, streetscapes and intensification can otherwise be preserved.

5. The minimum Floor Space Ratio will be 0.6 and the maximum will be 2.0 to encourage a greater density in the Mixed Use areas than the surrounding neighbourhoods.

6. Lands designated Mixed Use will be allowed to achieve the required density range through a “phased-in” approach. A site-specific master plan or site plan may be required that illustrates a plan that achieves the minimum Floor Space Ratio upon full build-out.

7. The City will regulate building and façade heights through the Zoning By-law.
8. To achieve transit supportive development that enhances the public realm, the city may:

   i. Require that a portion of the building mass as well as primary facades and building entrances be oriented towards the public realm by permitting maximum front yard setbacks and façade design policies, guidelines and zoning regulations;
   ii. Strongly encourage the location of active uses such as retail and restaurants at the street level by imposing zoning regulations for specific uses;
   iii. Limit vehicular parking between the building façade and the street by imposing parking setbacks and parking design policies, guidelines and zoning regulations;
   iv. Require buildings to be of a scale that fosters pedestrian comfort, which will include regulating building mass, stepbacks and façade treatments in the Zoning By-law.

9. In order to achieve a pedestrian-friendly and transit supportive community and other urban design objectives, implementing zoning by-laws may restrict drive-through facilities in certain locations. Generally, access and egress to drive-through facilities should not be located in close proximity to major intersections on major transit routes that are intended to be important focal points for pedestrian activity in close proximity to major intersections. Further, drive-through aisles and stacking lanes should not be located between a primary building facade and a roadway that is a planned transit route and important pedestrian linkage or destination. Detailed requirements and regulations will be determined through urban design guidelines, urban design briefs, implementing zoning by-laws and / or site plan approval.

10. To further encourage transit supportive development in the Mixed Use designation, the City will consider incentives for Mixed Use properties within 450m of a transit stop on Fischer Hallman Road such as:

    i. Reducing parking requirements; and
    ii. Permitting shared parking arrangements between permitted uses where appropriate, provided that a Transportation Demand Management Plan has been accepted by the City and Region.

2.2 Mixed Use 1

1. Lands designated Mixed Use 1 are generally intended to provide a minimum amount of small-scale commercial uses at neighbourhood gateway locations supplemented with multiple residential and other non-residential uses.

2. Permitted non-residential, neighbourhood-oriented uses may include the following:

   i. Retail, but not including Major Retail
   ii. Office, but not including Major Office
   iii. Financial establishments, personal services and/or restaurants in a plaza or mixed-use building
   iv. Health-related uses, such as health offices and clinics
   v. Studios
   vi. Craftsman shop
   vii. Education establishments, day care, religious institutions and museum up to 25% of a building
3. Permitted residential uses may include multiple dwelling units (not including cluster townhouses) and special needs housing. The net residential density range will generally be 26 to 200 units per hectare.

4. Purpose-built live/work units may also be permitted along with expanded home business provisions.

5. Building heights will be encouraged to be between 2 and 5 storeys and may be further regulated through the Zoning By-law.

2.3 Mixed Use 2

1. Lands designated Mixed Use 2 are generally intended to provide commercial and office uses that serve the entire Rosenberg Community and adjacent Planning Communities, along with residential that is at higher densities than the surrounding area while achieving a built form that is compatible, accessible, safe and efficient for all modes of travel.

2. Permitted non-residential, community uses may include the following:

   i. Retail, including Major Retail
   ii. Office, but not including Major Office
   iii. Commercial entertainment
   iv. Financial establishments
   v. Personal services
   vi. Restaurants
   vii. Health-related uses, such as health offices and clinics
   viii. Studios
   ix. Other appropriate commercial uses
   x. Education establishments, day care, religious institutions and museum up to 25% of a building

3. Permitted residential uses may include multiple dwelling units (not including cluster townhouses) and special needs housing. The net residential density range will generally be 100 to 400 units per hectare.

4. Purpose-built live/work units may also be permitted along with expanded home business provisions.

5. Notwithstanding the maximum floor space ratio contained in the Mixed Use policies above, the City may permit a maximum floor space ratio of up to 4.0 in the Zoning By-law to individual properties where higher intensity development is desirable and appropriate. The following criteria will be considered as the basis for the implementing zoning:

   i. The property abuts or has direct access to an arterial or major collector road;
   ii. The property is adequately separated from lands designated Low Density Residential 1 and 2; and
   iii. There is adequate existing or planned infrastructure.

6. Building heights will be encouraged to be between 3 and 10 storeys and may be further regulated through the Zoning By-law. Additional building height up to a maximum of 14
storeys may be considered provided the criteria of Policy 2.3.5 above are satisfied and subject to an approved Angular Plane Analysis, Snow Deposition, Wind and Shadow Study and Elevation Drawings that illustrate the achievement of a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands.

3. Residential Land Use Designations

3.1 General Policies

1. Each neighbourhood within the Rosenberg Community will be planned, designed and zoned to achieve a variety of housing types, styles and lot widths.

2. All residential land use categories will permit special needs housing with the preference for such housing to be incorporated into lands near the Fischer Hallman transit corridor.

3. Community gardens and other compatible forms of urban agriculture may be permitted in all residential areas

3.2 Low Density Residential 1

1. The Low Density Residential 1 land use designation will permit single detached dwellings, duplex dwellings, semi-detached dwellings and street townhouse dwellings.

2. Secondary residential dwelling units will be permitted on the same lot as a single detached dwelling where appropriate through the Zoning By-law.

3. The net density range will generally be 10 to 25 units per hectare.

4. The maximum building height will be regulated through the Zoning By-law.

3.3 Low Density Residential 2

1. The Low Density Residential 2 land use designation will accommodate a full range of low density housing types including single detached dwellings, duplex dwellings, semi-detached dwellings, townhouse dwellings and low-rise multiple dwellings.

2. Secondary residential dwelling units will be permitted on the same lot as a single detached dwelling where appropriate through the Zoning By-law.

3. The net density range will generally be 26-60 units per hectare.

4. The maximum Floor Space Ratio and building height will be regulated through the Zoning By-law.

3.4 Medium Density Residential 1

1. The Medium Density Residential 1 land use designation will permit a range of medium density housing types including townhouse and multiple dwellings.
2. The net density range will generally be 26-100 units per hectare and a maximum Floor Space Ratio of 1.0.

3. Building heights will generally range between 3-8 storeys and will be regulated through the Zoning By-law.

### 3.5 Medium Density Residential 2

1. The Medium Density Residential 2 land use designation will permit a range of medium density housing types including townhouse and multiple dwellings.

2. Purpose-built Live/Work units and expanded home business provisions will be permitted in appropriate locations as identified through the Zoning By-law.

3. The net density range will generally be 60-200 units per hectare and a minimum Floor Space Ratio of 0.6 and a maximum Floor Space Ratio of 2.0.

4. Building heights will generally range between 3-8 storeys and will be regulated through the Zoning By-law.

### 3.6 High Density Residential

1. The High Density Residential land use designation will primarily accommodate high density multiple dwellings to achieve a high intensity of residential use and some medium density residential uses where it is desirable to provide for a transition in density between land use designations. This may include townhouse and multiple dwellings.

2. The net density range will generally be 100-400 units per hectare, with a minimum Floor Space Ratio of 1.0 and a maximum Floor Space Ratio of 4.0.

3. The minimum building height will generally be 4 storeys. Provided the building is determined to be compatible with adjacent land uses, buildings and subject to an approved Snow Deposition, Wind and Shadow Study and Building Elevation Drawings that illustrate a human scale building base and no adverse impacts on adjacent residential buildings and uses, there will be no maximum building height.

4. Complementary non-residential land uses may be permitted to locate internal to a building primarily used for multiple residential purposes in this designation subject to the Zoning By-law and without an amendment to this plan.

### 4. Institutional Land Use Designations

#### 4.1 Neighbourhood Institutional

1. Lands designated Neighbourhood Institutional that are not identified as a potential school site will permit educational establishments, religious institutions, community facilities, residential care facility, day care facility and Low Density Residential Two land uses.
2. Lands designated Neighbourhood Institutional that are identified as a potential school site will permit educational establishments, as well as religious institutions, community facilities and day care facility. Should a site no longer be required for a school, the site may be rezoned to also permit a residential Care facility or Low Density Residential Two land use without the necessity for an Official Plan Amendment.

3. The maximum building height will be regulated through the Zoning By-law.

5. Park, Open Space and Natural Heritage Land Use Designations

5.1 Neighbourhood Park

1. The Neighbourhood Park land use designation is intended for public parkland that generally are:
   
   i. Between 1-4 hectares in size;
   ii. Provided within 450m of most neighbourhood dwellings,
   iii. Include active and passive recreation uses.

2. Neighbourhood Parks are generally shown on Map 22e) Land Use Plan. Minor changes to the size and location may be permitted without an amendment to this plan.

5.2 Urban Greens

1. Urban Greens are parkettes, commons, urban squares/plazas or linear parks that are approximately 0.2 to 1.0 hectare in size and are generally shown on Map 22e) Land Use Plan. The specific size, location and design thereof will be further defined at the development application stage. Minor changes to the size and location may be permitted without an amendment to this plan.

5.3 Open Space

1. The Open Space land use designation may permit the following uses:
   
   i. conservation uses;
   ii. cemeteries;
   iii. parks, parkettes, squares and open space linkages;
   iv. trails;
   v. active or passive outdoor recreational uses;
   vi. essential public works including essential and approved stormwater management; and
   vii. cultural heritage resource uses

2. The boundary of the Open Space designation located at the southwest corner of Fischer Hallman and Bleams Road will be delineated in consultation with the Grand River Conservation Authority (GRCA), the City and any environmental assessment related to Upper Strasburg Creek. Resulting adjustments to the Open Space boundary and surrounding land use designations can occur without an amendment to this plan.
5.4 Natural Heritage Conservation

5.4.1 The Natural Heritage Conservation land use designation permits conservation uses.

5.4.2 Development and/or site alteration will not be permitted on lands designated Natural Heritage Conservation as shown on Map 22e and 22f with the following exceptions:

i) Portions of storm water management facilities, and associated grading, may only be permitted within the minimum buffer area to a Core Area and/or Non-Core Area subject to an approved EIS to the satisfaction of the City, GRCA, Region of Waterloo and/or Province as appropriate.

ii) Necessary public infrastructure such as a sanitary trunk sewer as per an approved Class Environmental Assessment.

iii) Trails and associated grading, may only be permitted subject to the approval of and EIS to the satisfaction of the City, GRCA, Region of Waterloo and/or Province as appropriate.

6. Special Policy Areas

6.1 Special Policy 1

1. Notwithstanding the Mixed Use 1 land use designation on lands located on the northeast corner of Huron Road and Fischer Hallman Road (municipally addressed as 909, 929 and 945 Huron Road) only the single detached dwellings existing as of the date of approval of this plan shall be permitted and no implementing zoning shall be passed until such time as an Environmental Impact Study is completed and approved by the City that identifies the type and condition of existing vegetation, confirms the extent of any tree saving on the properties and recommends appropriate conservation methods. No development shall occur until all three properties are consolidated and a combined access location on Huron Road is determined to the satisfaction of the City.

6.2 Special Policy 2

2. Residential zoning shall not be permitted on any lands within approximately 300 m of the north property line of the gravel licensed area at 1764 Huron Road until such time as either:

   i. the use has ceased to exist; or

   ii. until it can be demonstrated through the completion of detailed technical studies that there will be no adverse effects as per MOE Guideline D1 “Land Use Compatibility” and D6 “Compatibility Between Industrial Facilities and Sensitive Land Uses and related or successor documents. The noise study component should be conducted to determine the degree by which the noise emissions from a reasonable worst case operational scenario considering all permitted activities in the gravel pits may affect the proposed residential uses and provide recommendations for any mitigation measures which may be required. This should be investigated with respect to compliance with (MOE) Guidelines LU-131, “Noise Control in Land Use Planning” and NPC-205 “Sound Level Limits for Stationary Sources of Sound in Class I and II areas (Urban) or successor documents.
6.3 Special Policy 3

3. At the time of the approval of these policies, studies to determine the presence of endangered and threatened species listed under Ontario Regulation 230/08 of the Ontario Endangered Species Act (2007) have yet to be completed to the satisfaction of the Ministry of Natural Resources (MNR) for the lands identified as Special Policy Area 3. Prior to the approval of any development applications or site alteration applicable to the lands identified as Special Policy Area 3, a bio-physical survey for such areas or phases of development within the Special Policy Area as are determined reasonable by the MNR, must be undertaken to determine the extent of the significant habitat, if any, for Endangered and Threatened Species to the satisfaction of the Ministry of Natural Resources, the Region and the City. Such a survey must be undertaken in a year where activities on the lands subject to Special Policy Area 3 have been limited to normal farming practices or activities authorized through a license previously granted under the Aggregate Resources Act.

6.4 Special Policy 4

4. The existing heritage property at 1940 Fischer Hallman Road within the Medium Density Residential Two designation may be adaptively reused for the following uses:
   i) Residential, restaurant, museum, art gallery, personal service, health office, craftsman shop, tourist house, day care facility, office, artisan’s establishment, studio and/or educational establishment.
Part 4: Implementation

1. The Secondary Plan shall be implemented through development applications.

2. The “Staging of Development” timing for lands within the Secondary Plan will be determined through the Kitchener Growth Management Plan process. Generally, development will proceed from the east side of Fischer Hallman Road then westward.

3. That the provision of necessary community and engineering infrastructure in relation to the timing of development will be coordinated through and generally in accordance with the Kitchener Growth Management Plan (KGMP), the Region and City’s Capital Budget Forecast and the Development Charges Study and By-law.

4. The City will require a high standard of urban design for all development, redevelopment or site alteration within the Rosenberg Secondary Plan area. Planning Act applications will be subject to the Urban Design policies contained in this Plan and subject to any other supporting documents, adopted by Council, such as the City’s Urban Design Manual.

5. The City may require, as part of a complete application, a site plan, elevation 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 planned and/or existing adjacent residential development and to ensure consistency and compatibility with the physical character of the overall streetscape and neighbourhood.

6. The City will prepare an Urban Design Brief for the Fischer Hallman Mixed Use Corridor. Site specific urban design briefs may be considered. The urban design brief shall be implemented through the zoning by-law and development application/site plan approval process.

7. The City may utilize the services of, or require development proponents to retain, an expert in architecture or urban design in order to review building elevations to ensure the objectives of the Secondary Plan, Community Master Plan, Urban Design Guidelines, etc.

8. The City will discourage changes in land use that could reduce the planned density and/or compromise the planned function or intended built form of a mixed use, medium density or high density residential area.

9. Changes to street names will not require an amendment to this plan.

10. Adjustments to land use designations that are deemed minor by the Director of Planning (eg. to achieve a proper lot depth) will not require an amendment to the plan.
Part 5: Schedules

Map 22a - Community Structure Plan
Map 22b - Cultural Heritage Resources
Map 22c - Transportation Networks
Map 22d – Priority Streets
Map 22e - Land Use Plan
Map 22f - Natural Heritage System and Water Management
Map 22b - Cultural Heritage Resources
Cultural Heritage Resources

1. 2091 Bleams Rd
   GCT Pt Lt 133
   Farmstead including log house in the Vernacular architectural style and a barn (1861 circa)

2. 1385 Bleams Rd
   Plan 1469 Lt 5
   Former Williamsburg School House built in the Georgian architectural style (1864)

3. 1255-1291 Fischer Hallman Rd
   Plan 1469 Pt Lt 2
   2 storey yellow brick building built in the Italianate architectural style (1887 circa)

4. 1683 Huron Rd
   GCT Pt Lt 153, 58R-2566 Pt 2
   1 1/2 storey brick building built in the Ontario Gothic architectural style (1881 circa)

5. 1940 Fischer Hallman Rd
   GCT Pt Lts 158-160
   1 1/2 storey stone building built in the Victorian Gothic architectural style (1870 circa)

Secondary Plan Boundary
Map 22c - Transportation Network Plan
Map 22d - Priority Streets Plan
Map 22d
Rosenberg
Secondary Plan
Priority Streets Plan

Legend
- Primary Priority Street
- Secondary Priority Street
- Community Gateway
- Neighbourhood Gateway
- Secondary Plan Boundary

Note:
Amand Drive is subject to a Class EA for portions of the road
which extend beyond the boundary of lands within any Planning
Act applications and for the portions of the road within Planning
Act applications, the Class EA process may be combined with
the Subdivision or other Planning Act Application.

Regional Approved and Modified - February 15, 2012
Modified and Approved by OMB - April 4, 2013

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Community Services Department - Planning

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Grand River Conservation Authority (GRCA) © 2010, and Ontario Ministry of Natural Resources © 2005 Queen’s Printer Ontario and may not be reproduced without permission. This is not a Plan of Survey - Projection: UTM NAD 83 Zone 17.
Map 22e - Land Use Plan
Map 22f - Natural Heritage System and Water Management
Notes:

1. This Map must be read together with the policies of the Rosenberg Secondary Plan.
2. Habitat of species regulated under the Ontario Endangered Species Act exists in the area of the Rosenberg Secondary Plan and forms part of the Natural Heritage System. See Policies 4.2.2. of the Secondary Plan.
3. The boundaries of the features are approximate and are not surveyed. They are subject to further review.
4. SWM Pond locations are approximate and will be refined at time of development applications.

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Stormwater Management Strategy
Memo

To: Julianne von Westerholt, City of Kitchener
    Binu Korah, City of Kitchener
    Don Corbett, Region of Waterloo
    Beth Brown, Grand River Conservation Authority
    Janet Engel, Grand River Conservation Authority

From: Steve Chipps and Ron Scheckenberger

Date: June 22, 2011 (revised July 18, 2011)

Subject: Southwest Kitchener Urban Area Study, Stormwater Management Strategy

1. Introduction

Subsequent to the June 8th, 2011 meeting with the City, GRCA, Region of Waterloo and Areas Landowners, and in support of the Secondary Plan for Southwest Kitchener, the following memorandum has been prepared to provide complementary direction on the stormwater strategy for Southwest Kitchener. The following documents (prepared by AMEC), have been compiled as part of this documentation process (ref. attached):

- June 8th, 2011 Meeting Minutes with City, GRCA, Region, Landowners, and AMEC
- February 25th, 2011 Results for Southwest Urban Area Development and Assessment of Comprehensive Stormwater Management Plan, Upper Strasburg Creek Subwatershed, City of Kitchener.

This memorandum has been structured based on the primary points of discussions from the June 8th, 2011 meeting, premised on the technical assessment described in the February 25th and June 7th, 2011 memoranda as per the following:

- Stormwater Management Facilities (Drainage Areas, Locations, and Sizing)
- Regional Storm Control Requirements
- Emergency Overflow Routes/Winter Bypass
- Fischer Hallman Culvert Sizing
- Erosion Management Criteria
- Infiltration Contingency

2. Stormwater Management Facilities

As noted by City staff, proposed stormwater management facility locations are not typically shown as part of Secondary Plans, rather locations are determined through the Draft Plan application process in consultation with the City of Kitchener and other stakeholders.
City of Kitchener  
June 22, 2011 (Revised July 11, 2011)

Stormwater management for the Southwest Kitchener Secondary Plan area needs to comply with the recommendations made in the Alder Creek Watershed Study and the Upper Strasburg Creek Subwatershed Plan Update (ACWS and USCSPU) and Strasburg Creek Master Watershed Plan and Implementation Report. The following provides additional background on stormwater management facility locations, sizing and function.

**Contributing Drainage Areas**

As part of the June 7th, 2011 memorandum, AMEC provided a review of the Area 2 drainage areas as proposed within the May 24th, 2011 MTE memorandum. The stormwater management facility locations were similar to Land Use Option 4 (ref. February 25th, 2011 memorandum), but had been reduced from the original 7 facilities to 5. Based on a review of contributing drainage areas as noted by MTE, the Figure 1 Conceptual Drainage Area Plan and associated assumptions were considered consistent with the drainage areas used by AMEC as documented in the February 25th, 2011 stormwater management assessment. The contributing drainage area to stormwater management facilities within Area 2 as determined by AMEC is 136.83 ha versus 136 ha determined by MTE. As such the drainage areas for Area 2 are considered to be within a reasonable tolerance for the Secondary Plan.

**Number of Stormwater Management Facilities and Consideration of Recharge Areas**

To support the Community and Secondary Planning process, AMEC conducted an assessment of annual recharge for each Land Use Option (1, 4, and 6) (ref. February 25th, 2011 memorandum). The assessment demonstrated the degree of effectiveness of each land use in meeting the annual recharge rate targets established previously using the groundwater flow model MODFLOW within the Alder Creek Groundwater Study by CH2MILL in 2003 as per the following:

- Area 2: 465.5mm
- Area 3: 360.5mm
- Area 4: 361.3mm

Based on the results documented within the February 25th, 2011 memorandum each of the land use options would be able to meet the average annual recharge rates, with and without the winter bypass. The annual recharge for each future land use option would be based on the recharge occurring on-lot through Low Impact Development Best Management Practices, amount of pervious areas and size and geometry of infiltration basins. Annual water budget results have been evaluated for reasonableness based on the annual recharge depth; the Region of Waterloo has confirmed that the recharge rates or depths being considered are reasonable.

AMEC has also, as part of this matter, conducted a review of MTE’s proposed stormwater management facility locations for Area 2 (ref. June 7th, 2011 memorandum). That review was conducted by overlaying the existing recharge areas and the proposed stormwater management facilities and assessing how the facilities would be connected to the respective recharge areas (ref. June 7th, 2011 memorandum Figure 1). Comments were provided on each stormwater management facility location with Facilities Nos. 3 to 5 noted as requiring further review and improved connection to the existing significant recharge areas.
As noted for the Secondary Plan, stormwater management facility locations would not be determined, however policies are to be enacted requiring that the recharge targets of the ACWS be met. Through discussions with the Region of Waterloo, the Landowners for Area 2 have recommended that stormwater management facilities would provide “almost full” capture of the Regional Storm, thus facilitating recharge of nearly all captured runoff. Based on the foregoing, and the results from the February 25th, 2011 memorandum, the annual recharge targets established within the ACWS should be able to be met, subject to confirmation at the detailed design stage.

It is considered that the Landowners should continue to refine stormwater management facility locations through the Draft Plan Application process based on additional hydrogeological assessment (field work and modelling). As part of the process, the Landowners GAWSER hydrological modelling will have to be refined and integrated with the on-going Region of Waterloo’s FEFLOW groundwater modelling. In addition facility locations will have to be refined to incorporate natural feature setbacks as required by GRCA and locally specific field results.

**Stormwater Management Facility Sizing**

Stormwater management blocks have not been shown on the Secondary Plan, however both the February 25th, 2011 and June 7th, 2011 memorandums provide guidance as to the potential land area requirements based on various sizing criteria and factors.

The February 25th, 2011 memorandum notes that based on full capture of the Regional Storm within Area 2, pre-development control within Area 3 and set flow targets in Area 4 stormwater management blocks on-average would be sized to approximately 11.5% of the contributing drainage area.

AMEC conducted a review of the Area 2 stormwater management facility sizing documented within the MTE’s May 24th, 2011 memorandum (ref. June 7th, 2011). The Area 2 stormwater management facilities have been sized for full capture of the Regional Storm. [Note: Full capture infers zero discharge over the event, however as noted, MTE has proposed a peak discharge of 2.0 m³/s from Area 2.] The review concluded that MTE’s stormwater management facility block sizing may need to be increased from the proposed 11.2% facility area to approximately 13.8% facility area based on typical stormwater management facility geometry requirements and adherence to the City of Kitchener’s Draft Urban Design Guidelines (No date). It would be expected that the Landowners would need to demonstrate through the Draft Plan Application process, that the stormwater management facility block sizing would adequately provide the required storages and would meet the design requirements of the City of Kitchener, Region of Waterloo, GRCA and the Ministry of Environment.

3. **Regional Storm Control Requirements**

AMEC conducted an assessment of the Regional Storm conveyance from Area 2 to Area 3 (ref. February 25th, 2011 memorandum) and determined that approximately 1.52 m³/s would discharge to Area 3 from Area 2 lands not draining to proposed stormwater management within Area 2. This calculation was premised on the Area 2 lands north of the hydro corridor in addition to lands along the Area 2/ Area 3 boundary (Existing Catchments 429, part Catchments
City of Kitchener
June 22, 2011 (Revised July 11, 2011)

430, 411 and 412) draining to Area 3. As part of the June 7th, 2011 memorandum, AMEC conducted a review of MTE's May 24th, 2011 memorandum which proposed a 2.0 m³/s peak flow during the Regional Storm from Area 2 to Area 3.

As we understand it, the source of the 2.0 m³/s relates to the existing land use runoff from the Bleams Road catchment abutting Area 2, and allocation of flows from catchment 425 (now diverted north). Combined discharge from these areas, along with a small portion of Area 2 that currently drains towards the creek under pre-development, would equate to approximately 2.0 m³/s. Discussions at the June 8th, 2011 meeting confirmed the foregoing and the acceptance of the approach by Area 3 Landowners.

As part of the Draft Plan Application process it would be expected that the hydrologic models for both Areas 2 and 3 demonstrate the Regional Storm peak flow of approximately 2.0 m³/s being conveyed from Area 2 to Area 3. The stormwater management facility sizing for Area 3 would have to consider the Area 2 external drainage area.

4. Emergency Overflow and Winter Bypass

The assessment for the emergency overflow and winter bypass from Area 2 to Area 3 has been documented in both the February 25th, 2011 and June 7th, 2011 memorandums. The February 25th, 2011 memorandum describes the assessment of the overflow peak flow rate, based on the greater of either the:

- existing or post development controlled 2 year peak flows, Qp = 0.20 m³/s
- the Regional Storm discharge rate without infiltration within the proposed stormwater management facilities (i.e. assumes infiltration cells have failed), LID BMPs and recharge areas, Qp = 1.71 m³/s (Option 6) and 1.53 m³/s (Option 4)

Based on the foregoing, an emergency bypass system was sized (approximately a 900 mm diameter storm sewer at 1% slope or 1050 mm diameter storm sewer at 0.50% slope, capable of conveying 1.71 m³/s).

As part of the June 7th, 2011 memorandum AMEC further assessed the emergency overflow system based on infiltration cell elevation ranges provided within the May 24th, 2011 MTE memorandum to assess the feasibility of longitudinal gradients. AMEC determined that the 1200 mm diameter storm sewer emergency overflow/ winter bypass system (as proposed by MTE) would be able to convey the MTE proposed peak flow of 2.0 m³/s from Area 2 to Area 3, based on the infiltration cell elevation ranges, and would also not impact the Secondary Plan land use.

Discussions with stakeholders at the June 8th, 2011 meeting established preliminary design criteria that should be considered as part of subsequent development application submissions regarding this matter:

1. Should the controlled Regional Storm conveyance system become blocked, a maximum peak flow of 2 m³/s would be captured and conveyed by a positively graded roadway cross-section from Area 2 stormwater management facilities to Area 3.
City of Kitchener
June 22, 2011 (Revised July 11, 2011)

2. The overland flow route would be required to convey the locally generated unattenuated 100 year peak flow (major system design criteria) to the local stormwater management facilities.

3. The maximum depth for the storm system to remain within typical Municipal standards is 9 m (MTE has proposed 4.5 m)

4. The design at the interface between Area 2 and Area 3 needs to account for a 2.0 m$^3$/s piped flow contribution and an emergency overland flow route.

The location of the emergency overflow and winter bypass outlet would either be to the Area 3 stormwater management facility or directly to Strasburg Creek depending on the effectiveness of addressing off-site criteria related to flooding and erosion. Agreement between the Area 2 and Area 3 Landowners would be required for either location along with necessary documentation and analytic support to the satisfaction of the City and GRCA. The stormwater management for Area 3 would have to be designed accordingly for the preferred outlet location.

5. Fischer Hallman Culvert Sizing

As part of the assessment documented in the February 25th, 2011 memorandum, AMEC determined the stormwater management requirements for each of the three land use options (1, 4 and 6) to meet peak flow and recharge targets previously set within the Alder Creek Watershed Study and Upper Strasburg Creek Subwatershed Plan Update (ACSCPU) (ref. CH2MHIll et al, 2008 adopted by Council on May 20, 2008). The pre-development peak flow target at Fischer Hallman based on the ACSCPU was 12.7 m$^3$/s.

At the June 8th, 2011 meeting, Stantec advised that the updated pre-development Regional Storm peak flow rate is 17.1 m$^3$/s at Fischer Hallman Road, based on the predevelopment flow from all catchment areas, premised on refined Area 3 drainage boundaries and topography, and allocation of flows from catchment 425 (now diverted north).

As the target peak flow value at Fischer Hallman Road has not been finalized, the Secondary Plan conditions should require the existing culvert at Fischer Hallman Road and Upper Strasburg Creek be replaced in accordance with the Upper Strasburg Creek Class Environmental Assessment or the Strasburg Creek Flood Control Environmental Assessment. The Fischer Hallman Road culvert design operating elevation for the Regional Storm flood elevation is targeted at 335 m or less, based upon an agreed to Regional Storm peak flow. In addition, it would have to be demonstrated that the combined peak flow at Fischer Hallman Road and downstream contributing flows would not exceed the maximum Regional Storm Peak Flow of 32 m$^3$/s at Huron Road premised on the direction outlined in the on-going Strasburg Creek Flood Control Class Environmental Assessment.

6. Erosion Management Criteria

AMEC conducted an erosion assessment of Strasburg Creek as documented in the February 25th, 2011 memorandum. The assessment was based on critical erosion threshold flows determined at two locations by AquaLogic Consulting (Stream Morphologist) for summer conditions. The assessment determined that existing land use erosion durations (based on critical flows for summer vegetated conditions) could be met without the winter bypass for each land use option. With stormwater management in-place, erosion durations during the winter
months with the bypass operative for both Areas 2 and 3 exceeded existing land use erosion durations for both Land Use Options 4 and 6.

As discussed at the June 8th, 2011 meeting, additional assessment using the critical flows for summer vegetated conditions, has been conducted with the bypass included for Area 2 but not for Area 3. Based on a unitary storage rate of 450 m$^3$/imp. ha and a unitary release rate of 0.011 m$^3$/s/ha, the post development erosion durations would be below existing land use durations by 10 to 15% for Land Use Option 6. Land Use Option 4 still shows exceedences of erosion durations during the winter months of (30 to 69%) with unitary storage rates as high as 550 m$^3$/imp. ha.

Based on the foregoing, it has been demonstrated that erosion durations determined using critical flows for summer conditions can be met using stormwater management for certain development conditions within Areas 2 and 3, similar to those proposed for the proposed Secondary Plan. An erosion assessment has not been conducted using critical flows for winter conditions; as such no conclusions for a winter erosion assessment can be drawn at this time. Area Landowners will be required to demonstrate no negative erosion impacts as required by the Upper Strasburg Creek Subwatershed Plan Update. All land owners proposing a winter bypass to the creek would also be required to conduct additional study (i.e. by providing refined stream morphology and erosion assessments, including establishing critical flows for winter conditions).

7. Infiltration Contingency

The City and the Region of Waterloo have expressed the need to maintain annual recharge within Southwest Kitchener over the long-term. The requirement to plan for a contingency would be to maintain recharge based on a possible loss of infiltration over time within either the on-lot LID BMPs or the end-of-pipe infiltration basins connected to the significant recharge areas has been raised. The City had discussed (with Landowners at the June 8th, 2011 meeting) that an infiltration contingency be designed to compensate for the potential loss of infiltration capacity over time. Based on previous developments (Doon South), the City of Kitchener has required a 20% contingency for infiltration amounts/rates (over design, backup or combination). As such, the Secondary Plan has adopted a 20% general infiltration contingency requirement.

Based on work conducted with other Southern Ontario municipalities (ref. City of Brampton), AMEC considers the 20% contingency to be reasonable and appropriate. The contingency would have to be detailed as part of the development application process and would include the design of infiltration facilities for “at source” and “end of pipe” infiltration.

8. Quality Controls

Stormwater quality management for areas contributing to Strasburg Creek are required to be designed to an Enhanced Level of water quality standard in recognition of the coldwater fishery of Strasburg Creek. Stormwater management facilities as a minimum would be required to have permanent pool and extended detention sizing as per the MOE requirements within the forebay(s) and wet ponds. Stormwater quality treatment would be provided prior to discharge to the infiltration cell.
To protect groundwater from potential chloride contamination during the winter months, a flow bypass would operate using a valve system allowing discharge from the wet pond for storms of a 2 year frequency or less. For storms greater than the 2 year storm event, the wet pond would overflow to the infiltration basin. An alternative to the winter bypass would be the reasonable use of salt to reduce the amount of salt entering groundwater.

9. Conclusions

1. Based on assessments conducted to-date, annual recharge targets should be able to be met as required by the Secondary Plan conditions.
2. The location of stormwater management facilities will be refined based on further study and input from stakeholders during the Draft Plan Application process.
3. The proposed stormwater management block area of 15.2 ha (+/-) for Area 2 as proposed by MTE will need to be refined during the Draft Plan Application process.
4. The Regional Storm Conveyance (pipe)/Winter Bypass system has been assessed to be functional; its geometry would be refined in accordance with design criteria herein during the Draft Plan Application process.
5. The Emergency Overflow, in the event the subsurface conveyance system becomes blocked or compromised, is notionally proposed to be conveyed via an overland flow route constituted as a primary roadway subject to detailed design assessment.
6. The Fischer Hallman culvert will need to be designed to meet the 335 m headwater target once the 17.1 m³/s peak flow target is agreed to by all stakeholders.
7. The erosion assessment conducted by AMEC has shown that existing erosion durations based on summer vegetated conditions can be met with limited winter by-pass. Further study, with regards to winter thresholds, will be required by Landowners wishing to implement winter by-pass.
8. Area Landowners will be required to demonstrate no negative erosion impacts as required by the Upper Strasburg Creek Subwatershed Plan Update.

10. Recommendations

1. The locations of the proposed stormwater management facilities should be adjusted based on further hydrogeological assessment (field and modelling) and input from all stakeholders.
2. Further discussion during the Draft Plan Application stage would be required to determine the location of the overland Emergency Overflow and piped Winter Bypass system within Area 3.
3. Development of critical erosion flows for winter conditions will be required to refine erosion control requirements for Areas 2 and 3.

SC/II

/attach
Preliminary Noise Analysis
Preliminary Noise Analysis
Southwest Urban Area
City of Kitchener, Ontario

For
Attn: City of Kitchener
200 King Street West, 6th Floor
Kitchener, Ontario N2G 4G7

Prepared by

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Revised DRAFT: June 22, 2011
1 INTRODUCTION AND SUMMARY

HGC Engineering was retained by the City of Kitchener to conduct a Preliminary Noise Analysis for the Southwest Urban Area (SUA) in the City of Kitchener, Ontario. The study area is bounded by Bleams Road, Trussler Road, Huron Road and Fischer-Hallman Road, in Kitchener, Ontario and is located to the north of a number of licensed aggregate extraction and processing areas. This study has been prepared as part of community master planning and secondary planning processes, which are currently underway.

A key plan is provided as Figure 1. This study is based on the Southwest Area Kitchener Master Plan provided by the City of Kitchener attached as Figure 2.

The study concludes that the significant noise sources in the context of the SUA are road traffic on Bleams Road, Fischer-Hallman Road, Trussler Road and Huron Road and the aggregate license areas to the south of Huron Road operated by E&E Seegmiller Limited (EESL).

Road traffic volume data was obtained from the Regional Municipality of Waterloo. Road traffic volumes were used to estimate future sound levels at locations where future dwelling units are proposed, near or adjacent to these roadways. The estimated sound levels were evaluated with respect to the guidelines of the Ministry of Environment (MOE) and the Regional Municipality of Waterloo (RMOW).

Information concerning the aggregate license areas was obtained from the MNR and a representative of EESL.

The results of the study indicate that it is feasible to achieve the MOE and RMOW sound level guideline limits with respect to road traffic noise. Unmitigated sound levels are anticipated to be in excess of the noise criteria at the residences closest to Trussler Road, Bleams Road, Fischer-Hallman Road and Huron Road but feasible means of mitigation are available for the lots and the dwelling units.
Physical mitigation in the form of acoustic barriers is not required for units that faced these roadways. Central air conditioning or the provision thereof will be required for the dwelling units near these roadways. Warning clauses are recommended to inform the future residents of the road traffic noise excesses and the aggregate extraction operations to the south of Huron Road.

Detailed road traffic noise studies should be conducted for individual blocks or draft plans of subdivision when lotting and grading information is available to revise and refine the acoustic recommendations contained in this report. The recommendations contained in those studies should be incorporated into the subdivision plans and agreements for those lands.

Noise studies are required for commercial/institutional/community centre uses when siting information is available to determine the potential impact of rooftop mechanical equipment and trucking activities on adjacent residential uses in accordance with NPC-205, “Sound Level Limits for Stationary Sources in Class 1 & 2 Areas (Urban)” and provide recommendations for any required noise mitigation. The recommendations contained in those studies should be incorporated into the subdivision plans and agreements for those lands.

Residential zoning should not be permitted on any lands within 300 m of the property lines of the active aggregate license area to the south of Huron Road until it can be demonstrated through the completion of detailed noise study that there will be no adverse effects as per MOE Guideline D1 “Land Use Compatibility” and D6 “Compatibility Between Industrial Facilities and Sensitive Land Uses and related documents.”
2 SITE DESCRIPTION AND NOISE SOURCES

Figure 1 shows the location of the Southwest Urban Area (SUA). Figure 2 is the Southwest Area Kitchener Master Plan provided by the City of Kitchener and Figure 3 is an aerial photo of the study area. The proposed developments will consist of low density residential, medium density residential, high density residential, mixed use lands, community centre, institutional lands, schools, parks and stormwater management facilities.

HGC Engineering conducted site visits in May 2011 to investigate the site and the surrounding land uses. Currently, the surrounding land uses are mainly residential and agricultural. On the north side of Bleams Road are existing residential uses, a church and a commercial plaza. There is a church and industrial/aggregate extraction types of uses on the south side of Bleams Road. These gravel pits are near the end of their life cycle and are expected to be phased out during the ongoing development of the SUA Lands and are not considered further in this report. The Williamsburg Cemetery located on the west side of Fischer-Hallman Road is expected to remain. There are new residential developments at the northeast quadrant of Fischer-Hallman Road and Huron Road and existing rural residences along each of the major roadways. The lands to the west of the SUA on the east side of Trussler Road are generally used for agricultural purposes and are expected to remain as such.

Road traffic is a significant noise source in the context of the SUA and is considered in Section 4 of this report. The road traffic sound level prediction locations [A] to [E] are indicated Figure 2 for reference purposes. The commercial/institutional and future community centre areas are also indicated as C1 to C13.

There are two aggregate license areas located south of Huron Road operated by E&E Seegmiller Limited (EESL) which are expected to remain. Figure 4 indicates an aerial photo showing the existing gravel pits south of Huron Road. These are also potentially significant noise sources in the context of the SUA and are considered in the following section of this report.
3  ASSESSMENT OF GRAVEL PIT OPERATIONS

3.1  Description of the Gravel Pit Operations

A recent aerial photograph of currently active gravel pit and surrounding lands is shown in Figure 4. HGC Engineering has reviewed information obtained from the Ministry of Natural Resources (MNR) concerning all the aggregate licenses in the area (Appendix A) and discussed specifically the operations in the EESL license areas (5512 and 10633) with EESL personnel.

Area 5512, known as the Cober Pit, is currently an active aggregate extraction and processing area. The license permits activities such as both above and below water aggregate extraction, screening and crushing as well as material recycling. A berm has been constructed along the northern property line, south of Huron Road. Portions of the lands are currently leased to Grower’s Choice, who operate a mulch production business during daytime hours only. They import and process bark and other wood waste into garden mulch for sale to the retail and wholesale market. This involves the use of loaders, shredders, screeners and heavy and medium trucks.

Discussions with EESL personnel indicate that the site is being operated in conformance with the operational and rehabilitation plans. Rehabilitation has taken place over only approximately 5% of the site and much of the site including some areas close to the SUA lands remain to be mined.

Area 10633 is licensed for similar activities, is anticipated by the owners to be developed for those uses in the future. These permissions should be protected by the Municipality.

Activities in the Cober Pit (back up beepers, truck movements, loaders, etc) were clearly audible and measurable on the SUA lands to the north of Huron Road during the site visit. Cursory calculations and past HGC Engineering experience indicate that reasonable worst case operations in both these license areas, particularly during crushing activities, could exceed MOE Guideline limits at proposed residential land uses in the SUA to the north of Huron Road.
3.2 Noise Criteria

3.2.1 NPC-205 “Sound Level Limits For Stationary Sources in Class 2 Areas (Urban)”

In Ontario, guideline publications of the Ontario Ministry of the Environment (MOE) form the basis of environmental noise assessment. MOE publication NPC-205, Sound Level Limits For Stationary Sources in Class 2 Areas (Urban) provides criteria for assessing the noise impact of industrial sources such as the EESL gravel pits. The MOE guidelines assess the noise impact of a facility on an hourly equivalent or average sound level basis (L_{EQ}). The criteria are based on the background sound levels at the future residences which are typically set by road traffic noise.

3.2.2 MOE D Series Guidelines for Land Use Compatibility

MOE Guideline D1 “Land Use Compatibility” and D6 “Compatibility Between Industrial Facilities and Sensitive Land Uses and related documents apply for planning purposes when noise sensitive land uses are being proposed in the vicinity of existing or proposed industrial land uses.

Section 1.2.4 of the D6 guideline states: “in the absence of site specific studies, this guideline should be utilized when sensitive land use encroaches on an existing pit and/or quarry. In these situations the appropriate criteria are the potential influence area and recommended minimum separation distance for a Class III industrial facility as set out in Sections 4.1.1 and 4.3 of this guideline.”

Gravel Pits are considered to be Class III Industrial Facilities. The potential zone of influence of a Class III Facility is 1000 m and the minimum recommended distance setback is 300 m.
3.3 Discussion and Recommendations

Typically, for green field planning processes including Official Plan amendments and rezoning applications which will apply to the SUA lands, the minimum distance setbacks apply between property lines of the respective uses. The Guidelines allow for a reduction in the minimum setback distances based on technical studies, and allow for portions of the respective properties to be included in the calculation of setback distances if they are reserved for non-noise sensitive uses.

In this case, we recommend that residential zoning should not be permitted on any lands within approximately 300 m to the north of the EESL licensed areas until it can be demonstrated through the completion of detailed technical studies that there will be no adverse effects as per MOE Guideline D1 “Land Use Compatibility” and D6 “Compatibility Between Industrial Facilities and Sensitive Land Uses and related documents. The noise study component should be conducted to determine the degree by which the noise emissions from a reasonable worst case operational scenario considering all permitted activities in the EESL pits may affect the proposed residential uses. This should be investigated with respect to compliance with (MOE) Guidelines LU-131, “Noise Control in Land Use Planning” and NPC-205 “Sound Level Limits for Stationary Sources of Sound in Class I and II areas (Urban).

In addition, MOE and RMOW Guidelines recommend that when residential land uses are approved close to existing industry, a warning clause be placed on the property agreements and offers of purchase and sale. A sample wording is provided below.

“Purchasers are advised that this property is in proximity to licensed aggregate extraction, processing and materials recycling areas, operations in which at times may generate noise levels which are audible and may expand in the future”.
4 ROAD TRAFFIC NOISE ASSESSMENT

4.1 Road Traffic Sound Level Criteria

Guidelines for acceptable levels of road traffic noise impacting residential developments are given in the Ministry of the Environment (MOE) publication LU-131 “Noise Assessment Criteria in Land Use Planning”, its Annex and accompanying document “Requirements, Procedures and Implementation, 1997” are listed in Table I below. The values in Table I are energy equivalent (average) sound levels \( L_{EQ} \) in units of A-weighted decibels [dBA].

<table>
<thead>
<tr>
<th>Area</th>
<th>Daytime ( L_{EQ} ) (16 hour)</th>
<th>Nighttime ( L_{EQ} ) (8 hour)</th>
</tr>
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<tbody>
<tr>
<td>Outside Bedroom Windows</td>
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</tr>
<tr>
<td>Inside Bedrooms</td>
<td>--</td>
<td>40 dBA</td>
</tr>
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</table>

Daytime refers to the period between 07:00 and 23:00. Nighttime refers to the time period between 23:00 and 07:00. The term “outdoor living area” (OLA) is used in reference to an outdoor patio, a backyard, a terrace, or other area where passive recreation is expected to occur. Small balconies are not considered OLAs for the purposes of assessment. Terraces greater than 4 m in depth (measured perpendicular to the building façade) are considered to be OLAs.

The applicable RMOW criteria document entitled “Implementation Guideline for Noise Policies” allows the daytime sound levels in an Outdoor Living Area (OLA) to be exceeded by up to 5 dBA, without mitigation, provided that a clause warning future occupants of the potential noise concern is included in the Regional or Area Municipal Development Agreement whereby the owner agrees to advise future owners or tenants through all offers of purchase and sale, and rental agreements. Where OLA sound levels exceed 60 dBA, physical mitigation is required to reduce the OLA sound level to 60 dBA or less.
A central air conditioning system as an alternative means of ventilation to open windows is required for dwellings where nighttime sound levels outside bedroom windows are 60 dBA or greater or where daytime sound levels outside living room windows exceed 65 dBA. Forced-air ventilation with ducts sized to accommodate the future installation of air conditioning is required when nighttime sound levels at bedroom windows are in the range of 51 to 60 dBA or when daytime sound levels at living room windows are in the range of 56 to 65 dBA.

Building components such as walls, windows and doors must be designed to achieve indoor sound level criteria when the plane of bedroom window sound level is greater than 60 dBA or the daytime sound level at the plane of the living room window is greater than 65 dBA due to road traffic noise.

Warning clauses to notify future residents of possible excesses are also required when nighttime sound levels exceed 51 dBA at the plane of the bedroom window due to road traffic noise and daytime sound levels exceed 55 dBA in the outdoor living area due to road traffic.

4.2 Road Traffic Data

Traffic data for Bleams Road, Trussler Road and Fischer-Hallman Road were obtained from the Regional Municipality of Waterloo, in the form of future ultimate Average Annual Daily Traffic (AADT) values for the year 2031, and is provided in Appendix B. The Region also provide data based on the Southwest Kitchener transportation Study prepared by Poulos Chung dated March 2011. The higher volumes for each roadway were used in the analysis to yield a worst case scenario. The day/night split, future speed limit, and the commercial vehicles provided by RMOW were also used in the analysis. Traffic data for Huron Road for the year 2021 was obtained from the Trillium Community Preliminary Environmental Noise Assessment dated October 29, 2009 provided by the City of Kitchener. The relevant data is provided in Appendix B. Table II summarizes the traffic volume data used in this study.
### Table II: Ultimate Road Traffic Data

<table>
<thead>
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<th>Road Name</th>
<th>Cars</th>
<th>Medium Trucks</th>
<th>Heavy Trucks</th>
<th>Total</th>
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<td><strong>Bleams Road (west of Fischer-Hallman)</strong></td>
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<td></td>
<td></td>
<td></td>
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<td>Daytime</td>
<td>9 306</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td>13 230</td>
<td>135</td>
<td>135</td>
<td>13 500</td>
</tr>
<tr>
<td><strong>Fischer-Hallman (south of Bleams)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daytime</td>
<td>33 264</td>
<td>693</td>
<td>693</td>
<td>34 650</td>
</tr>
<tr>
<td>Nighttime</td>
<td>3 696</td>
<td>77</td>
<td>77</td>
<td>3 850</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>36 960</td>
<td>770</td>
<td>770</td>
<td>38 500</td>
</tr>
<tr>
<td><strong>Huron Road (west of Fischer-Hallman)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daytime</td>
<td>9 877</td>
<td>210</td>
<td>420</td>
<td>10 508</td>
</tr>
<tr>
<td>Nighttime</td>
<td>1 097</td>
<td>23</td>
<td>47</td>
<td>1 168</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>10 975</td>
<td>234</td>
<td>467</td>
<td>11 675</td>
</tr>
</tbody>
</table>

When detailed noise studies are performed for the different draft plans, the road traffic volumes should be verified or new data should be obtained from the Region of Waterloo.

### 4.3 Road Traffic Noise Predictions

To assess the levels of road traffic noise which will impact the study area in the future, sound level predictions were made using STAMSON version 5.04, a computer algorithm developed by the MOE. Sample STAMSON output is included in Appendix C.

Predictions of the traffic sound levels were made at the representative residential locations [A] to [E], as shown in Figure 2. The results are based on the Southwest Area Plan. Since grading information is not available, a flat topography was considered for the purposes of this report in terms of determining feasibility. That is, it was assumed that the final grade of the nearest lots to the roadways will be similar to the grade of the roadway. When lotting information and grading information is available, the acoustic recommendations should be revised in a detailed noise study for each draft plan.
Dwelling setbacks of 7.5 m rear yard setback, 6 m front yard setback and 4.5 m exterior side yard setback were used in the analysis. These minimum setbacks were used to consider a worst case scenario.

Table III summarizes the predicted sound levels at each of the sound level prediction locations.

<table>
<thead>
<tr>
<th>Prediction Location</th>
<th>Description</th>
<th>Daytime – OLA, ( \text{L}_{\text{EQ-16 hr}} )</th>
<th>Daytime – At Façade, ( \text{L}_{\text{EQ-16 hr}} )</th>
<th>Nighttime – At Façade, ( \text{L}_{\text{EQ-8 hr}} )</th>
</tr>
</thead>
<tbody>
<tr>
<td>[A]</td>
<td>Fronting exposure to Trussler Road</td>
<td>&lt;55</td>
<td>62</td>
<td>55</td>
</tr>
<tr>
<td>[B]</td>
<td>Fronting exposure to Bleams Road</td>
<td>&lt;55</td>
<td>65</td>
<td>58</td>
</tr>
<tr>
<td>[C]</td>
<td>Fronting exposure to Bleams Road</td>
<td>&lt;55</td>
<td>65</td>
<td>58</td>
</tr>
<tr>
<td>[D]</td>
<td>Exposure to Fischer-Hallman (Hi-rise)*</td>
<td>+</td>
<td>71</td>
<td>64</td>
</tr>
<tr>
<td>[E]</td>
<td>Fronting exposure to Huron Road</td>
<td>&lt;55</td>
<td>64</td>
<td>58</td>
</tr>
</tbody>
</table>

Note:
* Assumes a five-storey residential building.
+ Any outdoor amenity area should be on shielded side of building away.

### 4.4 Discussion and Recommendations

The sound level predictions indicate that the future traffic sound levels will exceed MOE guidelines at the dwelling units closest to Trussler Road, Bleams Road, Fischer-Hallman Road and Huron Road.

#### 4.4.1 Outdoor Living Areas

The approach required by the RMOW through their policies and the Implementation Guidelines for Noise Policies document along with the City of Kitchener policies and guidelines is to use passive techniques and urban design to mitigate noise from roadways. This may include locating land uses that may have buildings that can shield the noise levels, that may be multiple dwellings or that may be locating less sensitive uses along major roadways. Some design options include
using window streets or townhouse units that face the roadway but have access and outdoor living areas (OLA’s) in the rear and away from the roadway/noise source.

The following are predicted sound levels for lots that may be proposed along the major roadways.

a) Prediction Location [A] along Trussler Road

Lots Fronting onto a Single Loaded Roadway
The predicted daytime sound levels in the OLA’s of any lots fronting onto a single loaded road with exposure to Trussler Road will be less than 55 dBA. Further physical mitigation in the form of acoustic barriers will not be required, since shielding of the OLAs from road traffic noise is provided by the dwelling unit itself.

b) Prediction Locations [B] and [C] along Bleams Road

Lots Fronting onto a Single Loaded Roadway
The predicted daytime sound levels in the OLA’s of any lots fronting onto a single loaded road with exposure to Bleams Road will be less than 55 dBA. Further physical mitigation in the form of acoustic barriers will not be required, since shielding of the OLAs from road traffic noise is provided by the dwelling unit itself.

c) Prediction Location [D] along Fischer-Hallman Road

Areas on either side of Fischer-Hallman Road (prediction location [D]) have been reserved for high-density residential uses such as apartments. The number of storeys was not known at the time of this study, but may range from 2 to 9 storeys in height. Any outdoor amenity areas for the apartment building should be placed on the shielded of the building away from the roadway to reduce the need for noise barriers. A detailed noise study should be conducted for high density blocks to determine the final acoustic requirements such as barriers, ventilation and building constructions when the siting information is available.
d) Prediction Location [E] along Huron Road

Lots Fronting onto a Single Loaded Roadway
The predicted daytime sound levels in the OLAs of any lots fronting onto a single loaded road with exposure to Huron Road will be less than 55 dBA. Further physical mitigation in the form of acoustic barriers will not be required, since shielding of the OLAs from road traffic noise is provided by the dwelling unit itself.

In some areas, where the use of reversed frontage or flanking rear yards is unavoidable acoustic barriers may be required. Table I in Appendix D provides acoustic barrier heights for each prediction location.

e) General Notes

Grading of the site 1 to 2 m above the roadway can also help to reduce sound levels and the required barrier heights, but grading the lots below the road will tend to increase them. Common OLA’s for townhouses in the medium density block or condominium development should be located in shielded courtyard areas. Attached garages or short localized barriers could be considered for flanking adjacencies on a lot by lot basis.

f) Commercial/Institutional/Community Centre Areas

Commercial/institutional/community centre areas are identified as C1 to C13 on Figure 2. Future residences are in close proximity to these uses. A detailed noise study should be conducted by an acoustical consultant once siting information for each the commercial/institutional and community centre is available. The studies should determine the activities at these facilities, their potential noise impact on the adjacent residential land uses and the need for any noise control measures associated with the facilities. Particular attention should be paid to large commercial establishments such as grocery stores or large hardware stores, car washes or auto maintenance garages, particularly those involving significant trucking activity or mechanical equipment such as refrigeration condensing units or rooftop cooling towers. The individual noise studies should be required to ensure that the noise emissions from these facilities complies with MOE guideline
limits contained in NPC-205, “Sound Level Limits for Stationary Sources in Class 1 & 2 Areas (Urban)”.

4.4.2 Indoor Living Areas and Ventilation Requirements

   a) Provision for the Future Installation of Air Conditioning

The predicted sound levels at the plane of the second floor bedroom windows for future dwelling units with exposure to Bleams Road, Fischer Hallman Road, Trussler Road and Huron Road will be between 51 and 60 dBA. To address these excesses, the MOE/RMOW guidelines recommend that these dwelling units be equipped with a forced air ventilation systems with ducts sized to accommodate the future installation of air conditioning by the occupant. Window or through-the-wall air conditioning units are not recommended for any commercial or residential units because of the noise they produce and because the units penetrate through the exterior wall which degrades the overall noise insulating properties of the envelope. The guidelines also recommend warning clauses for these lots. The location, installation and sound ratings of the outdoor air conditioning devices should minimize noise impacts and comply with criteria of MOE publication NPC-216, Residential Air Conditioning Devices.

   b) Provision of Air Conditioning

Since the predicted future daytime sound levels at the plane of the windows of the proposed apartment buildings with exposure to Fischer Hallman Road will be greater than 65 dBA and the nighttime sound levels will be greater than 60 dBA, the guidelines recommend that these dwelling units be equipped with central air conditioning so that windows can remain closed. Since the requirement for the provision of central air conditioning depends on the proximity of the dwellings to the major roadways and the traffic volumes, detailed noise studies should be conducted for each block or draft plan of subdivision when the site and grading plans are available, based on the traffic volume projections available at that time to confirm the results of this section or provide updated ventilation requirements.
For the remainder of the units further away from the major roadways, there are no specific ventilation requirements as the nighttime sound levels at the second storey bedroom windows are less than 50 dBA.

### 4.4.3 Building Facade Constructions

All the dwelling units in the development with the exception of the high-rise buildings (location D) will have nighttime sound levels at the 2nd storey façade that are less than 60 dBA. For these lots, any exterior wall, and double glazed window construction meeting the minimum requirements of the Ontario Building Code (OBC) will provide adequate sound insulation for the dwelling units.

At the detailed noise study stage, the predicted nighttime sound level at the second storey façade for the future dwelling units adjacent to the major roadways should be revised based on lotting information and the latest road traffic volume projections. If the sound levels are found to be greater than 60 dBA due to road traffic noise at the closest residential façade, upgraded building constructions (walls and windows) will need to be specified.

### 4.4.4 Warning Clauses

The MOE guidelines recommend that warning clauses be included in the property and tenancy agreements for all the dwelling units with sound level excesses. The actual wording of the warning clauses will depend on the nature of the excess. Examples are provided below.

The suggested wording for outdoor living areas of future dwellings with excesses after mitigation is given below.

Type A:

> Due to its proximity to Bleams Road (Regional Road 56), Fischer Hallman Road (Regional Road 58), Trussler Road or Huron Road, projected noise levels on this property exceed the Noise Level Objectives approved by the Regional Municipality of Waterloo and may cause concern to some individuals. Moreover, this dwelling and the lands have been developed such that noise attenuation features are included.

Suitable wording for future dwellings requiring forced air ventilation systems is given below.
Type B:

This dwelling unit has been fitted with a forced air heating system and the ducting etc., was sized to accommodate central air conditioning. Installation of central air conditioning will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the criteria of the Municipality and the Ministry of the Environment and Energy. (Note: The location and installation of the outdoor air conditioning device should be done so as to minimize the noise impacts and comply with criteria of MOE publication NPC-216, Residential Air Conditioning Devices.)

Suitable wording for future dwellings requiring central air conditioning systems is given below.

Type C:

This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the Municipality’s and the Ministry of the Environment’s noise criteria.

Suitable wording for future dwellings adjacent to existing or future commercial/institutional/community centre uses or existing aggregate extraction processing is given below.

Type D:

Purchasers are advised that this property is in proximity to existing aggregate extraction processing and materials recycling operations or existing or future commercial/institutional/community centre uses, which at times may generate noise levels which are audible.

These sample clauses are provided by the MOE and RMOW may be further modified by the Municipality as required.
5 SUMMARY OF RECOMMENDATIONS

Future road traffic sound levels will exceed MOE guidelines, but feasible means exist to reduce the impact to within acceptable limits. The following list and Table IV summarizes the recommendations made in this report. The reader is referred to the above sections of the report where these recommendations are discussed in more detail.

1. Plans of subdivision should be designed and developed to orient buildings so that the OLA is further away from roadway noise sources. Using window streets reduces or eliminates the need for acoustic barriers.

2. At a minimum, forced air ventilation systems with ductwork sized for the future installation of central air conditioning by occupant are required for those lots flanking, backing and fronting onto Bleams Road, Fischer-Hallman Road, Trussler Road and Huron Road. Central air conditioning will be required for the high-rise buildings adjacent to the Fischer-Hallman Road.

3. For all dwelling units, except the high-rise buildings along Fischer-Hallman Road, any building constructions meeting the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation for the indoor spaces. For the future high-rise residential buildings, upgraded building constructions (walls and windows) will need to be specified.

4. Residential zoning should not be permitted on any lands within approximately 300 m of the north of the EESL licensed areas until it can be demonstrated through the completion of detailed technical studies that there will be no adverse effects as per MOE Guideline D1 “Land Use Compatibility” and D6 “Compatibility Between Industrial Facilities and Sensitive Land Uses and related documents. The noise study component should be conducted to determine the degree by which the noise emissions from a reasonable worst case operational scenario considering all permitted activities in the EESL pits may affect the proposed
residential uses and provide recommendations for any mitigation measures which may be required. This should be investigated with respect to compliance with (MOE) Guidelines LU-131, “Noise Control in Land Use Planning” and NPC-205 “Sound Level Limits for Stationary Sources of Sound in Class I and II areas (Urban).

5. Warning clauses should be included in the property and tenancy agreements and offers of purchase and sale for the affected dwelling units to inform future residents of the traffic noise issues, the presence of existing or future commercial/institutional/community centre uses and aggregate operations.

6. Detailed noise studies should be conducted by a qualified acoustical consultant for draft plan approval of each individual residential block or draft plan of subdivision to confirm or update the ventilation requirements, recommendations on how to use passive noise mitigation techniques and building construction requirements in this report. The road traffic volumes should be verified or new traffic volume estimates should be obtained from the Region of Waterloo to complete those studies. The recommendations contained in the detailed noise studies should be incorporated into the subdivision plans and agreements for those lands.

7. When siting information is available for the commercial/institutional/community centre areas are identified as C1 to C13 on Figure 2, detailed noise studies should be conducted by an acoustical consultant to determine the mechanical equipment and activities at these facilities, their impact on the adjacent residential land uses and the need for any noise control measures associated with the facilities, in accordance with MOE guideline limits contained in NPC-205, “Sound Level Limits for Stationary Sources in Class 1 & 2 Areas (Urban)”. The recommendations contained in those studies should be incorporated into the subdivision plans and agreements for those lands.
Table IV: Summary Table of Recommendations

<table>
<thead>
<tr>
<th>Prediction Location</th>
<th>Description</th>
<th>Ventilation</th>
<th>Warning Clause Type</th>
<th>Building Façade Constructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>[A]</td>
<td>Fronting exposure to Trussler Road</td>
<td>Forced Air</td>
<td>A, B</td>
<td>OBC</td>
</tr>
<tr>
<td>[B]</td>
<td>Fronting exposure to Bleams Road</td>
<td>Forced Air</td>
<td>A, B, D</td>
<td>OBC</td>
</tr>
<tr>
<td>[C]</td>
<td>Fronting exposure to Bleams Road</td>
<td>Forced Air</td>
<td>A, B, D</td>
<td>OBC</td>
</tr>
<tr>
<td>[D]</td>
<td>Exposure to Fischer-Hallman (Hi-rise)*</td>
<td>☓ Central A/C</td>
<td>A, C, D</td>
<td>Upgraded</td>
</tr>
<tr>
<td>[E]</td>
<td>Fronting exposure to Huron Road</td>
<td>Forced Air</td>
<td>A, B, D</td>
<td>OBC</td>
</tr>
</tbody>
</table>

Note: Passive noise mitigation techniques should be used to design and develop plans of subdivision, as per RMOW guidelines. Appendix D provides some guidelines for acoustic barrier heights for locations where reversed frontage and flanking lots may be necessary.
-- No specific requirement.
☼ The need for central air conditioning and the specification of building façade components should be determined in detailed noise studies for these blocks when building locations and grades are available.
* The location, installation and sound rating of the air conditioning condensers must be compliant with MOE Guideline NPC-216.
OBC – meets the minimum requirements of the Ontario Building Code.
Figure 3 - Aerial Photo of the Study Area
Figure 3 - Aerial Photo of the Study Area
APPENDIX D

Acoustic Barrier Heights for Lot Orientations
Table I provides acoustic barrier heights that would be required to meet sound levels of 55, 57 and 60 dBA in the OLA’s.

**Table I: Summary of Barrier Heights Required to Meet 55, 57 and 60 dBA**

<table>
<thead>
<tr>
<th>Location</th>
<th>Description of Lot</th>
<th>Barrier Height (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>@55 dBA</td>
</tr>
<tr>
<td>[A]</td>
<td>Backing exposure to Trussler Road</td>
<td>2.5</td>
</tr>
<tr>
<td></td>
<td>Flanking exposure to Trussler Road</td>
<td>2.0</td>
</tr>
<tr>
<td></td>
<td>Fronting exposure to Trussler Road</td>
<td>--</td>
</tr>
<tr>
<td>[B]</td>
<td>Backing exposure to Bleams Road</td>
<td>3.0</td>
</tr>
<tr>
<td></td>
<td>Flanking exposure to Bleams Road</td>
<td>2.7</td>
</tr>
<tr>
<td></td>
<td>Fronting exposure to Bleams Road</td>
<td>--</td>
</tr>
<tr>
<td>[C]</td>
<td>Backing exposure to Bleams Road</td>
<td>3.0</td>
</tr>
<tr>
<td></td>
<td>Flanking exposure to Bleams Road</td>
<td>2.7</td>
</tr>
<tr>
<td></td>
<td>Fronting exposure to Bleams Road</td>
<td>--</td>
</tr>
<tr>
<td>[D]</td>
<td>Exposure to Fischer-Hallman (Hi-rise)*</td>
<td>+</td>
</tr>
<tr>
<td>[E]</td>
<td>Backing exposure to Huron Road</td>
<td>2.7</td>
</tr>
<tr>
<td></td>
<td>Flanking exposure to Huron Road</td>
<td>2.7</td>
</tr>
<tr>
<td></td>
<td>Fronting exposure to Huron Road</td>
<td>--</td>
</tr>
</tbody>
</table>

Note:
* Assumes a five-storey residential building.
+ Any outdoor amenity area should be on shielded side of building away from the roadway.
Acoustic barriers less than 2.0 m high are not recommended due to limited their effectiveness.

The height of the acoustic barrier is taken in reference to the elevation 3 m from the rear façade of the dwelling unit. Specific barrier heights will be determined for individual lots once grading, elevation and lot division information is available. An acoustic barrier may be a combination of an acoustic wall and an earth berm. The wall component of the barrier should be of a solid construction with a surface density of no less than 20 kg/m². The walls may be constructed from a variety of materials such as wood, brick, pre-cast concrete or other concrete/wood composite systems provided that it is free of gaps or cracks. The heights and extents of the barriers should
be chosen to reduce the sound levels in the OLA’s to below 60 dBA and as close to 55 dBA as is technically, administratively and economically feasible, subject to the approval of the municipality respecting any applicable fence height by-laws.
Streetscape Diagram
Primary Community Gateway
- Landscape treatment at corners
- Buildings set back from intersection
- Pedestrian light fixtures with banners

Urban Character Area
- Off road bike/recreation trail from Bleams Rd to Huron Rd
- Landscaped centre median with pedestrian refuges/crossings spaced at max 30m
- On street parallel parking during off-peak
- Right in/right out

Environmental Character Area
- Narrowed paved cross section
- Naturalized landscape
- Enhanced street tree planting

Secondary Gateway
- Pedestrian light fixtures on Rosenberg Dr

Community Trail
- Community trail in hydro corridor diverts onto Rosenberg Dr to avoid wetland east of Fischer Hallman Rd

Urban Character Area
- Off road bike/recreation trail from Bleams Rd to Huron Rd
- Landscaped centre median with pedestrian refuges/crossings spaced at max 30m
- On street parallel parking during off-peak
- Right in/right out

Environmental Character Area
- Narrowed paved cross section (ie no centre median)
- Naturalized landscape
- Enhanced street tree planting

Urban Character Area
- Off road bike/recreation trail from Bleams Rd to Huron Rd
- Landscaped centre median with pedestrian refuges/crossings at regular intervals where there is land use demand
- On street parallel parking during off-peak
- Right in/right out

Secondary Gateway
- Pedestrian light fixtures on Seabrook Dr

Urban Character Area
- Off road bike/recreation trail from Bleams Rd to Huron Rd
- Landscaped centre median with pedestrian refuges/crossings at regular intervals where there is land use demand
- On street parallel parking during off-peak
- Right in/right out
- Special landscape treatment/buffer planting for rear lotted housing

Primary Community Gateway
- Landscape treatment at corners
- Buildings set back from intersection
- Pedestrian light fixtures with banners

Streetscape Diagram
Southwest Kitchener
Fischer Hallman Rd
6 June, 2011
The Planning Partnership
Urban Character Area 36m ROW
1. Concept based on 36m ROW as per Community Connector Classification in The Region of Waterloo’s Context Sensitive Regional Transportation Corridor Design Guidelines, June 2010.
2. Right of Way width and design to be confirmed under Environmental Assessment.
3. Location of above and below grade services to be determined as part of Environmental Assessment process.

4. Landscape Zone:
   - Trees placed at 8-10 metres on centre
   - Consistent street furniture along entire zone (street lighting, benches, trash/recycling containers, etc.)
   - Minimum soil volume of 15m3 per tree.
   - 0.8m wide landscape buffer strip
   - Hard surface with trees in planters where on street parking is located.
Environmental Character Area 36m ROW
NOTES:
1. Right of Way width and design to be confirmed under Environmental Assessment.
2. Location of above and below grade services to be determined as part of Environmental Assessment process.
3. Centre median removed to reduce crossing distance.
Updated Sanitary Servicing Overview
Overview

The following updated sanitary servicing analysis overview is in support of the proposed land use designations for lands located in the Rosenberg Secondary Plan. The Rosenberg Secondary Plan consists of over 430 hectares of land with approximately 300 hectares identified as potential for development. The study area extends from Trussler Road, east along Bleams Road (including some parcels north of Bleams) to Fischer-Hallman Road (including some lands east of Fischer-Hallman) then south to Huron Road (including some lands south of Huron Road). Refer to Map 22e Rosenberg Secondary Plan, Land Use Plan.

For the purposes of this Sanitary Trunk Sewer Analysis, in addition to the lands within the Rosenberg Secondary Plan, draft approved, registered and built plans of subdivision or development within the Middle Strasburg Trunk Sanitary Sewer (MSTSS) drainage area such as the Huron Woods, Huron Village, Norris- Sternberg (portion thereof), Williamsburg (portion thereof), and Becker Estates were also considered.

Summary

For the purposes of sanitary servicing analysis, a maximum overall population for the Rosenberg Secondary Plan was developed in concert with the Planning Division. This was based on engineering assumption calculations of the theoretical maximum population for the land use designations shown on the July 2011 Land Use Plan. A maximum of approximately 55,000 people was utilized for the sanitary sewer analysis.

Table 1.0 below shows the population numbers derived for each developable land use designation.

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential - 1</td>
<td>12,446</td>
</tr>
<tr>
<td>Low Density Residential - 2</td>
<td>8,132</td>
</tr>
<tr>
<td>Medium Density Residential - 1</td>
<td>9,292</td>
</tr>
<tr>
<td>Medium Density Residential - 2</td>
<td>5,195</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>1,346</td>
</tr>
<tr>
<td>Mixed Use - 1</td>
<td>5,257</td>
</tr>
<tr>
<td>Mixed Use - 2</td>
<td>13,440</td>
</tr>
<tr>
<td>TOTAL POPULATION</td>
<td>55,108</td>
</tr>
</tbody>
</table>
The Engineering Division assessed the current service area for the MSTSS and the South Strasburg Trunk Sanitary Sewer (SSTSS) including an investigation of our sanitary capacity model. A total population assigned to the overall study area is approximately 71,000 people which include the lands within the Rosenberg Secondary Plan and all other urban lands within the respective drainage areas.

Lands within the study area located to the northeast of Huron and Fischer Hallman Road and north of Williamsburg Cemetery are assigned to the MSTSS. All future developments located south of Huron Road, such as the Becker Estates Subdivision and a portion of the DPA Huron Woods Subdivision has been assigned to the SSTSS. Lands located west of Fischer Hallman Road between Huron Road and the Williamsburg Cemetery is assigned to the MSTSS or combination of the MSTSS and the SSTSS.

This approach maximizes the MSTSS while accounting for the decommissioning of the existing Temporary Pumping Station (TPS) located on Bleams Road. This TPS currently provides service for the Norris-Sternberg and Williamsburg Subdivisions via the Borden Trunk Sewer. Upon extension of the MSTSS peak sanitary flows from the Norris-Sternberg and Williamsburg Subdivisions will be diverted from Borden Trunk Sewer to the MSTSS thereby eliminating the TPS on Bleams Road.

Due to the high level assessment of this sanitary servicing analysis, some details are required to be addressed in order to best plan for, and utilize, future and existing municipal infrastructure. Areas that require further assessment include any future connection points to the MSTSS, as well as any areas which may necessitate the extension of the existing local municipal system. In recognition of the fact that some lands within the study area have options with respect to sanitary servicing and that other lands do not, the City will identify whether further studies and/or Class Environmental Assessments are warranted. The Landowner will be required to do further studies and/or Environmental Assessments at the Draft Plan of Subdivision stage. These conditions will apply to lands located south of the cemetery and north of Huron Road. Although these lands have been assigned to the MSTSS, the exact connection location and any extension of or upgrade to existing infrastructure has yet to be determined.

**Conclusions and Recommendations**

Based on the assessment completed to date the following conclusions and recommendations are provided:

- All development land parcels north of Huron Road as designated on the Rosenberg Secondary Plan have been assigned to the Middle Strasburg Trunk Sanitary Sewer;

- The capacity of the Middle Strasburg Trunk Sanitary Sewer has been maximized to accommodate the lands within Rosenberg Community Secondary Plan, and the existing and Draft Plan Approved subdivisions developments;

- The Temporary Pumping Station located on Bleams Road is to be decommissioned at such time that the Middle Strasburg Trunk Sanitary Sewer becomes available to service the Norris-Sternberg and Williamsburg Subdivisions;
- Additional studies and/or Environmental Assessments in order to determine suitable connection location(s) to the Middle Strasburg Trunk Sanitary Sewer as well as any extension and/or upgrade to existing infrastructure will be required for those lands located north of Huron Road and south of the Cemetery and west of Fischer Hallman Road. Additional study requirements will be identified at the Draft Plan of Subdivision stage;

- Based on the modeling work done and review of the land use plan, we conclude that the Middle Strasburg Trunk Sanitary Sewer and the South Strasburg Trunk Sanitary Sewer has sufficient capacity to provide sanitary servicing for all the land uses identified in the Rosenberg Secondary Plan, as well as the existing and Draft Plan Approved subdivisions identified in this report.
Southwest Kitchener
Urban Areas Study
Community Master Planning

Transportation Assessment

August 2011
Executive Summary

Setting

The Southwest Kitchener Urban Areas is poised to take advantage of planned transportation improvements and additions.

The Fischer Hallman Road corridor is planned for road and intersection operational improvements as well as transit service enhancements. As part of the Regional Rapid Transit Plan; Fischer Hallman Road has been designated as a Future High Frequency Bus Connector.

The Master Plan area continues to receive increased vehicle and transit accessibility through further planned roadway improvements and additions to area roads including Trussler Road, Bleams Road, and Strasburg Road.

Active transportation has also been recognized and included as part of the balanced transportation system. Fischer Hallman Road and Bleams Road are recognized as approved On-Road bike routes.

Overlaid in this balanced transportation system is the pedestrian and trail system designed to connect to local and area attractors and generators of person trips.

The Land Use and Transportation Opportunity

The planned transportation improvements and additions, especially transit, permitted the formation and placement of strategic land uses. Such an organized formation approach permitted strong pedestrian linkages and grid block formations to be brought forth, especially along the Fischer Hallman Road corridor. The direct benefit of organizing a mixed use type of formation in a close relationship including residential, employment, and shopping uses includes:

- Reduced walking distances with an ability to easily access increasing transit services thereby reducing the reliance on the automobile as the primary mode of transportation;

- Convenient walking distances to multiple land uses (employment, shopping, recreation and leisure) thereby reducing the reliance on the automobile as the primary mode of transportation;

- Increased live - work opportunities within the Master Plan area thereby again reducing the reliance on the automobile;

- Strong pedestrian sidewalk network, direct connections to the area trail network and on-road bicycle lanes capable of supporting increased active transportation demand;
• Providing a base to increase ridership and financially support the planned transit improvements.

In addition to these direct transportation benefits, the land use formations in the Fischer Hallman Road corridor provide the opportunity for further community benefits. These benefits can include:

• Reduction in the on-site parking supply of specific land uses (primarily residential) to encourage greater usage of transit;

• Adapting a shared parking supply approach for compatible land uses thereby effectively utilizing a reduced parking supply due to off-setting peak hour demands;

• The potential to introduce parking structures which can be shared by multiple uses thereby providing a better urban environment.

In summary the entire Master Plan area benefits from a connected and well balanced transportation system. Active transportation has been given a priority and reflected in the need to provide physical infrastructure to service demands.

The Master Plan Internal Transportation System

The Master Plan contains a hierarchy of transportation system components designed to accommodate all vehicle and active transportation demands.

Vehicle demands are serviced by a series of local and collector type roads. The transportation assessment indicates that one lane of traffic in each direction of travel is sufficient to meet all vehicle demands. Detailed transportation assessments as part of the plan of subdivision and development applications will determine the final rights-of-way and appropriate urban design elements including on-street parking and traffic calming measures. The Master Plan however recommends:

• Sidewalks on both sides of all collector and local road types;

• Exclusive bicycle space either on-road or off road within the right-of-way of collector type roads;

• Potential to consider traffic circles as the intersection control at internal collector road intersections;

• Direct bicycle connections to the on-road bike lanes of Fischer Hallman Road and Bleams Road. At the intersection with these roads, bicycle boxes can be considered for the control and maneuvering of bicycles;

• Direct connections to the area trail network;

• Grand River transit service on the internal collector roads.

The Master Plan recognizes the existing cemetery immediately west of Fischer Hallman Road. Although no road is identified to traverse these lands it is evident that people walking or bicycling would find it
convenient and time beneficial to traverse through the cemetery. In recognition of this demand a north-south pedestrian and bicycle linkage has been brought forth.

The Master Plan also identifies a north-south collector road (Street C) which connects Bleams Road and Huron Road west of the cemetery. The transportation assessment indicates that a minimum daily demand of 3,000 vehicles generated by the Master Plan community would find it convenient to use this facility. Specifically this north south road connection:

- Facilitates Master Plan community traffic flows and lessens the need to use Fischer Hallman Road to undertake primary directions of travel;
- Provides a good route for transit services to enter and leave the community;
- Facilitates active transportation and directly serves pedestrian and bicycle demands.

It is recommended that further reviews of this road connection be done in the future to verify its need and justification.

**The Master Plan Boundary Roads**

All of the Master Plan boundary roads are under the jurisdiction of the Region of Waterloo. This transportation assessment has demonstrated that the planned boundary road improvements and additions in combination with transit have the capability of accommodating forecast background and Master Plan vehicle demand flows.

Plans of subdivision and development applications as they come forward will have to prepare detailed traffic and transportation system component assessments.

It is evident that development phasing can be considered. As an example some of the low density residential likely can demonstrate sufficient vehicle operating capability to come forward in the immediate time frame. Such an approach will still require careful examination of intersection controls and operational requirements along each of the bounding arterials.

Later phases of development especially five to ten years in the future coincide with planned improvements and additions to the Fischer Hallman Road corridor. The transportation assessment indicates that both background traffic flow demands and traffic generated by the higher density land uses along the Fischer Hallman Road corridor are reliant upon the planned improvements and additions. This includes not only the road widening but the intersection operational improvements including the roundabout installations. This represents an opportunity for the Master Plan area to work in cooperation with the authorities to secure the necessary capacity and operational requirements.

Such cooperation can also determine the feasibility of introducing additional vehicle access locations along the boundary roads. The transportation assessment indicates that such vehicle access must be restricted to rights in and rights out vehicle movements. The placement of such restricted entrances / intersections must be cognizant of primary traffic flow requirements as well as the specific requirements of transit.
Of particular importance is the need to:

- Secure operational improvements to the Fischer Hallman Road intersections with Bleams Road and Huron Road. It appears that these operational improvements will be required as the initial developments begin in the Fischer Hallman Road corridor;

- Ensure the proper staging of the remaining intersection controls and operational needs for the remaining two intersections between Fischer Hallman Road and Huron Road as development progresses;

- Provide maximum pedestrian connectivity to Fisher Hallman Road.

Later or long term phases of development are more dependent upon securing access to Trussler Road and Bleams Road. Again, detailed transportation assessments submitted as part of plan of subdivision and development applications will determine the necessary intersection controls and roadway operational requirements.

Finally, it is important to note that transit will have an overlaying influence on the entire Master Plan area during each phase of development. Therefore it is recommended that all future studies work closely with transit to ensure the inclusion of required facilities, controls and treatments.

In addition to the primary modes of transportation described above, all active transportation features contained in the Master Plan will require implementation during each phase of development.
# Table of Contents

1. Introduction ........................................................................................................................................... 1
2. Setting ............................................................................................................................................... 2
3. Understanding the Transportation System .................................................................................... ........ 6
   3.1 Overview ................................................................................................................. ..................... 6
   3.2 Roads .................................................................................................................... ......................... 6
   3.3 Transit .................................................................................................................. ......................... 7
   3.4 Cycling .................................................................................................................. ........................ 7
   3.5 Pedestrian .................................................................................................................. ......................... 7
4. Transportation Input to the Master Plan ............................................................................................ ......... 11
   4.1 Roads .................................................................................................................... ....................... 11
   4.2 Transit ............................................................................................................................................... 11
   4.3 Cycling .................................................................................................................. ...................... 12
   4.4 Pedestrian ............................................................................................................... ..................... 13
5. Southwest Kitchener Master Plan ....................................................................................................... 13
6. Master Plan Travel Demands ................................................................................................. ............. 18
   6.1 Vehicle Demands .......................................................................................................... .............. 18
   6.2 Transit Demands ............................................................................................................. ........ 18
   6.3 Bicycle Demands .............................................................................................................................. 21
   6.4 Pedestrian Demands .......................................................................................................................... 21
7. Background Vehicle Demands Horizon Year 2031 ............................................................................ 23
   7.1 Analysis Approach ..................................................................................................................... 23
   7.2 Background Vehicle Demand Assessment ....................................................................................... 23
8. Total Vehicle Demand Assessment Horizon Year 2031 ..................................................................... 27
   8.1 Internal Roadway Network ................................................................................................. ........ 27
   8.2 Boundary Roads ..................................................................................................................... 31
9. Phasing of Development and Transportation.................................................................................. 35
10. Going Forward ................................................................................................................................... 38
Southwest Kitchener
Urban Areas Study
Community Master Planning
Transportation Assessment

1. Introduction

The Consultant Project Team led by the Planning Partnership has formulated a Community Master Plan for the Southwest Kitchener Urban Areas. Poulos & Chung Limited as part of the Consultant Team has provided:

- Transportation input throughout the planning process;
- Participation in workshops and meetings;
- Guidance in the formation and location of internal roads and access locations onto the boundary roads;
- Direction to assist in meeting the travel demand management objectives and guidelines as set out by the Region of Waterloo and the City of Kitchener;
- Direction to assist in meeting the limited stop express service objectives. This included input to urban land use formations and urban design features.

The following sections provide the transportation context assessment at a Master Plan level. The assessment recognizes the important role that transit and active transportation will play in providing services to meet the travel demands of the community. An analysis of vehicle travel demands is presented along with the verification that the land use formation brought forth can be satisfactorily accommodated by the planned roadway and transit infrastructure. The level of transportation assessment does not define the internal roadway cross-sections and intersection treatments. The assessment identifies, based upon determined travel demand estimates, lane requirements for vehicles, sidewalk placement for pedestrians and bike accommodation for bicyclists. Further studies at the site plan stage will have to determine urban design treatments and boulevard conditions to accommodate the required traffic lanes and any on-street parking requirements. General road classifications and intersection control conditions are provided at this assessment level. The Project Team conducted a land use planning exercise and did not provide urban design and boulevard input to formulate final internal right-of-way requirements.

It is understood that this assessment is strategic and reflects verifying the overall transportation system components for the community and the immediately surrounding area. In keeping with regional policies and guidelines, further detailed traffic studies and evaluations will be required to verify the timing of roadway improvements and additions in concert with providing priority to the timing and introduction of transit services.

A separate Technical Report has been submitted to the Region of Waterloo and the City of Kitchener.
This report presents a summary of the detailed analysis completed. It also illustrates the integration of all critical transportation components.

2. Setting

The location of the Master Plan area is shown in Figure 1.

The area is approximately 1075 acres in size and is situated in the northern and eastern halves of the concession block bounded by Fischer Hallman Road to the east and Bleams Road to the north, Trussler Road to the west and Huron Road to the south. The Master Plan area extends to just east of Fischer Hallman Road and south of Huron Road on the east side.

The existing lane configurations, posted speed limits and traffic control devices serving the boundary roads are shown in Figure 2.

Two major provincial highways exist in the vicinity of the study area. North of the study area is Highway 7 / 8 (Conestoga Parkway) while Highway 401 lies south of the site.

Highway 7 / 8 is located approximately 2.5 km north of the study area while Highway 401 is approximately 7.5 km south.

Running north south are two Regional Roads, Regional Road 70 (Trussler Road) and Regional Road 58 (Fischer Hallman Road). Each of these Regional Roads provides an interchange with Highway 7 / 8.

Regional Road 4 (Bleams Road) is an east-west facility which bounds the site on the north. Huron Road is an east-west facility which bounds the site on the south. It is under the jurisdiction of the City of Kitchener.

The existing roadway network provides accessibility to all parts of the Kitchener – Waterloo area. The regional roads provide direct connections to Highway 7 / 8. However, connectivity to Highway 401 is limited to Homer Watson Boulevard. Homer Watson Boulevard is approximately 2.5 kilometres east of the study area. Indirect connectivity to Highway 401 is provided by Cedar Creek Road.

Grand River Transit provides transit services throughout the Kitchener / Waterloo / Cambridge area.

The existing transit route structure is shown in Figure 3.
City of Kitchener
Southwest Urban Area Study

Figure 2

Not to Scale

Legend
- Traffic Signal
- Roundabout
- Stop Sign

Existing Lane Configurations

MAXIMUM
60
Km/hr

MAXIMUM
70
Km/hr

MAXIMUM
80
Km/hr

MAXIMUM
60
Km/hr
3. Understanding the Transportation System

3.1 Overview

The Regional Transportation Master Plan Moving Forward 2031 identifies the planned future roadway improvements and additions as well as the significant commitment to transit infrastructure.

In addition active transportation is detailed to involve the walking and cycling modes of transportation.

This commitment to a balanced transportation system provides the structure to accommodate future travel demands in a cost effective and efficient manner. In turn the policies and guidelines of the Region of Waterloo and the City of Kitchener provide direction for land use formations that are supportive of the transportation initiatives.

The critical foundation for this Master Plan is to formulate a land use plan with urban design treatments and physical infrastructure encouraging as much of the population and employment, as possible, to use transit or active transportation for typical daily travel purposes.

The following sections identify the planned transportation system components that the Master Plan has responded to.

3.2 Roads

The identified planned road improvements are illustrated in Figure 4.

Of importance to the Master Plan are several improvements including:

- **Bleams Road** – The proposed improvement east of Fischer Hallman Road and east of Manitou Drive. The improvements will provide increased vehicle carrying capacity. The Extension east of Manitou Drive provides additional accessibility potential to Highway 8 as well as the downtown;

- **Trussler Road** – The improvement north of Bleams road provides a viable alternative to serve growing north south vehicle demands and provides an alternative route to the Fischer Hallman Road corridor;

- **Strasburg Road** – This new road link again helps to facilitate north south traffic flows and provides an alternative route to the Fischer Hallman Road corridor;

- **Fischer Hallman Road** – The identified improvements secure the important role and function for this corridor. It provides significant accessibility to the western area of the City of Kitchener and within the planning horizon period provides a new interchange with Highway 401. In addition the corridor servers as an important transit connector unifying the entire Regional rapid transit network plan.
It is evident that the planned road improvements provide a foundation to facilitate the Fischer Hallman Road operations both from a vehicle and transit perspective. The identification of alternative potential routes to Fisher Hallman Road enables this facility to more easily fulfill its role and function as a provider of limited stop express service. In turn this helps to facilitate the planned land use formations along Fischer Hallman Road within the study area.

### 3.3 Transit

The identified Region of Waterloo transit plan is illustrated in Figure 5.

Of primary importance to the Master Plan is:

- The identified limited stop express service (High Frequency Bus Connectors) designated for the Fisher Hallman Road and Huron Road corridors;
- The continuation or introduction of regular scheduled bus routes on Trussler Road and Bleams Road.

The designation of limited stop express service on Fischer Hallman Road is of significant importance. The availability of such frequent service connections to the entire rapid transit network implies that transit travel times should be equal to if not better than automobile travel times for almost all primary trip making purposes in the Waterloo / Kitchener / Cambridge area.

Such a foundation permits the introduction of reduced vehicle trip generation characteristics for the land uses directly served by the transit operations.

### 3.4 Cycling

The Regional Cycling Network is shown in Figure 6.

This network identifies a comprehensive and connected bicycle network throughout the Region of Waterloo.

Fischer Hallman Road is an approved On-Road route. Several other routes are identified within the immediate vicinity of the site.

This requires the Master Plan to directly respond and ensure that convenient and direct connections are made to this network.

### 3.5 Pedestrian

The Region of Waterloo and the City of Kitchener provide clear policies and standards to accommodate pedestrian travel demands within, and to and from communities. The Southwest Kitchener Master Plan applied these directions.
City of Kitchener
Southwest Urban Area Study

Proposed Road Improvements

Figure 4

- Expected Improvement 5-10 years
- Expected Improvement 10-20 years
- New Extension
Figure 5

Rapid Transit Preferred Implementation Staging Plan

LRT Conestoga Mall to Fairview Park Mall

Adapted BRT Fairview Park Mall to Ainslie Street Terminal

Future LRT Fairview Park Mall to Ainslie Street Terminal

City of Kitchener
Southwest Master Plan

Poulos
Chung

10.210 Base LR 03/07/11

Rapid Transit Preferred Staging Plan
Figure 5
4. Transportation Input to the Master Plan

4.1 Roads

The Master Plan process identified a hierarchy of internal roads designed to serve the land use formation brought forward. Within the Master Plan area the internal roads will consist of typical collector and local road designations. The internal “collector” type designation will also connect to the boundary Regional arterial roads. An evaluation was conducted to verify that the Community collector roads could intersect the bounding arterial roads at acceptable locations. This evaluation process was completed in concert with the Master Plan formation.

This evaluation used Ontario Ministry of Transportation design standards to:

- Ensure sufficient spacing between primary arterial / collector road intersections;
- Examine horizontal centre line conditions along the arterial road to satisfactorily meet vehicle stopping and turning making decision criteria;
- Ensure that community roads aligned directly opposite existing Bleams Road intersections.

This Master Plan effort has verified feasibility and it is understood that ongoing engineering assessments will provide the final locations and geometric features of each intersection.

The vehicle demand estimates contained in this assessment and in the technical appendix were prepared and used during the Master Plan development stages of work. This provided confidence that the internal “collector” hierarchy designation provided sufficient capacity to satisfactorily serve forecast vehicle demands.

4.2 Transit

The Master Plan process incorporated the Region of Waterloo rapid transit plans. The most critical transit element in the vicinity of the site is the designation of the Fischer Hallman Road corridor as a Future High Frequency Bus Connector.

Recognizing the provision of limited stop express service within this road corridor critical input was provided to the Project Team. The input translated into locating as many people as possible (population and employment) within a comfortable walking distance of the transit service.

Such a direction provides the opportunity for more people to be closer to better transit and hence to achieve the target transit modal split.

Metrolinx in February 2008 published a report entitled “The State of Active Transportation Greater Toronto, Hamilton and Beyond”. In this study it was stated that “Studies have shown that people will not walk more than 400 meters – five minute walk time – to a bus stop”.

The Region of Waterloo has indicated that a target transit modal split for limited stop express service corridors (north-south) should be in the order of twenty-five (25) percent.

Figure 7 summarizes how the important land use / transit / modal split characteristic was formulated and applied for the Master Plan area. In effect the walking distance provided:

- The foundation to structure land use formations;
- The justification to alter traditional vehicle trip generation characteristics for numerous land use types, located within the walking distance zone.

A significant portion of the study area is located outside of the Fischer Hallman Road corridor. Since this area will not be directly served by the planned higher-order service, a separate transit modal split was determined. This transit modal split assumes that transit will be provided along Bleams Road, Huron Road and possibly on sections of the internal collector road network.

For the Master Plan area outside the Fischer Hallman corridor it is anticipated that it too will receive a transit modal split boost due to the increased services available in the immediate vicinity. The implication is that some people will walk a further distance than 400 meters while others will take advantage of regular transit to directly interface with the improved transit. It was assumed in this assessment that the remaining parts of the Master Plan area could achieve a transit modal split of fifteen (15) percent. This is in keeping with the Region of Waterloo direction for the east-west transit share modal split target.

4.3 Cycling

Cycling is to be accommodated throughout the Master Plan area. Excluding cycling within trails and paths the planned internal road network can also serve bicyclists.

The internal road hierarchy of the Master Plan can accommodate bicyclists. Local road designations such as “local” roads can accommodate bicyclists within the pavement area since both bicycle and vehicle flows are quite low.

The internal “collector” hierarchy designation will require further consideration. It is evident that vehicle flows will change along certain segments of the “collector” designation. Vehicle flows in both directions will be fairly high as they approach any of the intersections of collector roads with the bounding arterial roads, particularly in the vicinity of the Fischer Hallman Road corridor. However, within the central area of the Master Plan south of Bleams Road vehicle flows are anticipated to be lower than the other segments.

Experience gained by Poulos & Chung Limited indicates that:

- Where vehicle flows on a collector road are greater than 200 in both directions during a roadway peak hour that consideration should be given to an exclusive space for bicyclists;
- Where vehicle flows on a collector road are less than 200 in both directions during a roadway peak hour that consideration should be given to designating a “Bike Route”.
This transportation assessment indicates that most of the internal “collector” hierarchy designation within the Master Plan area will have traffic flows greater than 200 vehicles in both directions in each of the typical weekday roadway peak hours.

As a result it is recommended that the bicycles have a designated space within the internal “collector” designated hierarchy.

To secure direct connections to the Regional Cycling Network Figure 8 illustrates the recommended internal bike route network. Such a network provides all of the Master Plan area an ability to efficiently accommodate bicycles in a direct manner for all trip purposes.

4.4 Pedestrian

As shown in Figure 9 sidewalks should be provided on both sides of the “collector” designated roads within the Master Plan area. In addition sidewalks should be provided on both sides of all “local” road designations as well. These sidewalks provide the direct connections to internal attractors and generations as well as providing direct access to the boundary arterial roads and major retail / commercial and employment areas.

In addition as plans of subdivision and site plans come forward additional strategic pedestrian connections can be provided along the length of the bounding arterial roads. This will facilitate access to transit as well as the planned land uses.

5. Southwest Kitchener Master Plan

The Southwest Kitchener Master Plan is shown in Figure 10.

The plan incorporates the fundamental transportation features, systems and networks described in the previous sections.
Application of Transit Modal Split Direction

Figure 7

Adjusted traditional transit modal split of 6 percent to 30 percent
6. Master Plan Travel Demands

6.1 Vehicle Demands

Considerable review and analysis went into determining the travel demand characteristics for the Southwest Kitchener Master Plan area. During the plan development stages numerous sensitivity analyses were conducted to influence the land use formations and internal roadway network pattern layout. This analysis examined:

- Walking distance to the Fischer Hallman Road limited stop express service;
- The opportunity to increase transit usage and decrease automobile usage within an acceptable 400 meter walking distance to limited stop express service;
- The opportunity to reduce automobile generation characteristics due to increased live / work and mixed use land use formations, walking and accessibility to transit.

The basic approach was to use standard Institute of Transportation Engineers' vehicle generation rates published in the 8th Edition Trip Generation Manual. Upon selecting the appropriate vehicle generation rate appropriate reductions were incorporated into the analysis to reflect accessibility to limited stop express service, live work potential and mixed land use opportunities.

Figure 11 details the step analysis to determine the number of vehicle trips to be generated by the Master Plan. The analysis process utilized the estimated transit modal split target which depended upon the land use relationship to the Fischer Hallman Road corridor.

The Master Plan travel demands have been provided for the roadway using typical weekday a. m. and p. m. peak hours.

This travel demand was distributed according to Region of Waterloo Transportation Master Plan information and assigned based upon the identified area roadway network pattern available.

6.2 Transit Demands

An estimate of the total travel demands by primary mode was undertaken for the Master Plan area.

The estimated demands by automobile and transit is summarized in Figure 12. The analysis methodology followed the steps identified in section 6.1.

The analysis presents an estimate of potential transit patronage by a defined zone within the Master Plan area.
ITE Trip Generation Rates (8th Edition)
- Include approximately 5% non-auto modal split

Adjustment to ITE Rates Due to High Order Transit on Fischer Hallman Rd.
- Increase on-auto modal split
  - 20% Transit Modal Split Along Fischer Hallman
  - 10% Transit Modal Split for Rest of the Area

Estimates of the Vehicle Trips Based on the Adjusted Trip Generation Rates

Estimates of the Transit Trips using the Transit Modal Splits

For Live /Work Reduction
- 20% of the Work Trips Originated from the Fischer Hallman Road Corridor or Adjacent Residential Zones

Net Vehicle Trips to be assigned to Boundary Road Network
### 2031 Vehicle Trip Estimates - By Traffic Zones

(With Live/Work Trips Calculation)

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### 2031 Total Transit Trip Estimates - By Traffic Zones

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<td>U</td>
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<td>V</td>
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<tr>
<td>W</td>
<td>27</td>
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<tr>
<td>X</td>
<td>60</td>
<td>55</td>
<td>114</td>
</tr>
<tr>
<td>Total</td>
<td>426</td>
<td>653</td>
<td>1079</td>
</tr>
</tbody>
</table>
The magnitude of transit usage implies:

- An approximate seven (7) to ten (10) minute bus frequency of service on Fischer Hallman Road. In both directions of travel approximately fifteen (15) buses could be available in the peak hour to serve the anticipated transit demand;

- An approximate fifteen (15) to twenty (20) minute bus frequency of service on Bleams Road or in combination with service on the internal collector road. In both directions of travel approximately eight (8) buses could be available in the peak to serve the anticipated transit demand.

It is evident that Grand River Transit can respond and add to transit as the demand increases. Transit has the capability to effectively increase service frequency and easily provide a seating capacity to serve the resultant demand.

6.3 Bicycle Demands

Traditionally less than one (1) or two (2) percent of a community’s total travel demand is accommodated by the bicycle mode of transportation during the roadway peak hours.

Any incremental increase in this modal choice has benefits to the entire transportation system. Several municipalities are attempting to increase this choice, through educational and local promotional programs.

The defined bicycle network both internal and external to the Master Plan has sufficient capability and capacity to accommodate increased bicycle demands. The Master Plan incorporates the physical space or infrastructure to service this demand.

6.4 Pedestrian Demands

Traditionally less than five (5) percent of a community’s total travel demand is accommodated by walking during the roadway peak hours.

Any incremental increase in this modal choice has benefits to the entire transportation system. The defined pedestrian network has sufficient capability and capacity to accommodate increased pedestrian demands.

The Master Plan has structured and located land uses such that people have an opportunity to live and work within the site area. This land use formation should encourage greater numbers of people to walk within, and to and from the community.

To assist both pedestrian and bicycle demands an overlay of trails has been formulated for the Master Plan. This trail system directly links with the internal pedestrian and bicycle network and provides direct and convenient connections to the external trail network. The trail network is shown in Figure 12B.
City of Kitchener
Southwest Master Plan

Road Structure Plan

Legend

- Gateway/Transit Hub
- Potential Transit Route
- Neighbourhood Collector Corridor
- Neighbourhood Collector Road
- Minor Collector Road
- Primary Trail
- Secondary Trail
- Huron Trail
  (Huron Natural Area Trail)
- Plantation Trail
  (Huron Natural Area Trail)
- Forest Trail
  (Huron Natural Area Trail)
- Strasburg Creek Trail
  (Huron Natural Area Trail)
- Primary Bike Route
  (Region; on road)
- Secondary Bike Route
  (Region; on road)
- Study Area

Note: The north-south minor collector road as shown is subject to EA process.

Rayos: Chung

10.210 Base CR 06/03/10

Road Structure
Figure 12B
7. Background Vehicle Demands Horizon Year 2031

7.1 Analysis Approach

A technical analysis was requested by the City of Kitchener and the Region of Waterloo for horizon year 2031. This type of analysis reflects the need to secure verification of a built-out condition incorporating total known demands. It is recognized that supporting interim transportation, traffic, and transit studies will be brought forth to organize planned improvements and additions and integrate plans of subdivision and site plans. It is these studies with Region of Waterloo direction that will determine the final intersection designs, especially those intersections to be controlled by roundabouts. This analysis verifies the Master Plan foundation and its ability to be satisfactorily accommodated within the overall planned transportation elements.

To complete the 2031 horizon year analysis the Region of Waterloo provided TRANSCAD model forecast link volume outputs (roadway a.m. peak hour) for the planned roadway network and anticipated transit network.

This output information was effectively used to formulate forecast boundary road link volumes and intersection turning movements primarily for arterial to arterial road intersections.

Transportation for Tomorrow Survey results were used in combination with the forecast 2031 outputs to generate an estimate of the Master Plan vehicle distribution and resultant assignment of vehicle demands generated by the planned land uses.

The horizon year 2031 analysis included the immediate planned area roadway improvements and additions as summarized in Section 3.2.

7.2 Background Vehicle Demand Assessment

The forecast vehicle demands for horizon year 2031 as provided by the TRANSCAD transportation model were reviewed and modified for use in this assessment. Since the transportation model included a land use assumption for the Master Plan lands it was necessary to extract these vehicle forecasts out of the 2031 link forecast volumes. When these vehicles were subtracted out the resultant 2031 forecast link volumes were considered to contain forecast background traffic flows from the remaining planned population and employment contained in the model outputs.

In this stage of the analysis the vehicle demands did not include the vehicle demands to be generated by the Southwest Kitchener Master Plan Area.

The forecast background traffic flows for horizon year 2031 were assessed independently of the Southwest Kitchener Master Plan.

Figures 13 and 14 present the summary analysis results for the roadway a.m. and p.m. peak hours respectively.

It is evident that all primary arterial road intersections achieve typical operating conditions for an urban environment. The intersection of Bleams Road and Fischer Hallman Road appears to have the
highest level of vehicle delay and congestion during both the a. m. and roadway p. m. peak hours. It is evident that this vehicle delay and congestion can be ameliorated through intersection improvements and additions. The Region of Waterloo has identified that this intersection will be controlled by a roundabout. The geometric design of the roundabout could assist in reducing this vehicle delay and congestion.
Legend:
- Low Vehicle Congestion and Delay
- Moderate Vehicle Congestion and Delay

2031 Background Traffic Assessment
AM Peak Hour
Figure 13
Figure 14

Legend:
- Low Vehicle Congestion and Delay
- High Vehicle Congestion and Delay

2031 Background Traffic Assessment
PM Peak Hour

City of Kitchener
Southwest Master Plan

N
8. Total Vehicle Demand Assessment Horizon Year 2031

8.1 Internal Roadway Network

Section 6 identified the analysis methodology to estimate the traffic flow on the primary internal roads of the Master Plan area. Using the residential (population) land use information the associated vehicle trips were generated, distributed and assigned to the primary internal road network.

It is recognized that the retail / commercial (employment) opportunities along the Fischer Hallman Road corridor will seek access onto the Master Plan collector roads which intersect with Fischer Hallman Road. The retail / commercial activities will increase vehicle flows on these collector roads in the immediate vicinity of Fischer Hallman Road. In addition it is likely that the retail / commercial activities along Fischer Hallman Road may seek restricted vehicle turning movements at strategic locations between the roundabout intersection controls. This assessment attempts to account for this possibility by assuming that approximately fifteen (15) to seventeen (17) percent of the retail / commercial vehicle demand can be accommodated through strategically placed restricted entrances. The assessment contains the vehicle flows generated by the proposed retail / commercial activities and includes them as part of the overall vehicle flow demand. Within the Master Plan area the identified traffic flows are indicative of the total (residential and retail / commercial) activity and can be used to verify the role and function of the internal primary roads.

The resultant traffic flows on the internal roads for the roadway a. m. peak hour is shown in Figure 15. The resultant traffic flows on the internal roads for the roadway p. m. peak hour is shown in Figure 16.

The Region of Waterloo and the City of Kitchener will make extensive use of roundabouts as opposed to traffic signals for the control of intersections. The intent of this assessment is to verify feasibility to permit the Master Plan to go forward, not the operational detail to permit intersection design or construction. Traffic Impact Studies to be produced by development phase and plan of subdivision will detail the lane configuration requirements of all primary collector road intersections with bounding arterial roads.

Street A within the Master Plan area represents an opportunity to use roundabouts with all local road intersections. The internal traffic flows are at levels where such an intersection control device can easily accommodate the forecast vehicle flows. Other internal intersection locations including local to local road intersections can be controlled by a stop sign device.

It can also be concluded from this analysis level that:

- From a traffic operations perspective that each internal collector road classification requires one (1) lane of traffic in each direction of travel;

- Further planning and urban design investigations can determine the need for parking either on one or both sides of a collector road. Also, sidewalks would be included on both sides. Bicycles would require their own dedicated space either as a bike lane within the pavement or within a separate space as part of the boulevard treatment. This urban design organization would identify the final right-of-way requirements for each of the collector roads;
• Several of the internal collector classified roads intersect with Bleams Road and Trussler Road. The City of Kitchener and the Region of Waterloo may decide to employ roundabout devices as the intersection control method. The right-of-way on the collector road must provide sufficient width to accommodate the lane requirements and the geometric features required by the roundabout device. Should a traffic signal be considered as the preferred method of control then each intersection approach will require an exclusive outbound left turn lane with a minimum storage length of 30 to 45 meters and a taper length of 60 meters. Similarly the arterial road will require exclusive left turn lanes. Standard inbound and outbound traffic lanes will be required in accordance to the City geometric standards. The right-of-way on the collector road must be sufficient to accommodate these lane configuration requirements and any intersection feature treatments identified. The selection of the preferred intersection control along Bleams Road will be based upon detailed studies conducted during plan of subdivision applications. Existing intersections on the north side of Bleams Road may not have sufficient lands available for the introduction of roundabouts, hence typical traffic signals will be required;

• Two of the internal collector roads intersect with Fischer Hallman Road. In the immediate vicinity of the Fischer Hallman Road corridor it is expected that that traffic flows will be higher because of the retail-commercial activity. It is evident that these two collector roads particularly Street A will have Average Daily Traffic (ADT) flows greater than 8,000 vehicles. A road with this designation and with a daily traffic flow that exceeds 8,000 vehicles requires specific attention to mitigate or reduce the vehicle flow demand. The final lane configuration, pavement treatment including raised medians will be greatly influenced by the entrance locations providing access to the retail / commercial activities. In turn the final lane / pavement configuration will be influenced by the design of the Fischer Hallman Road roundabouts. The design elements in light of the ADT will have to provide or consider traffic calming measures to ensure that the vehicle flow can be accommodated in an acceptable manner;

• Street C, the north south minor collector road provides a direct connection to both Huron Road and Bleams Road. It links the Master Plan area in a north-south direction and provides for a potential north-south transit link within the community. The vehicle demands generated by the community indicate that approximately 300 (2-way) vehicles will use this road during the roadway peak hours. An ADT of approximately 3,000. Although this is a moderate collector road volume demand, it does represent vehicle flows that do not have to use Fischer Hallman Road to enter and leave the community. Further residents of the community do not have to use Fischer Hallman Road to access the majority of the retail / commercial uses along Fischer Hallman Road. Street C also provides a key corridor function for active transportation. Street C represents an opportunity to introduce transit services directly into the community. In addition sidewalks on both sides of the street can accommodate pedestrian needs. The identification of bike lanes also serves to meet the need of bicyclists. Therefore, consideration should be given to protecting this corridor for both vehicle and active transportation needs. Implementation and complete connection of Street C could be dependent upon ongoing traffic conditions. Monitoring of the Fischer Hallman Road corridor and key arterial road intersections could provide the indication of the need and timing to introduce the full connection.
Internal Traffic Flows
AM Peak Hour
Figure 15
8.2 Boundary Roads

The forecast 2031 background traffic and the vehicle activity generated by the Master Plan were added together to estimate total traffic flows.

These traffic flows were analyzed for each primary boundary road intersection. Overall levels of service, vehicle delay and volume to capacity ratios were determined.

Figures 17 and 18 present the summary analysis results for the roadway a. m. and p. m. peak hours respectively.

It should be noted that the analysis assumed:

- Two lanes of traffic in each direction of travel on Fischer Hallman Road;
- Two lanes of traffic in each direction of travel on Bleams Road east of Fischer Hallman Road and one lane of traffic in each direction of travel west of Fischer Hallman Road;
- Two lanes of traffic in each direction of travel on Trussler Road north of Bleams Road and one lane of traffic in each direction of travel south of Bleams Road;
- One lane of traffic in each direction of travel on Huron Road.

The above assumptions are in keeping with the priority improvements identified in Figure 4.

It is evident from the analysis that:

- The two most heavily travelled roads and hence experiencing increasing vehicle congestion and delay are Bleams Road and Fischer Hallman Road;
- Bleams Road although experiencing a moderate level of vehicle delays appears capable of meeting forecast demands with one lane of traffic in each direction of travel;
- Fischer Hallman Road experiences the most significant increase in vehicle delay particularly at the intersection with Bleams Road;
- Trussler Road and Huron Road appear to have fairly low vehicle delays;

This very long term analysis approach to horizon year 2031 indicates that the planned roadway network has the capability to serve anticipated vehicle demands in a feasible and reasonable manner.

Regional Transportation Corridor Design Guidelines

In June 2010 the Region of Waterloo published “Context Sensitive Regional Transportation Corridor Design Guidelines”. The report classifies and designates Fischer Hallman Road, Bleams Road, and Trussler Road as “Neighbourhood Connector – Avenue” within the study area.
The Master Plan transportation assessment verifies that such a designation is appropriate and reasonable for these roads.

The Regional Transportation Corridor Design Guidelines provide for specific Streetscape Design and Operational Criteria. The recommended preferred and minimum criteria for street elements have been accepted as given requirements. With respect to the operational criteria the following recommendations are offered:

- The Fischer Hallman Road corridor in addition to the four lanes of traffic should protect sufficient pavement width and right-of-way to permit the introduction of planned transit services. This could include transit priority lanes and / or other features deemed appropriate by the Region. As a result a sufficient right-of-way must be protected to ensure the total corridor needs are met;

- Trussler Road and Bleams Road, although the assessment indicates that one lane of traffic in each direction of travel is sufficient to meet forecast vehicle demands it is prudent to protect and retain sufficient right-of-way to permit two lanes of traffic in each direction of travel. As well, for these two roads if roundabouts are not selected as the preferred traffic control device for intersections then sufficient space has to be protected for exclusive left turn lanes;

- Access control measures are expected to be enforced along these roads. The identified vehicle demands and transit requirements dictate that careful consideration must be given to the location and type of access that could be provided between the identified collector road intersections. Such access can benefit retail / commercial uses and generated vehicle demands along Fischer Hallman Road but proper evaluation and consideration must be given to protect primary transit and vehicle flows. Although such secondary entrances must be restricted to rights in and rights out, careful consideration must be given to their placement. Their placement must not restrict transit operations or stop requirements.

Further studies (submitted as part of plan of subdivision applications and work done by the Region to support planned road improvements and additions, and transit services) to be undertaken of the Fischer Hallman Road corridor will define and identify the roundabout requirements for each of the primary intersections. This work will likely be taken in context with determining the limited stop express service requirements within the Fischer Hallman Road corridor. These refinements and detail design efforts can likely lessen vehicle delays and improve operating conditions.
Legend:
- **Low Vehicle Congestion and Delay**
- **Moderate Vehicle Congestion and Delay**
- **High Vehicle Congestion and Delay**
- **Very High Vehicle Congestion and Delay**
9. Phasing of Development and Transportation

An assumed phasing plan for the Southwest Kitchener Master Plan area has been developed. This potential phasing plan is illustrated in Figure 19.

Relating this phasing plan to the planned transportation improvements and additions identified in Section 3 the following considerations can be brought forward:

- Phase 1 appears to be an immediate phase which is likely to be brought forward in the next five years or so. All of the Phase 1 lands appear to be low density and can secure access to Bleams Road and Fischer Hallman Road. Existing traffic flows and current intersection operations imply that this level of development can likely be accommodated by the existing roadway network. Detailed traffic studies brought forth as part of the plan of subdivision process will have to detail specific lane modifications / improvements and signal timing adjustments at Bleams Road and Fischer Hallman Road. Any connections of the collector roads to Fischer Hallman Road must retain flexibility to adapt and be modified to accommodate the future phases of development, particularly the high density forms along the Fischer Hallman Road corridor. This initial phase however, will have to include the ultimate sidewalk, bike lane and collector road right-of-way condition within the Master Plan area. In addition protection for the accommodation of future transit infrastructure such as stops and associated passenger pads must be protected for at this phase;

- Phases 2 and 3 appear to be an intermediate time frame which is likely to be brought forward in five to ten years plus. These phases are most important because they coincide with the planned roadway and intersection operational improvements on Fischer Hallman Road. These phases also implement the high density and mixed land use components within the Fischer Hallman Road corridor. As such it is important to ensure that the road improvements and additions are staged such that sufficient operational capacity and levels of service can be provided to both background and development vehicle demand flows. Detailed traffic studies as part of the development submissions can identify the segments of improvements that are needed at the outset. However, based upon this assessment it appears that the most crucial operational improvement revolves around securing the ultimate roundabout configuration for the Fischer Hallman Road / Bleams Road intersection followed by the Fischer Hallman Road / Huron Road intersection. The remaining roundabouts on Fischer Hallman Road will also require their ultimate configuration at the time the adjacent land uses seek access. In these phases of development all ultimate pedestrian sidewalks, connections, trails and bicycle lanes should also be implemented;

- Prior to Phase 4 and likely within ten to fifteen years forward, sufficient travel demands and trends will have begun to be established in this community and surrounding areas. It will be important at this time to begin the review of Street C to determine the need and justification for its implementation;

- Phase 4 appears to be a long term time frame which is likely to be brought forward in ten to twenty years. This Phase is located such that its primary access is from Bleams Road and Trussler Road. Although the analysis shows that this phase can be served by the existing number of lanes on the adjacent boundary road it will be necessary to provide proper controls and operational features at the arterial road intersections. Detailed traffic studies submitted as part of the plans of subdivision can determine if the intersections can be controlled by
roundabouts or traffic signals. The introduction of roundabouts will be dependent upon space availability recognizing the existing development on the north side of Bleams Road. Again all pedestrian, trails and bike lanes must be brought forward. The final planning of this phase should also include the ability to accommodate transit on the internal east-west collector road.

Within each of the above potential phases of development the Region of Waterloo will have begun implementation of the Rapid Transit plan. The Fischer Hallman Road corridor has been designated as a Future High Frequency Bus Connector. It is evident that the Region has the flexibility to introduce changes to bus frequencies as demand changes. All phases of development and individual applications must respect the operational and infrastructure needs of transit. It is expected that the detailed planning and engineering of the ultimate road and transit infrastructure will continue. Once the Fischer Hallman Road corridor plans are finalized the adjacent land uses must respect the requirements.
Assumed Phasing of Development

Figure 19

Note: This phasing plan map was created by the Planning Partnership.
10. Going Forward

Fischer Hallman Road and Bleams Road to some extent will be involved in feasibility and detailed design efforts to initiate the introduction of planned infrastructure. This infrastructure includes roadway widening, traffic control devices and limited stop express service requirements. The Region of Waterloo is expected to define the final intersection treatments and operational controls. Further the Region of Waterloo will determine the timing of transit service and infrastructure requirements.

In addition detailed transportation and traffic assessment studies will come forward as part of the plan of subdivision submission process. These studies will identify the specific infrastructure to support the community development.

This infrastructure effort will require coordination and cooperation with the Region of Waterloo and the City of Kitchener. This effort would lead to cost effective construction and implementation steps.

It is evident; especially for Fischer Hallman Road that additional access between primary intersections (roundabout locations) must be carefully examined such that adverse impacts are not caused to the primary vehicle flows including transit. This additional vehicle access should contain restricted vehicle turning movement entrances or intersections such as rights in and rights out. Again this opportunity can be examined in a coordinated manner.

Further the abutting properties should recognize the importance of providing pedestrian connections to the boundary roads in an effort to shorten walking distances and improve access to the transit services.

The Fischer Hallman Road corridor contains a mix of land uses in strategic formations. This assessment notes the benefits that such land use formations can achieve in lowering dependency upon the automobile for primary (work, and institutional) and secondary (shopping, leisure and recreational) trip purposes. Such a land use formation also provides the opportunity to consider:

- A reduction in the parking supply for certain uses, and;
- The opportunity to share parking where appropriate land uses are adjacent or on top of each other;
- The strategic placement of parking structures to serve parking demand(s).

Fischer Hallman Road will accommodate increased transit services. However, the planned improvement to connect Fischer Hallman Road with Highway 401 will continue to attract automobile flows. In this time period transit will also be seeking increased frequency of services in the Fischer Hallman Road corridor. Planned improvements such as Strasburg Road will help to re-distribute longer distance traffic flows and reduce automobile dependency on Fischer Hallman Road. To ensure transit operating capability future transportation reviews should examine an increasing role and function for Trussler Road. Similar to Strasburg Road this corridor could help to reduce automobile usage on Fischer Hallman Road and permit better operating flexibility for transit. Consideration could be given to highlighting New Dundee Road and Trussler Road as a route combination to potentially reduce vehicle flows on Fischer Hallman Road.
Fischer Hallman Road Corridor Design Brief
4.8
FISCHER HALLMAN ROAD CORRIDOR

Overview
For the purpose of this Urban Design Brief the Fischer Hallman Road Corridor refers to the lands within the boundary defined on the enclosed Design Plan.

A Vision for the Fischer Hallman Road Corridor has been established and is contained in Part 1 of this Design Brief. All aspects of the Corridor design guidelines contained Part 2, 3 and 4 of this Design Brief have been prepared in accordance with this overarching Vision for the corridor so as to ensure an overall sense of cohesion.

Part 2 of this Design Brief pertains to the Character Areas of the corridor. More refined Design Visions have been established for the individual character areas comprising the Fischer Hallman Road Corridor. Detailed design guidelines for each character area have been developed to guide future decision making in order to achieve the character area visions and vision for the Fischer Hallman Road Corridor as a whole. Private realm guidelines are intended to be applied in the review of individual development applications. Public realm guidelines are intended to be considered for streetscape design through the Regional Environmental Assessment process and similar future municipal works opportunities.

Part 3 of this Design Brief pertains to the Gateways within the corridor. Gateways within the corridor have been classified into two typologies: Community Gateways and Neighbourhood Gateways. Detailed design guidelines have been prepared for the two Gateway typologies to clarify the design expectations for each.

Part 4 of this Design Brief identifies site specific considerations, as identified on the Design Plan for the Fischer Hallman Road Corridor.

It is intended that all of the General Corridor Guidelines contained in the Mixed Use Corridor Urban Design Brief and the Design Brief for Suburban Development and Neighbourhood Mixed Use Centres apply to lands within the Fischer Hallman Road Corridor.

It is intended that all parts of this Fischer Hallman Road Corridor Design Brief be considered together. Transitions between character areas and gateway typologies is a high priority. In areas of transition a combination of the applicable design guidelines may be appropriate. Site Specific considerations contained in Part 4 recognize unique site circumstances. In the event of conflicting guidelines, the direction in Part 4 of this Design Brief would take precedence.

Part 1- Corridor Vision
Fischer Hallman Road Corridor will function as the central spine for the Rosenberg Community. It will evolve into a transit-supportive corridor consisting of commercial activity, medium and high density residential, mixed use and office development. Although Fischer Hallman Road will carry a high volume of vehicles, the needs of pedestrians, cyclists and transit users will be a high priority, particularly through the neighbourhood areas of Rosenberg, which will have a different look, character and reduced traffic speeds. The entire streetscape of Fischer Hallman will have an overall sense of cohesion but will have distinguishable urban and natural character areas within it. Intersections which serve as neighbourhood entrance points will be inviting, attractive and reflect local neighbourhood character.
Fischer Hallman Mixed Use Corridor Design Plan
Part 2- Corridor Character Areas

Urban Character Area Vision
The Urban Character Area of the Fischer Hallman corridor will promote compact mixed use development oriented to the street, transit and public sidewalk. It will be a walkable environment designed to be comfortable, safe, interesting and inviting to the pedestrian.

Public Realm- Streetscape Design Guidelines
The Fischer Hallman Road Environmental Assessment will help guide the future design considerations in the public realm. The public realm plays an integral role in the overall character of the streetscape. The public realm can be considered a sum of its component parts: the road way and the boulevard (which is comprised of several zones as illustrated below).

Road Way Guidelines

1. Consider water management and infiltration in the design of the road way.
2. Planned to be four lanes of through traffic.
3. Strive to maintain pedestrian friendly, walkable block lengths.
4. Right in/right out access to private developments are encouraged along Fischer Hallman Road subject to a Regional Road Access Permit.

5. Strive to improve connectivity and accessibility to local neighbourhoods by providing local street connections to Fischer Hallman Road with interval spacing of 200-250 metres between intersections.
6. Provide a dedicated cycling route along both sides of Fischer Hallman Road to accommodate cyclists travelling in both directions.
7. Consider traffic calming options, including curb extensions, bumpouts, on street parking and vertical cues (such as landscaped centre medians) to slow traffic speeds.

Landscaped center medians can narrow the perceived street width and provide a place of refuge at pedestrian crossings.
6. Centre medians should be designed to provide sufficient soil volumes to support healthy tree growth in accordance with street tree best management practices.

7. Consider mid-block crossings at strategic locations to link neighbourhoods or to provide trail crossings to destinations.

8. Clearly demarcate pedestrian crossings and refuge locations.

**Buffer Zone Guidelines**

1. Utilities located within the Buffer Zone should be appropriately set back from the curb line.

2. The Buffer Zone should be adequately sized to minimize risk of damage to landscape treatments and site furnishings from passing traffic, maintenance vehicles and snow storage.

**Landscaping and Site Furnishing Zone Guidelines**

1. Sightlines should be regarded in the placing of all vertical elements in the streetscape, including street lights, landscaping, pedestrian-scaled lighting and other street furniture.

2. A high quality palette of the following streetscape elements will be considered to create a cohesive streetscape character:
   - Paving materials
   - Decorative street signs
   - Street furniture:
     - Garbage receptacles
     - Seating
     - Pedestrian-scaled lighting
     - Banner signage
     - Bollards
     - Bicycle Racks
     - Transit shelters

3. All of the above noted street furniture shall be:
   a) Located at regular intervals along the corridor;
   b) Located within the Landscaping and Site Furnishing Zone unless otherwise noted;
   c) Selected with regard for durability, ease of maintenance, compatibility with the local climate and availability for future replacement;
   d) Of a similar and complementary style;
   e) Of a coordinated palette of colours and materials that reflect the neighbourhood character (as shown above);
   f) Located so as not to obstruct the Pedestrian Clearway Zone and in locations which do not impede emergency and maintenance vehicles, including snow removal vehicles; and
   g) Located and oriented to optimize the pedestrian and transit-users’ experience (safety, comfort and convenience).

4. Encourage pedestrian-scaled lighting integrated with roadway lighting (mid-pole luminaire attachments) or consider installing on decorative poles at intervals regular enough to cast sufficient illumination on the Pedestrian Clearway Zone. LED lighting is preferred.

5. Pedestrian-scaled lighting is a priority at neighbourhood gateway locations and crossings.

6. Landscaping in the Landscaping and Site Furnishing Zone may serve as a visual cue for passing motorists as a traffic calming tool.

7. Street trees in the Landscaping and Site Furnishing Zone are intended to create shade,
protection from wind, street spray and precipitation for pedestrians.

8. Street trees in the Landscaping and Site Furnishing Zone shall be planted at regular intervals dependant on soil volumes.

9. High branching street trees should be positioned to ensure there is no interference with large vehicular traffic or overhead lines. Canopies should be a maintained at a minimum of 3 metres higher than the grade of the Pedestrian Clearway Zone for pedestrian comfort.

A clearly defined and uninterrupted multi-use trail can accommodate both cyclists and pedestrians (Kris Westwood)

Land Use Transition Zone Guidelines

1. Consideration may be given to encroachment agreements for architectural projects, signage, awnings, canopies, private street furnishings or outdoor displays into the public right of way if located entirely within the Land Use Transition Zone subject to City approval for City streets or Regional approval for Regional roads.

2. Transit stops and shelters should be designed in accordance with Grand River Transit Location and Design Guidelines. Encourage locating transit shelters near prominent building entrances in the Land Use Transition zone where reasonably practicable, or alternatively to be located in the Landscaping and Site Furnishing Zone.

Pedestrian Clearway Zone Guidelines

1. Dedicate space for pedestrians and cyclists for travel in both directions on both sides of Fischer Hallman Road separated from the road way. An uninterrupted multi-use trail on both sides of the road is one such option.

Locate transit shelters behind the Pedestrian Clearway
Private Realm- Streetscape Design Guidelines

The Design Plan for Fischer Hallman identifies residential and mixed use/commercial streetscape areas comprising the Urban Character Area. The following design guidelines apply according to the streetscape area applicable to the subject site.
<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Residential Streetscape</th>
<th>Commercial / Mixed Use Streetscape</th>
</tr>
</thead>
</table>
| Lot / Block configuration            | • Backlotting and sidelotting of residential development to Fischer Hallman Road or neighbourhood gateway streets is not permitted.  
• Long blocks of similar and/or concentrations of small lot frontage is discouraged.                                                                                                                                                                                                                                                      | Any blocks created should have sufficient frontage on Fischer Hallman Road.                                                                                                                                                                                  |
| Front yard and yard abutting a street setbacks | • Encourage front yard setbacks that are comparatively larger than front yards in the commercial/mixed use streetscape areas to provide sufficient front yard for landscaping.                                                                                                                                                                                                                          | • Minimal front yard setback to ensure the building addresses the street. Locate buildings that are near transit stops closer to the street.                                                                                                                                                   |
| Building Placement                  | • Prominent building entrances are to be oriented toward the public realm.  
• Buildings to maintain a generally consistent street edge with subtle variations in setbacks.  
• Siting and orientation of building(s) on a lot & distribution of building heights and massing shall minimize the appearance of bulk, frame intersections and reduce impacts (shadow, overlook) on adjacent residential properties.                                                                                                                                                                                                 |                                                                                                                                                                                                                                                         |
| Front yard projections               | • Architectural projections (eg: steps, porches) in the front yard acceptable                                                                                                                                                                                                                                                                                                                                                                           | • Canopies, awnings and “spillover” uses (eg: restaurant patios, informal gathering places) in the front yard encouraged.                                                                                                                                                                           |
| Building height                     | • Midrise building form encouraged. Heights will generally be between 3 to 6 storeys with opportunities for taller buildings at locations specified by the Rosenberg Secondary Plan and Zoning By-law. Increased step backs and terracing of upper storeys may be regulated.  
• Subtle variations of building heights and rooflines are encouraged to create interest along the streetscape.  
• Ensure a compatible transition of building heights from buildings located in the corridor and the low-rise buildings in the adjacent low rise neighbourhoods.                                                                                                                                                           |                                                                                                                                                                                                                                                         |
| Street Enclosure                    | • Massing of development will maintain a human scale and a 1.2 height-to-corridor ratio.  
• A podium base of 3 to 6 storeys is considered appropriate with stepbacks for upper storeys.                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                         |
| Massing                             | • Provide for interruptions of long spans of building mass along a streetscape to create permeable building blocks.  
• Buildings will be oriented to reduce the appearance of mass and minimize shadow and overlook conditions on adjacent low-rise residential development.                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                         |
| Building Facades                    | • Blank facades to Fischer Hallman and intersecting gateway streets are not permitted.  
• Corner lots will be developed with facades that address both street frontages.                                                                                                                                                                                                                                                                                               | • Encourage regular building openings for all facades addressing a street.  
• Corner lots will be developed with facades that address both street frontages.  
• Ground floor facades, window openings, entrances & outdoor patio areas may be regulated.                                                                                                                                                                                                                      |
| Materials/ articulation              | • High quality building materials and architectural articulation will be required for all buildings fronting on Fischer Hallman and/or intersecting gateway streets.  
• Buildings at priority lots (gateways, corner lots, site of cultural heritage interest, village greens, neighbourhood parks or terminus sites) are encouraged to be designed as landmarks with architectural innovation.                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                         |
| Parking location                    | • Structured parking is strongly encouraged.  
• Surface parking lots should not be permitted in the front yard or yard abutting a street and may be further regulated through the zoning.  
• Shared parking and internal accesses among uses and developments will be encouraged where appropriate.                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                         |
<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Residential Streetscape</th>
<th>Commercial / Mixed Use Streetscape</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service areas</td>
<td>Garbage facilities, parking, loading &amp; service areas will be designed and oriented to</td>
<td>Consolidated access points may be encouraged as a measure to minimize impacts on traffic flow</td>
</tr>
<tr>
<td></td>
<td>be screened from view from the public realm and adjacent low rise residential properties</td>
<td>and to reduce the number of interruptions in the Pedestrian Clearway Zone. Connectivity internal</td>
</tr>
<tr>
<td></td>
<td>and to minimize adverse impacts on adjacent properties.</td>
<td>to the site/block should also be considered.</td>
</tr>
<tr>
<td>Access</td>
<td>Access via private rear lanes or window streets may be considered to support planning</td>
<td></td>
</tr>
<tr>
<td></td>
<td>objectives for streetscape, built form, and reduce conflict between multi-use pathways,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>cycling routes, sidewalks, driveways and transit.</td>
<td></td>
</tr>
<tr>
<td>Transportation Demand Management</td>
<td>Transportation Demand Management measures are encouraged for all development applications.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reduced parking requirements will be considered for all developments which achieve the</td>
<td></td>
</tr>
<tr>
<td></td>
<td>objectives of the TDM Plan</td>
<td></td>
</tr>
<tr>
<td>Landscape treatment in the front</td>
<td>Soft landscaping treatments, including tree planting are encouraged.</td>
<td>Hardscaping treatments (eg: planter boxes) are encouraged.</td>
</tr>
<tr>
<td>yard or yard abutting a street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sustainable building strategies/</td>
<td>Private amenities may be provided in the form of rooftop gardens, private balconies.</td>
<td>Solar panels, green roofs and other sustainable building design strategies are encouraged.</td>
</tr>
<tr>
<td>amenity space</td>
<td>Solar panels, green roofs and other sustainable building design strategies are</td>
<td></td>
</tr>
<tr>
<td></td>
<td>encouraged.</td>
<td></td>
</tr>
<tr>
<td>Pedestrian scaled lighting</td>
<td></td>
<td>Consideration may be given to integration of pedestrian-scaled lighting in building/site</td>
</tr>
<tr>
<td></td>
<td></td>
<td>design where appropriate.</td>
</tr>
</tbody>
</table>

* In the case of a residential development proposed within a Commercial/Mixed Use Streetscape area consideration of Residential Streetscape design guidelines may be appropriate.
Urban Character Area Streetscape
Potential Option (for illustrative purposes):
Off road multi-use trails, landscaped centre median, off street parking, residential and commercial frontages

36 metre Right of Way
Urban Character Area Streetscape

Potential Development Options

**Mixed Use Development**

- Active uses at grade
- Regular building openings at the sidewalk
- Human scaled podium base with stepbacks to upper storeys

**Commercial Development**

- Curb extension to create semi-public plaza
- On street parking
- Articulated façades addressing both streets

**Residential Development**

- Soft landscaping within the front yard
- Pedestrian scaled lighting
- Front lined development – driveways located at the rear

- Pedestrian Scaled lighting
- Landscaped centre median
- Wide, uninterrupted multi-use trail
- Parking areas screened from view
- Minimal front yard setbacks with hardscaping to animate Mixed Use street edge
- Relatively larger setbacks with softscaping along Residential street edge
Natural Character Area Vision
The primary focus in the Natural Character Area of the Fischer Hallman corridor will be to conserve, maintain and enhance natural heritage features and landscapes. This area will be characterized by a narrowed right of way with enhanced vegetation on both sides of the road. Opportunities to improve linkages between the Fischer Hallman corridor and the Huron natural area will be considered within this area.

Public Realm - Streetscape Design Guidelines
The Fischer Hallman Road Environmental Assessment will help guide the future design considerations in this area. The following public realm streetscape design guidelines provide high level design direction for consideration in this process.

Road Way Guidelines
1. Consider water management and infiltration in the design of the road way.
2. Minimize the width of the road way as a traffic calming measure and to minimize any impacts on the natural landscape.
3. Design of road way will maintain existing viewsheds (eg: to the Huron Natural Area).

Buffer Zone Guidelines
1. Utilities located within the Buffer Zone should be appropriately setback from the curbline.

Landscaping and Street Furnishing Zone
1. Strive to conserve all existing vegetation.
2. Consider implementation of a naturalized streetscape treatment.
3. Avoid introduction of any non-native landscaping.

Pedestrian Clearway Zone
1. Dedicate space for pedestrians and cyclists for travel in both directions on both sides of Fischer Hallman Road separated from the roadway. An uninterrupted multi-use trail on both sides of the road is one such option.

Private Realm - Streetscape Design Guidelines
Policies in the Rosenberg Secondary Plan designate much of the Natural Character Area as open space and natural heritage, wherein private development is limited. The following guidelines apply for private development on lands in close proximity to the Natural Character Area.

1. Development in close proximity to the Huron Natural Area will maintain views and vistas to this key feature of the Natural Heritage and Open Space system.
2. Incorporate appropriate setbacks and buffers from natural heritage features including any significant habitat, if any.
3. Exercise environmentally responsible design and construction practices.
4. Maintain and enhance natural features and landscapes in building and site design.

Natural Character Area
Part 3- Gateway Typologies
The Gateways within the Fischer Hallman Corridor are located at prominent intersections along the corridor. The Gateways are the primary cross-corridor connection points for pedestrians and cyclists and as such clearly defined pedestrian crossings are essential in these locations. The Gateways permit greater population and employment densities than elsewhere along the Fischer Hallman corridor. Most importantly, the Gateways serve a vital place making function. These are the locations where sense of place is instilled which helps define local neighbourhoods and/or the Rosenberg Community as a whole. Unless otherwise stated herein, the public and private realm principles of the Urban Character Area apply in the Gateways, and the additional guidelines for the Gateways contained herein also apply. There are two gateway typologies within the Fischer Hallman Mixed Use Corridor- Community Gateways and Neighbourhood Gateways. The following design guidelines apply according to the Gateway typology (as shown below):
Community Gateway Vision
Community Gateways will be destinations for the many residents and employees of the Rosenberg Community, providing a range of commercial and employment opportunities as well as transit hub connections to travel to and from other locations throughout the City. These community gateways will be key locations to express community identity and foster sense of place as the travelling public enters the Rosenberg Community.

Neighbourhood Gateway Vision
Neighbourhood Gateways will be vibrant lively places designed to reinforce neighbourhood character. These locations will become inviting entrances into the neighbourhoods. These gateways will be neighbourhood focal points; acting as gathering places for the residents of the surrounding area. Neighbourhood Gateways can be considered the local “Main Street” of the neighbourhoods they serve.
The following chart highlights the public realm characteristics which distinguish the two Gateway typologies.

**Public Realm Characteristics**

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Community Gateway</th>
<th>Neighbourhood Gateway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place making capacity</td>
<td>Intended to reinforce the sense of place of the City of Kitchener and/or Rosenberg Community as a whole</td>
<td>Intended to reinforce the sense of place of the local neighbourhood</td>
</tr>
<tr>
<td>Land Use Transition Zone</td>
<td>Minimal activity in this zone; not an optimal location for “spillover” uses</td>
<td>Maximize use of this zone; promote “spillover” activity and social interaction.</td>
</tr>
<tr>
<td>Right of Way design</td>
<td>Higher volume of vehicular traffic. Highly legible pedestrian crossings (including pedestrian refuge islands) are a top priority in road way design. On street parking not appropriate.</td>
<td>Lesser volume of vehicular traffic. Highly legible pedestrian crossings (including pedestrian refuge islands) are a top priority in road way design. Consider traffic calming options (such as bumpouts, onstreet parking) as a high priority in road way design. Landscaped centre median to be incorporated in intersecting street design. On street parking encouraged in certain locations- see Part 5 Site Specific Considerations.</td>
</tr>
<tr>
<td>Landscape and Site Furnishing Zone elements (including banners, public art, street furnishings, wayfinding signage, commemorative signage)</td>
<td>Will reflect the Rosenberg Community. Street trees should be planted at regular intervals along both Fischer Hallman Road and the intersecting street.</td>
<td>Will reflect the local neighbourhood with some reference to the broader Rosenberg Community. Street trees should be planted at regular intervals along both Fischer Hallman Road and the intersecting street.</td>
</tr>
<tr>
<td>Gateway features</td>
<td>Incorporate larger scale, more decorative entrance features such as decorative walls and pillars.</td>
<td>Incorporate smaller scale, lower maintenance entrance features.</td>
</tr>
</tbody>
</table>

*Prominent gateway features encouraged at Community Gateway locations to identify Rosenberg Community*  
*Widened boulevard encouraged at a Neighbourhood Gateway to maximize activity in the land use transition zone (Dan Burden)*
The following chart highlights the private realm characteristics which distinguish the two Gateway typologies.

**Private Realm Characteristics**

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Community Gateway</th>
<th>Neighbourhood Gateway</th>
</tr>
</thead>
</table>
| Built form                                  | • Balance of building heights on both sides of the street and at a scale that does not exceed 1:2 height to corridor width in order attractively frame the intersection.  
• Corner lot buildings to have articulated facades on both street frontages.  
• Landmark building design: architectural innovation and expression is encouraged. |  
| Ground floor use                            | • Active use                                                                        | • Active use, particularly restaurants and specialty retail.                           |
| Building orientation relative to Fischer Hallman Road | • Minimal setbacks; oriented close to Fischer Hallman Road | • Comparatively greater setbacks than Community Gateways  
• Greater animation of private and semi-public space in front of the building particularly at the intersection. |
| Building orientation relative to intersecting street | • Generally similar setback as the setback to Fischer Hallman Road, in some cases lesser setback than to Fischer Hallman  
• Prominent building entrances will be oriented towards Fischer Hallman Road and interior to the site | • Lesser setback than the setback to Fischer Hallman Road; greater setbacks may be appropriate to accommodate outdoor patio areas  
• Prominent building entrances will be oriented towards the intersecting street (rather than Fischer Hallman Road) |

Opportunities for greater building heights at Community Gateway locations (Molinaro Group)

Minimal building setbacks along Neighbourhood Gateway intersecting street frontage (Dan Burden)

Articulation of all street facing facades required along both Community and Neighbourhood Gateways
Part 4- Site Specific Design Considerations
1. **Heritage Resource**: Conserve existing buildings and structures of historical or architectural significance or cultural merit. Development on adjacent lands will complement and where possible incorporate the heritage resource. Impacts to the heritage resource will be evaluated through the development review and Environmental Assessment processes.

![Cultural Heritage Resource on the Municipal Heritage Register- 1940 Fischer Hallman Road](image)

2. **Bleams Road- Heritage Road**: Consider an interpretive panel on the south side of Bleams Road to recognize the historical significance of Bleams Road and the Village of Williamsburg.

3. **Fischer Hallman and Bleams Community Gateway**: This Gateway is a destination for the Rosenberg Community for commercial and employment uses. It is an entrance point into Rosenberg from the north as well as an entrance point into Williamsburg from the south.

   a) Mid to high rise (8 to 10 storey) buildings are encouraged on easterly corners and lesser height (3 to 6 storeys) will be encouraged on westerly corners to ensure a compatible transition of building height from adjacent low rise residential area to the west. Mid and high rise buildings should maintain a human scaled podium base of 3 to 6 storeys with stepbacks of upper storeys to maintain a human scale and a 1:2 height-to-corridor ratio. High rise residential development south of the gateway must also maintain a similarly scaled podium base along Fischer Hallman Road with stepbacks to upper storeys.

   b) Buildings at this gateway will be oriented to Fischer Hallman Road with minimal building setbacks from the Fischer Hallman Road street line.

![Graduated increases in height from east to west along Bleams Road across Fischer Hallman Road](image)

4. **Possible midblock crossing**: Consider a midblock crossing to improve east-west connectivity of neighbourhoods and linkages to the trail network.

5. **Fischer Hallman Road and Rosenberg Way Neighbourhood Gateway**:

   a) A top priority for this Gateway is to optimize connectivity and linkages to the trail network, the planned neighbourhood park to the east, the Huron Natural Area and the Huron Business Park. Consider incorporating this trail in the form of a multi-use trail in the design of Rosenberg Way.

![To reinforce the human scale a 1:2 height-to-corridor ratio (or 45 degree angular plane from the centre of the street) is encouraged](image)
b) Consider bump-out /curb extension to widen the Pedestrian Clearway and Land Use Transition Zones and to create an opportunity for on street parking. On street parking is preferable on one side of the street on Fischer Hallman Road both north and south of the intersection during off peak hours and on one side of the street on Rosenberg Way both east and west of the intersection.

c) Orient primary building entrances with regard for siting of transit stop. Incorporate the transit stop in the Land Use Transition Zone if possible.

d) Building setbacks of up to 10 metres from the street line will be encouraged at the corner of Fischer Hallman Road to increase semi-public space and/or where necessary to accommodate outdoor commercial space (e.g. patio or street retail). Parking will not be permitted within this setback.

e) Generally, minimal building setbacks will be encouraged along Rosenberg Way to promote a pedestrian-oriented streetscape. Consideration may be given to setbacks of up to 10 metres from the street line to increase semi-public space and/or where necessary to accommodate outdoor commercial space (e.g. patio or street retail). Parking will not be permitted within this setback.

f) Incorporate public art, wayfinding signage and/or interpretive signage at trail connection e.g. to highlight landmarks, views and vistas and/or to provide information about the Huron Natural Area.

g) Building facades of corner buildings to address both streets but to be oriented towards Rosenberg Way.

h) Live/work developments will be encouraged along Rosenberg Way.

i) Midrise buildings of up to 5 storeys in height permitted on the west side of the intersection.

j) High rise buildings in a tower form of up to 10 storeys in height are encouraged on the east side of the intersection.

k) Podium base of high rise buildings should balance the mid rise scale of development on the west side of the intersection with stepbacks to upper storeys.

6. **Possible midblock crossing**: Consider a mid-block crossing to improve east-west connectivity of neighbourhoods and linkages to the community trail network. Consider the incorporation of public art, wayfinding signage and/or interpretive signage at this location to bring awareness to the Regional Core Environmental Features in the area.
7. **Fischer Hallman Road and Seabrook Drive Neighbourhood Gateway:**

a) Provide a dedicated cycling lane in the design of the Seabrook Drive road right of way.

b) Consider bump-out /curb extension to widen the Pedestrian Clearway and Land Use Transition Zones and to create an opportunity for on street parking. On street parking is preferable on one side of the street on Fischer Hallman Road north of the intersection during off peak hours and on one side of the street on Seabrook Drive both east and west of the intersection.

c) Orient primary building entrances with regard for siting of transit stop. Incorporate the transit stop in the Land Use Transition Zone if possible.

d) Building setbacks of up to 10 metres from the street line will be encouraged at the corner of Fischer Hallman Road and Seabrook Drive to increase semi-public space and/or where necessary to accommodate outdoor commercial space (eg: patio or street retail). Parking will not be permitted within this setback.

e) Generally, minimal building setbacks will be encouraged along Seabrook Drive to promote a pedestrian-oriented streetscape. Consideration may be given to setbacks of up to 10 metres from the street line to increase semi-public space and/or where necessary to accommodate outdoor commercial space (eg: patio or street retail). Parking will not be permitted within this setback.

f) Encourage live/work development along Seabrook Drive.

g) Maximum five storey building height permitted. Minimum façade height of 2 storeys required.

h) Buildings facades of corner buildings to address both streets but to be oriented towards Seabrook Drive.

"A clearly defined mid block crossing to establish/enhance linkages (Gary Toth)"

Corner buildings to be articulated at the corner and address both street frontages

8. **Stormwater Management Pond:** A stormwater management pond is likely to be located along the west side of Fischer Hallman Road. There is existing backlotted residential development with privacy fencing along the east side of Fischer Hallman Road. Streetscape character will differ from the guidelines in this location given these conditions.

9. **Fischer Hallman Road and “Street A” Intersection:**

a) Consider bump-out /curb extension to widen the Pedestrian Clearway and Land Use Transition Zones and to create an opportunity for on street parking. On street parking is preferable on one side of the street on “Street A” west of the intersection.
10. **Huron Road-Heritage Road**: Consider an interpretive panel on the north side of Huron Road to recognize its historical significance.

11. **Fischer Hallman and Huron Community Gateway**:

   a) Encourage integration of public art and/or landscaped entrance feature on the northwest corner of Fischer Hallman Road and Huron Road to identify this location as the primary entrance into the City’s Urban Area and the Rosenberg Community from the South.

   ![Gateway entrance features may also be integrated in the design of the road way (Gary Toth)](image)

   b) Buildings proposed on the northwest and southeast corners of the intersection are to be oriented to Fischer Hallman Road with minimal building setbacks from the Fischer Hallman street line. A podium base of 2 to 5 storeys in height is encouraged along Fischer Hallman Road. Mid to high rise buildings up to 8 to 10 storeys are encouraged if taller buildings are located interior to the site or stepped back from the Fischer Hallman Road and Huron Road street lines.

   ![Stepbacks of upper storeys can help reinforce the podium base and reduce the appearance of mass](image)

   c) On the northeast corner of the intersection the buildings are encouraged to be oriented towards Huron Road and be of a low to mid rise scale (2 to 5 storeys) as a transition from nearby low rise residential development to the east.
d) A transition of building height will be required from taller buildings near Fischer Hallman Road and Huron Road to the nearby low density residential development to the east and west.

e) Close proximity to nearby transit hub serving the community; consider linkages to the transit service in site design and development.

12. Vegetation: Existing vegetation on the northeast corner of this intersection is to be conserved in accordance with an approved Environmental Impact Study (EIS). Appropriate scale and siting of buildings on this corner will depend on the outcome of the EIS.

13. Fischer Hallman and Street One of Subdivision 30T-07205 Neighbourhood Gateway: This Gateway is an entrance point into Subdivision 30T-07205. It is a primary path between a local neighbourhood park and a municipal park.

a) Building and site design will be required to preserve and enhance view corridor of both terminus sites at either end of Street One.

b) A top priority for this Gateway is to optimize connectivity for all modes of travel to the planned District Park to the west.

c) Incorporate connections and linkages to the planned neighbourhood park to the east.

d) Consider on street parking on Street One on both sides of the street.

e) Median to be incorporated in the road right of way on Street One.

f) Mid rise form of development (two to four storeys) encouraged along Street One.

g) Mid to high rise form of development (8-10 storeys) encouraged in a tower form stepped back from the Fischer Hallman and Street One streetlines.

h) Podium of any high rise development must reinforce human scale and complement the adjacent lower scale of development along Street One.

i) Building setbacks of up to 10 metres from the street line will be encouraged at the corner of Fischer Hallman Road and Street One to increase semi-public space and/or where necessary to accommodate outdoor commercial space (e.g: patio or street retail). Parking will not be permitted within this setback.

j) Generally, minimal building setbacks will be encouraged along Street One to promote a pedestrian-oriented streetscape. Consideration may be given to setbacks of up to 10 metres from the street line to increase semi-public space and/or where necessary to accommodate outdoor commercial space (e.g: patio or street retail). Parking will not be permitted within this setback.
k) Potential transit hub to be located in the immediate area. Transit facilities to be designed in accordance with Grand River Transit Location and Design Guidelines. Lay-by design for transit facility is preferred.

l) Orient primary building entrances with regard for siting of transit stop. Incorporate the transit stop in the Land Use Transition Zone if possible.

m) Consider utilization of Land Use Transition Zone and/or semi-public spaces for passive waiting areas for the transit service.

n) Incorporate pedestrian linkages between building entrances and transit hub location.

o) Encourage connectivity and linkages to the transit facility from nearby sites.

14. **Fischer Hallman and Street Two of Subdivision 30T-07205 Intersection:** This is an entrance point to Subdivision 30T-07205. It is also a primary entrance point into the Rosenberg Community and the City Urban Area from the south for a large portion of the travelling public.

   a) Encourage integration of public art and/or landscaped entrance feature at this location.

   Public art can help instill a sense of place and reflect neighbourhood identity

   b) Encourage mixed use buildings of up to 6 storeys in height at the intersection with possibilities for greater height if stepped back from the Fischer Hallman Road streetline.

   Midrise scale of development with a mix of uses

15. **District Park:** Any buildings proposed on the District Park lands should be oriented towards Fischer Hallman Road.
Stakeholder Comments
### Rosenberg Secondary Plan Comments

<table>
<thead>
<tr>
<th>Rio Can Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 points raised concerning specific text and mapping details</td>
<td>Text and mapping changes have been made in response to most of these comments</td>
</tr>
<tr>
<td>Concern over requirement to regulate orientation of building</td>
<td>It is appropriate to give general direction on building orientation in a secondary plan. Detailed built form determined during zoning and site plan stages based on built form objectives established in the Secondary Plan.</td>
</tr>
<tr>
<td>Parking location criteria in secondary plan</td>
<td>It is appropriate to give broad direction on parking in a secondary plan. Detailed parking requirements determined during zoning and site plan stages.</td>
</tr>
<tr>
<td>Built form, facades, orientation, entrances</td>
<td>It is appropriate to give direction on built form in a secondary plan. Detailed built form determined during zoning and site plan stages based on built form objectives established in the Secondary Plan.</td>
</tr>
<tr>
<td>Location of parking in relation to built form</td>
<td>It is appropriate to give direction on this relationship in a secondary plan. Detailed requirements will be determined during zoning and site plan stages.</td>
</tr>
<tr>
<td>Cultural heritage buildings – development adjacent to</td>
<td>May require HIA in accordance with current legislation (PPS)</td>
</tr>
</tbody>
</table>
| Concern over the need for the minor collector street transecting the property; | - Road connection now known as Street “A” needed from Fischer Hallman between Huron/Seabrook  
- Street ‘A’ was part of a proposed collector road system- based on grid like road network achieving many planning objectives (walkability/bicycle)  
- Only right-in right-out at Fischer Hallman – minor collector – could have reduced right of way  
- Ensures connectivity between commercial and residential and through a formal public road  
- The road bisecting this large site creates more manageable blocks rather than one large commercial site  
- Allows for potential bus route in future  
- Needed for broader route network to provide route options |
| Concerned with building height greater than 1 or 2 storeys | - It is appropriate for a secondary plan to provide general direction on building height  
- Detailed building height requirements to be established during zoning and site plan stages |
<p>| Support for MU land use designation; not supportive of the MU zoning | Zoning concerns can be addressed at that time that zoning is being considered. The mixed use policy framework in the secondary plan implements the KGMS and other planning objectives for this area. |
| Fair treatment of applicant | It is the City’s practice to treat everyone fairly |</p>
<table>
<thead>
<tr>
<th><strong>Becker (Schlegel)</strong></th>
<th><strong>Comments</strong></th>
<th><strong>Staff Response</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>MU2 for Main Street rather than MU1; High Density rather than Medium Density 2</td>
<td>- Agree that MU2 supports a preferred location for high density redevelopment along Main Street and supports a transit hub and would support future uses in the larger blocks. Many Changes requested were made accordingly except for the southerly block - Additional residential density not necessarily needed on Southerly block as there is opportunity for higher density in MU2 block - City supports a scale and massing at the gateway into this community as a lower scale as being more appropriate as the land use changes from agricultural to medium density zoned area with higher concentration of residential uses in the MU2 area as this provides for better transitioning from low to higher densities</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Big Springs (Schlegel)</strong></th>
<th><strong>Comments</strong></th>
<th><strong>Staff Response</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>7 suggested changes to mapping</td>
<td>- 3 changes made - Change 1 and 2 are regarding changing the shape of mixed use area not made — staff felt that this should remain ‘L’ shaped to provide street presence along opposite sides of Fischer Hallman and in order to discourage the side or back of building facing onto Fischer Hallman — the buildings are encouraged to wrap around - Last two comments re: deferral areas — MNR firm on this area and may wish open space designation to prevail — we have allowed for discussion to occur to finalize this designation with MNR</td>
<td></td>
</tr>
<tr>
<td>Extend linear shape of Community Centre and library</td>
<td>done</td>
<td></td>
</tr>
<tr>
<td>NI designation rather than park designation for flexibility of use in case of Community Centre/library does not get built</td>
<td>If a community centre/library does not get built in this location a park is preferable to residential uses in order to take advantage of the central location.</td>
<td></td>
</tr>
<tr>
<td>Why have a Deferral area</td>
<td>Subject to provincial legislation and MNR direction and was opportunity to allow for technical work to continue. Now referred to as a “special policy area”.</td>
<td></td>
</tr>
<tr>
<td>Suggest that Linear green space be increased from 6 metres to 30 metres</td>
<td>Added flexibility in park policies ranging from 6-20m, exact size to be determined through development applications</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Bousefield/Ian Cook</strong></th>
<th><strong>Comments</strong></th>
<th><strong>Staff Response</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>20 requested changes to text and mapping to Secondary Plan</td>
<td>Met with applicant to discuss and agreed to make several changes</td>
<td></td>
</tr>
<tr>
<td>5 suggested changes to OPA 90</td>
<td>Changes made in response to all 5 suggestions</td>
<td></td>
</tr>
<tr>
<td>Mapping changes to Maps22C &amp; 22E re: trails and symbols in</td>
<td>Changes made is response to all mapping comments</td>
<td></td>
</tr>
<tr>
<td>Labreche Patterson</td>
<td>Comments</td>
<td>Staff Response</td>
</tr>
<tr>
<td>-------------------</td>
<td>----------</td>
<td>----------------</td>
</tr>
<tr>
<td>3 main concerns</td>
<td>The policies have been revised somewhat to address these concerns</td>
<td></td>
</tr>
<tr>
<td>Concern over setback from drive-through from intersection</td>
<td>Policy has been amended to remove specific setback distance but shall provide direction without being too restrictive – details to be dealt with at zoning by-law and site plan stage</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hallman via MHBC</th>
<th>Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concerned over timing of grocery store</td>
<td>Hallman has an agreement with one land owner over food store timing – and these timelines may be considered through the implementing zoning process. It is possible that it will be several years before these lands develop in which case there should not be an issue.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1314 Fischer Hallman – Doersma – MHBC</th>
<th>Comments</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 concerns regarding mapping and text changes</td>
<td>Changes made to mixed use policies and open space designations adjusted to correspond with OP mapping</td>
<td></td>
</tr>
<tr>
<td>30m buffers</td>
<td>Buffers maintained after confirming with GRCA and Environmental Planning staff. Mapping consistent with City’s natural heritage system mapping and best practice.</td>
<td></td>
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<tr>
<td>Delineation of natural heritage limit on East Side of Fischer Hallman</td>
<td>Additional policy added to clarify that buffers east of Fischer Hallman already established through an approved study.</td>
<td></td>
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<tr>
<td>Request for a Mixed Use Node designation at Fischer Hallman/Bleams</td>
<td>Maintained as a Mixed Use Corridor which allows same uses but is different in shape. This suggestion was considered during the Community Master Plan phase and it was decided this area was more appropriate as MU Corridor.</td>
<td></td>
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<tr>
<td>Clarity about unit FSR</td>
<td>Unit FSR required for each site</td>
<td></td>
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<tr>
<td>Concerns over encouragement to have mixed use buildings</td>
<td>MU buildings encouraged and preferred but not required to achieve mixed use objectives.</td>
<td></td>
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<tr>
<td>Permitted uses unclear</td>
<td>Permitted uses are identified in the policies and will be further refined in zoning by-law</td>
<td></td>
</tr>
<tr>
<td>Confirmation over what is meant by having minimum residential/commercial uses within mixed use areas</td>
<td>This level of detail is too specific for OP policies but will be clarified in the implementing zoning by-law. The intent is to discourage large mixed use areas with only one predominant use</td>
<td></td>
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<tr>
<td>Uncertainty over the ‘general’ nature of mixed use policy wording</td>
<td>Use of the word ‘may’ provides for flexibility and is consistent with the amended OP language</td>
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<tr>
<td>Suggested some additional policy word change</td>
<td>Staff agrees with the suggested wording regarding maximum front yard setbacks and made changes accordingly</td>
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<thead>
<tr>
<th>Area 2 Landowners via MHBC</th>
<th>Comments</th>
<th>Staff Response</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Concern over policies regarding Neighbourhood Institutional sites that are not intended for schools</td>
<td>Policy has been amended to allow for flexibility in uses</td>
<td></td>
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<td>---</td>
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<td></td>
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<tr>
<td>School site requiring an OPA</td>
<td>Policy has been clarified in the Secondary Plan. OPA only required in specific circumstances</td>
<td></td>
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<tr>
<td>30m buffer concern</td>
<td>Buffers maintained after confirming with GRCA and Environmental Planning staff. Mapping consistent with City's natural heritage system mapping and best practice.</td>
<td></td>
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<tr>
<td>Outstanding water management issues</td>
<td>The water management policies and AMEC letter were updated accordingly</td>
<td></td>
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<tr>
<td>Sanitary sewer capacity assessment</td>
<td>Sanitary Sewer Capacity Assessment updated in response to comments from several stakeholders.</td>
<td></td>
</tr>
<tr>
<td>MTE comments on water management plans</td>
<td>Comments from MTE on the AMEC memo were forwarded to City engineering staff for their consideration and information and many suggested changes have been incorporated into the memo where appropriate</td>
<td></td>
</tr>
<tr>
<td>Clarification on servicing policy</td>
<td>Minor changes to the policy have been made for clarification</td>
<td></td>
</tr>
<tr>
<td>Suggested clarification in OPA re: significant groundwater recharge areas</td>
<td>Statement added to OPA</td>
<td></td>
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</tbody>
</table>
| Request the completion of Strasburg Creek Flood Control EA – staff report should have recommendation about this | - A policy exists to this effect  
- The staff report will include a recommendation on this |
| Potential for Class EA for Rosenberg Way policy requested | Added a policy that an East/West major collector parallel to Bleams be provided (Rosenberg Way). If Class EA is determined to be necessary then this process should be coordinated with processing of development applications |

**MHBC Comments**

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<thead>
<tr>
<th>MHBC Comments</th>
<th>Staff Response</th>
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</table>
| 70 points raised in letter regarding text, mapping, buffers, stormwater management policies/groundwater recharge areas | - Text changes made where appropriate. AMEC’s work and recommendations reflected in policies and attached in the Appendix to the Secondary Plan  
- Mapping changes made where appropriate |
| - Justification on the North/South Road (Amand Drive) | - Provides opportunity for transit route, connects neighbourhoods and cannot go through cemetery, provides another travel option between Fischer Hallman and Trussler Road  
- Achieves City’s objective for a more grid like road pattern  
- As population grows the need for additional travel options will evolve  
- This increased need will go beyond this planning horizon and we need to plan for those roads now |
<p>| Servicing Analysis clarification on policy | - A policy about servicing revised and Servicing Overview Report attached in the Appendix to the Secondary Plan |</p>
<table>
<thead>
<tr>
<th>Activa (MHBC)</th>
<th>Comments</th>
<th>Staff Response</th>
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</thead>
</table>
| 5 concerns over 30m buffer and previous decisions, location of Storm Water Management (SWM) facilities, urban green locations and extension of street | - Buffers will be in accordance with middle Strasburg Creek EIS (1997)  
- Policies around Storm Water Management (SWM) facilities refined  
- Park size reduced and street is required for access to public park, breaks up a large MU site (reduced street width could be considered)  
- Private green amenity areas are required in Multiple residential developments |

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<tr>
<th>MHBC- general comments</th>
<th>Comments</th>
<th>Staff Response</th>
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<tbody>
<tr>
<td>16 comments received on July 22nd 2011 confirming some issues discussed with staff about the Secondary Plan design</td>
<td>- Many of the recommendations or agreed upon points have been incorporated, however, additional discussions have occurred with the School boards and this has resulted in map changes and therefore some changes originally discussed with the landowner have been adjusted to incorporate some of the School Board's issues as well. The plan is a balance of all the objectives</td>
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<tr>
<th>GRCA</th>
<th>Comments</th>
<th>Staff Response</th>
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<tbody>
<tr>
<td>17 points on policy clarification on references to documents and text changes</td>
<td>Policy suggestions made throughout document</td>
<td></td>
</tr>
<tr>
<td>9 mapping changes requested</td>
<td>Mapping changes or clarification made where needed</td>
<td></td>
</tr>
<tr>
<td>10 changes to supporting documents, AMEC work, Community Master Plan, etc.</td>
<td>Changes made to supporting documents, AMEC memo and Community Master Plan</td>
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<tr>
<th>Region of Waterloo</th>
<th>Comments</th>
<th>Staff Response</th>
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<tbody>
<tr>
<td>Suggested inclusion of policies to reflect AMEC concerns Numerous other policy edits to reflect ROP policies in the amendment 90 and Secondary Plan</td>
<td>Done, AMEC memo attached as an Appendix to the Secondary Plan</td>
<td></td>
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<tr>
<td>Made the necessary changes to the Secondary Plan and OPA 90 where appropriate and made references to the ROP</td>
<td></td>
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<tr>
<th>WRDSB</th>
<th>Comments</th>
<th>Staff Response</th>
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| Irregular size/shape of sites, central location, pairing with parks etc. | - School policies amended and refined  
- School location relocated more centrally  
- Mapping changes made to reflect preferred site options |
<table>
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<tr>
<th><strong>WCDSB</strong></th>
<th><strong>Staff Response</strong></th>
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<td>Comments</td>
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</table>
3 concerns including issues over school sites requiring an OPA to change a site; pairing of schools with other community facilities and providing a central location | - School policies amended and refined in response to the concerns raised, however, an OPA may still be required in some instances  
- School site location relocated more centrally in the Area 2 area  
- Mapping changes made to reflect preferred site options |

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<tr>
<th><strong>City of Kitchener Cemeteries</strong></th>
<th><strong>Staff Response</strong></th>
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<td>Comments</td>
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No issues, very inclusive process and involved throughout the process | No action required |

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<tr>
<th><strong>City of Kitchener Environmental Planning</strong></th>
<th><strong>Staff Response</strong></th>
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<td>Comments</td>
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Numerous edits were suggested to the policies for Natural Heritage, Water Management and Threatened Species | These edits and comments were incorporated into the Secondary Plan documents. |

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<tr>
<th><strong>City of Kitchener Transportation</strong></th>
<th><strong>Staff Response</strong></th>
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<td>Comments</td>
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</table>
- Need for collector road  
- Recommendation section  
- Transit travel assumption  
- Roundabout analysis 8000 vehicles/day - max on collector – how?  
- Huron Road desired ROW – and when required | The Transportation Planning subconsultant has been asked to address these comments and has followed up directly with Transportation Planning staff and is expected to have an update to the report completed before the staff report is finalized. |

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<tr>
<th><strong>City of Kitchener Engineering</strong></th>
<th><strong>Staff Response</strong></th>
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<td>Comments</td>
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2 year inventory of Storm Water Management should commence after full build out | - Subdivision conditions will reflect  
- Policy in Secondary Plan adjusted |

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<tr>
<th><strong>MNR</strong></th>
<th><strong>Staff Response</strong></th>
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<td>Comments</td>
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</table>
- Further study – policy for all development and other species study | Will be done at subdivision stage and through the permit process through MNR |
- Deferral area mapping adjustment to reflect polygon
- A site assessment/EIS part of complete application to be added
- Class EA for roads

<table>
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<tr>
<th>Comments</th>
<th>Staff Response</th>
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<tr>
<td>Adjustments have been made to the mapping which reflect the MNR habitat polygon</td>
<td>Done</td>
</tr>
<tr>
<td>Yes, an EA will be required for roads</td>
<td></td>
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</table>

| 61 Big Springs Crt                           |                |
| Comments                                      | Staff Response |
| Okay with MU 1 rather than MU2 – rather have park | MU1 less impact on their property and is less dense than MU2 – complete communities have range if uses – 4 lane road separates them, parks are better if centrally located rather than on fringe |
| Concern over illuminated signs               | Sign dealt with through sign by-law has to be 150m from residential zone |

| Activa Ave/Fischer Hallman                   |                |
| Comments                                      | Staff Response |
| Traffic concerns                             | -Priority transit “I-Express” bus route will be alternate mode of transportation along Fischer Hallman;  
-also roads are designed to encourage walking;  
-larger traffic concerns still being investigated by the Region and at full build out additional roads may be needed to complete the community |

| Huron Village                                |                |
| Comments                                      | Staff Response |
| Wants lots not from specific builders        | City has no control over that |

| Sienna Court                                 |                |
| Comments                                      | Staff Response |
| Traffic concerns over access onto Sienna Court | Staff receives the comments and will take concerns into consideration. No decision has been made to date. |
4. CSD-11-093 - ZONE CHANGE APPLICATION ZC11/002/W/GS
   - 177 & 185 WINDALE CRESCENT
   - MANSOURA DEVELOPMENTS INC. (CON’T)

On motion by Councillor P. Singh -
It was resolved:

*That Zone Change Application ZC11/002/W/GS (177 & 185 Windale Crescent, Mansoura Development Inc.) for the purpose of changing the zoning from Residential Six Zone (R-6) with Special Regulation Provision 444R and Holding Provision 57H to Residential Six Zone (R-6) with Special Regulation Provision 444R, in the form shown in the “Proposed By-law” dated May 16, 2011, attached to Community Services Department report CSD-11-078 as Appendix ‘A’, be approved.*

5. CSD-11-094 - ZONE CHANGE APPLICATION ZC11/006/T/GS
   - 225 THE BOARDWALK
   - INCC CORP.

The Committee considered Community Services Department report CSD-11-094, dated July 21, 2011 recommending approval of a zone change to remove Holding Provision 57H from 225 The Boardwalk, which is required to be lifted prior to the development of the subject site. Mr. G. Stevenson reviewed the report.

Mr. Paul Britton, MHBC Planning addressed the Committee in support of the staff recommendation.

On motion by Councillor J. Gazzola -
It was resolved:

*That Zone Change Application ZC11/006/T/GS (225 The Boardwalk, The INCC Corp.) to remove Holding Provision 57H in the form shown in the “Proposed By-law” dated July 13, 2011, attached to Community Services Department report CSD-11-094 as Appendix ‘A’, be approved.*

6. CSD-11-100 - SOUTHWEST URBAN AREA STUDIES PROPOSED ROSENBERG SECONDARY PLAN
   - OFFICIAL PLAN AMENDMENT 11/01/COK/JWW

The Committee considered Community Services Department report CSD-11-100, dated August 8, 2011 recommending the adoption of Official Plan Amendment No. 90 and the proposed Rosenberg Secondary Plan for the southwest urban area of Kitchener. In addition, the Committee was in receipt this date of written submissions from: Mr. Victor Labreche, Labreche Patterson & Associates Inc.; Mr. Chris Pidgeon, GSP Group; Mr. Paul Britton, MHBC Planning; and, Mr. Peter Smith, Bousfield Inc.

Ms. J. vonWesterholt along with Mr. B. Sloan provided an overview of what has occurred to date concerning the Southwest Urban Area studies and proposed Rosenberg Secondary Plan. It was noted that the Southwest Urban Area studies and supporting materials including draft Official Plan Amendment No. 90, draft Secondary Plan, updated Community Master Plan and associated technical studies were reviewed and updated as necessary as a result of the comments submitted since the June 28, 2011 Planning and Strategic Initiatives Committee meeting. Ms. vonWesterholt requested that in addition to the staff recommendation, the Committee endorse the following change to Policy 5. of Section 5 Water Management:

*"The City of Kitchener shall complete the Strasburg Creek Flood Control Environmental Assessment (Stantec) prior to approvals of development applications for lands north of the Williamsburg Cemetery and recommendations made as part of the environmental assessment may impact development applications within the affected study area."*

Councillor Y. Fernandes questioned the distance separation limits for drive-throughs and indicated that it would be her preference to have no drive-throughs permitted in the subject area as a means of promoting a walkable community. Mr. A. Pinard advised that while earlier
versions of the Secondary Plan included minimum setbacks for drive-throughs, no specific numerical distance separations are currently being proposed. He noted that policies are still included in the Secondary Plan that discourages the development of drive-throughs along transit supportive corridors.

Councillor Z. Janek requested clarification regarding the existing private Official Plan Amendment applications. Ms. vonWesterholt advised that those were submitted in 2004 and no decisions were made by Council, as the area needed to be comprehensively planned. She stated that this has now been done through the Community Master Plan process and the Secondary Plan process, with land uses being proposed by the City through OPA 90 and the Rosenberg Secondary Plan. Accordingly, it is staffs' position that there is no longer a need to pursue the individual private Official Plan Amendment applications submitted for lands within the study area.

Mr. Paul Britton, MHBC Planning reviewed his circulated correspondence and commended staff on the collaborative process undertaken to develop OPA 90 and the Rosenberg Secondary Plan. He then requested five further changes to the Secondary Plan. He expressed concern with the proposed 30 metre buffer for natural areas, particularly with respect to lands where gravel extraction has and/or is currently taking place. He indicated that there is no need to impose setbacks for these lands greater than the existing 7.5 metre buffer, as there would be no greater impact that could occur than the extraction that has already taken place. Accordingly, he requested that the Natural Heritage Conservation Designation should coincide with the limits of the natural features, and that buffer requirements be determined through an Environmental Impact Study (EIS) submitted as part of a development application. In addition, he requested that use of Ontario Hydro Corridors be allowed in conjunction with adjacent land uses, provided community trail objectives are not compromised. Mr. Britton expressed additional concerns regarding the proposed requirement for a zone change to develop lands designated Neighbourhood Institutional, which were identified as potential school sites and deemed not to be of use by the local school boards. He suggested that this places and unnecessary hardship on developers and is inconsistent with existing planning practices. He further proposed that the Region of Waterloo be asked to advance the timing of the Class Environmental Assessment for Fischer Hallman Road and City staff be directed to expedite the Strasburg Creek Flood Control Environmental Assessment and any required revisions to the Fischer Hallman Road Culvert Class Environmental Assessment.

Concerning the written comments submitted by Mr. Britton this date, Mayor C. Zehr questioned how many of those concerns were new and how many had been previously discussed with staff. Mr. Britton advised that it was not his intention to surprise staff, adding that soon after he reviewed the latest version of the Secondary Plan he put forward the proposed revisions. He stated that he and staff disagree on the proposed buffers and the requirement for a zone change application for lands identified as potential school sites. He suggested that it would be different if the school boards owned or had interests in the lands, but in his opinion, the proposed requirement places an undue burden on a developer. He commented that he has not seen this kind of requirement in any other Secondary Plan enacted in the Province.

Councillor K. Galloway questioned what could be developed on lands identified as a potential school sites. Mr. Sloan advised that the lands could be used for educational establishments, religious institutions, community or day care facilities, adding that anything outside of those uses would require a zone change. He stated that these sites are centrally located and requiring a zone change would allow for a public process by which area residents could voice their opinions on any new proposed use.

Questions were raised regarding the 30 metre buffer requirement, and Ms. vonWesterholt advised that the minimum 30 metre buffer from core natural areas was recommended in the Upper Strasburg Creek Subwatershed Plan Update and Alder Creek Watershed Study. She added that maintaining the buffers was re-confirmed during the creation of the Community Master Plan and through consultation with the Grand River Conservation Authority (GRCA) and Environmental Planning staff. With respect to the lands containing gravel pits, Mr. Pinard
Mr. Pinard advised that the latest version of OPA 90 and the Rosenberg Secondary Plan have been available for review for the past two weeks. He stated that while several of the submissions received this date were circulated to staff late this afternoon, many of the comments and concerns being expressed have been previously discussed. Accordingly, staff are comfortable in seeking approval of OPA 90 and the Secondary Plan at this time.

Regarding the suggested removal of the Interim Control By-law, Mr. S. Ross advised that the By-law would not be withdrawn until the existing appeals to the Ontario Municipal Board (OMB) have been withdrawn and pending the submission of any appeals to the subject documents. In addition, he spoke in agreement of the comments made by Mr. Pinard, noting that the parties have had numerous opportunities to propose changes over the past few months.

Mayor Zehr indicated that he would not be supportive of deferring this matter any further, adding that at the June 28th meeting, the Committee was clear that a final decision would be rendered this date.

Mr. Chris Pidgeon, GSP Group, reviewed his circulated correspondence and expressed concern with the amount of time that was afforded to stakeholders to review the latest versions of OPA 90 and the Rosenberg Secondary Plan. He stated that while he appreciates the concerns expressed by the Committee regarding last minute submissions, in his opinion minimal time was given to stakeholders to review these substantive documents. He stated that at the June 28, 2011 meeting, he identified a number of issues concerning the lands owned by Schlegel Urban Development; however, they have not been addressed. He spoke in opposition to the Special Policy Area 3 designation, noting that Schlegel undertook natural heritage inventory work, including additional field reconnaissance in spring 2011. He commented that this designation of 18 acres owned by his clients essentially defers any urban development pending further study. He added that during a stakeholder meeting with City staff, the Ministry of Natural Resources (MNR) indicated that they would not appeal if the City decided to designate those lands for development, as permits would still need to be obtained from MNR for any future development of those lands. He stated that they would like an opportunity to continue to work with staff to avoid having the Secondary Plan appealed to the OMB.

With respect to the proposed Community Centre and Library identified for the Schlegel lands, Mr. Pidgeon expressed concerns that development of the subdivision would be long concluded before the City has the necessary funding available to proceed with the construction of those facilities. He stated that Schlegel would prefer to have those lands designated as Neighbourhood Institutional and remain part of their land holdings until such time as the City is able to move forward with the Community Centre and Library. He suggested that if eventually it were decided that those facilities are no longer needed, through the revised designation the lands would be available for residential development. He proposed that this matter be deferred for a period of two weeks to allow further discussions with staff regarding the issues outlined in his correspondence.

To the concerns raised by Mr. Pidgeon regarding the Community Centre and Library, Mr. Sloan advised that staff feel the land use designation specified in the Secondary Plan is appropriate. He stated that under the prescribed designation should the City not move forward with the facilities, the identified future use of those lands would be as a park. He noted that the area surrounding the site is projected to have a high density and as such, a community park is considered a favourable alternative if the proposed Community Centre and Library are not constructed.

In response to questions regarding the lands in Special Policy Area 3, Mr. Pidgeon indicated that their fieldwork conducted this spring found no evidence of a “Threatened Species” on the 18 acres owned by his client. He acknowledged that regardless of the designation applied to those lands, a permit would need to be obtained from MNR to prior to undertaking any future development. He added that this afternoon he went over his concerns with Mr. Pinard, but they could not come to a resolution.
Ms. vonWestpholt advised that with respect to Special Policy Area 3, the final extent and boundary of the Natural Heritage Conservation and Low Density Residential 1 land use designations would be determined during the permit process provided for under the Endangered Species Act (ESA). She stated that MNH would determine the extent of the significant habitat through the study and fieldwork completed to date. She added that this area would remain in an Natural Heritage Conservation / Open Space designation while other lands in the Special Policy Area could be released for development if it is determined that they are not significant habitat; and, would therefore have a Low Density Residential 1 designation. She commented that MNH's permit process is applicable to all landowners affected by the Special Policy Area 3 designation, including the City of Kitchener. She noted that timing for development is dependent upon how actively landowners pursue their permits with MNH during the subdivision approvals process.

Mr. William Mazmanian, area resident, addressed the Committee regarding the traffic congestion currently being experienced on Fischer Hallman Road, particularly at the intersection with Bleams Road. He suggested that this situation has gotten worse over the past two years. He put forward that consideration should be given to widening Fischer Hallman Road prior to allowing further residential development in the area.

Mr. Willier clarified that consideration was currently being given to the proposed future land uses in the area, and not to any development applications. It was also noted that Fischer Hallman Road is a Regional Road and as such, any proposed widening would fall under the jurisdiction of the Region of Waterloo.

Mayor C. Zehr suggested that an in-camera meeting be convened to seek advice as to the possible impact that a deferral could have on current litigation involving the subject lands.

The following motion was Carried Unanimously by all members present.

On motion by Mayor C. Zehr -

It was resolved:

"That an in-camera meeting be held immediately to consider a matter of solicitor-client privilege."

The Committee then recessed at 9:15 p.m. and reconvened at 9:37 p.m. following an in-camera meeting with all members present, except Councillor B. Vrbanovic.

On motion, Councillor Galloway brought the recommendation contained in Report CSD-11-100 forward for consideration, with four additional clauses pertaining to: the requested advancement in timing for several Class Environmental Assessments; permitting staff to undertake additional grammatical and editorial changes; allowing for further discussions with stakeholders prior to approval being granted by the Region of Waterloo; and, the amendment put forward by staff regarding Policy 5. of Section 5 Water Management.

Mayor Zehr commented that if approved by Council, OPA 90 and the Rosenberg Secondary Plan would be forwarded to the Region of Waterloo for ratification. He pointed out that there is time prior to consideration being given by Regional Council for stakeholders and staff to come to terms on various unresolved issues. He noted that those changes could then be incorporated into the final documents approved by the Region.

Councillor Fernandes spoke in support of Councillor Galloway's recommendation, advising that during this process she has gained respect for Planning staff and all of the facets that go into the creation of a Community Master Plan and Secondary Plan. She commended staff on their dedication to the tenets of developing a walkable community that is sensitive to the area's natural environment.

Councillor Janecki noted that any recommendation regarding this matter would be considered at a special Council meeting to be held immediately following this meeting.

The following motion was **Carried Unanimously** on a recorded vote by all members present.

On motion by Councillor K. Galloway - it was resolved:

"That the Southwest Urban Area Studies: Community Master Plan, including supporting studies, prepared by The Planning Partnership et al., dated February 2011 as updated, be adopted; and,

That Official Plan Amendment application 11/01/COK/JW (Rosenberg Secondary Plan), to designate and redesignate lands located in the Southwest Urban Area (generally along Fischer Hallman Road from south of Rockwood Road to north of Plains Road and westerly along Bleams Road to Trussler Road) to a variety of land uses including: Mixed Use 2, Mixed Use 1, High Density Residential, Medium Density Residential 2, Medium Density Residential 1, Low Density Residential 2, Low Density Residential 1, Neighbourhood Institutional, Neighbourhood Park, Open Space and Natural Heritage Conservation and to amend existing Official Plan Maps 4, 5 and 8 and Part 3, be adopted, in the form shown in the Official Plan Amendment 90 attached to Community Services Department Report CSD-11-100 as Appendix ‘B’, and accordingly forwarded to the Region of Waterloo for approval; and,

That the studies prepared in support of the Rosenberg Secondary Plan, including the Preliminary Noise Assessment (HGC Consultants, June 2011), Fischer Hallman Road Conceptual Streetscape Plan (The Planning Partnership, June 2011), Comprehensive Stormwater Management Strategy (AMEC, June 2011 as updated), Sanitary Servicing Overview (Engineering, July 2011), Transportation Assessment (Poulos & Chung) be adopted; and,

That a new planning community titled, “Rosenberg” be created for lands subject to OPA 90 formerly application OP 11/01/COK/JW (known as the Southwest Urban Area) and that the Trussler and Huron Community boundaries and any mapping and policies be modified accordingly; and,

That the remainder of the lands identified as ‘Areas Under Study’ and ‘Deferral 3a’ on Map 5-Land Use Plan of the City’s Official Plan that are outside of the Rosenberg Secondary Plan be reviewed as part of the new Official Plan or separate Official Plan Amendment Process; and,

That any previous decisions on Official Plan Amendments within the Rosenberg Secondary Plan area (i.e. former Industrial/Business Park City approvals) be rescinded; and,

That landowners within the Rosenberg Secondary Plan area be respectfully requested to withdraw any existing private-initiated Official Plan Amendments within the subject area; and,

That the proposed collector roads within the Rosenberg Secondary Plan area be named as shown on Schedule ‘A’ of Official Plan Amendment No. 90; and,

That the timing of development application and infrastructure consideration for the Rosenberg Secondary Plan area be referred to the Kitchener Growth Management Plan 2011 process for consideration by Committee of Council; and,

That a potential future street between Fischer Hallman Road (near existing Plains Road intersection) and future Strasburg Road extension generally following the current City Urban Area boundary as conceptually illustrated in Appendix ‘A’ of Report CSD-11-100, be referred to the City’s Transportation Master Plan for future consideration; and,
That the Region of Waterloo be requested to extend the planned iExpress bus service southerly on Fischer Hallman Road to a future transit hub south of Huron Road at an appropriate, yet early stage, of development of the Rosenberg Community; and,

That the Region of Waterloo be requested to investigate the feasibility of a future Regional Road/Regional Road network enhancement that would provide an alternative route to by-pass Fischer Hallman Road before Huron Road and connect Highway 7/8 at Trussler Road/Ira Needles Boulevard with Highway 401 as conceptually illustrated in Appendix ‘A’ of Report CSD-11-100; and,

That the Region of Waterloo be requested to advance the timing of the Class Environmental Assessment for Fischer Hallman Road and City staff be directed to expedite the Strasburg Creek Flood Control Environmental Assessment (Stantec) and any required revisions to the Fischer Hallman Road Culvert Class Environmental Assessment; and,

That staff be permitted to undertake appropriate/necessary grammatical and editorial changes to Official Plan Amendment 90 and application 11/01/COK/JWV (Rosenberg Secondary Plan), prior to those documents being considered by Regional Council; and,

That staff continue to undertake discussions to address issues raised by stakeholders prior to approval being granted by the Region of Waterloo; and further,

That Policy 5. of Section 5 Water Management contained in the Rosenberg Secondary Plan be replaced with the following:

"The City of Kitchener shall complete the Strasburg Creek Flood Control Environmental Assessment (Stantec) prior to approvals of development applications for lands north of the Williamsburg Cemetery and recommendations made as part of the environmental assessment may impact development applications within the affected study area."
Council considered a recommendation arising from the Planning & Strategic Initiatives Committee meeting this date concerning the Southwest Urban Area Studies.

Moved by Councillor Z. Janecki  
Seconded by Councillor K. Galloway

"That the Southwest Urban Area Studies Community Master Plan, including supporting studies, prepared by The Planning Partnership et al., dated February 2011 as updated, be adopted; and,"

That Official Plan Amendment application 11/01/COK/JvW (Rosenberg Secondary Plan), to designate and redesignate lands located in the Southwest Urban Area (generally along Fischer Hallman Road from south of Rockwood Road to north of Plains Road and westerly along Beams Road to Trussler Road) to a variety of land uses including: Mixed Use 2, Mixed Use 1, High Density Residential, Medium Density Residential 2, Medium Density Residential 1, Low Density Residential 2, Low Density Residential 1, Neighbourhood Institutional, Neighbourhood Park, Open Space and Natural Heritage Conservation and to amend existing Official Plan Maps 4, 5 and 6 and Part 3, be adopted, in the form shown in the Official Plan Amendment 90 attached to Community Services Department Report CSD-11-100 as Appendix ‘B’, and accordingly forwarded to the Region of Waterloo for approval; and,

That the studies prepared in support of the Rosenberg Secondary Plan, including the Preliminary Noise Assessment (HGC Consultants, June 2011), Fischer Hallman Road Conceptual Streetscape Plan (The Planning Partnership, June 2011), Comprehensive Stormwater Management Strategy (AMEC, June 2011 as updated), Sanitary Servicing Overview (Engineering, July 2011), Transportation Assessment (Poulos & Chung) be adopted; and,

That a new planning community titled "Rosenberg" be created for lands subject to OPA 90 formerly application OP11/01/COK/JvW (known as the Southwest Urban Area) and that the Trussler and Huron Community boundaries and any mapping and policies be modified accordingly; and,

That the remainder of the lands identified as 'Areas Under Study' and 'Deferral 3a' on Map 5- Land Use Plan of the City's Official Plan that are outside of the Rosenberg Secondary Plan be reviewed as part of the new Official Plan or separate Official Plan Amendment Process; and,

That any previous decisions on Official Plan Amendments within the Rosenberg Secondary Plan area (i.e. former Industrial/Business Park City approvals) be rescinded; and,

That landowners within the Rosenberg Secondary Plan area be respectfully requested to withdraw any existing private-initiated Official Plan Amendments within the subject area; and,

That the proposed collector roads within the Rosenberg Secondary Plan area be named as shown on Schedule 'A' of Official Plan Amendment No. 90; and,

That the timing of development application and infrastructure consideration for the Rosenberg Secondary Plan area be referred to the Kitchener Growth Management Plan 2011 process for consideration by Committee of Council; and,

That a potential future street between Fischer Hallman Road (near existing Plains Road intersection) and future Strasburg Road extension generally following the current City Urban Area boundary as conceptually illustrated in Appendix 'A' of Report CSD-11-100, be referred to the City's Transportation Master Plan for future consideration; and,

That the Region of Waterloo be requested to extend the planned Express bus service southerly on Fischer Hallman Road to a future transit hub south of Huron Road at an appropriate, yet early stage, of development of the Rosenberg Community; and,
SPECIAL COUNCIL MINUTES
AUGUST 15, 2011
CITY OF KITCHENER

(f) To confirm all actions and proceedings of the Council.

(By-law No. 2011-112)

(g) Being a by-law to adopt Amendment No. 90 to the Official Plan.

(By-law No. 2011-113).”

Carried.

On motion the meeting adjourned at 9:50 p.m.

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MAYOR

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CLERK
Deferrals
The following lands are deferred for further consideration:

**Deferral 1**

There is no land use designation shown on Map 22 e for lands identified as Deferral 1 and being a portion of the lands legally described as Part of Lot 2, RCP 1469 in the City of Kitchener (the “Deferral 1 Lands”). The purpose of the deferral is to allow the land owner to undertake a process with the Ministry of Natural Resources with respect to a permit under the *Endangered Species Act*. The final extent of the Natural Heritage Conservation designation on the Deferral 1 Lands will be determined by this process.

**Deferral 2**

There is no land use designation shown on Map 22 e for lands identified as Deferral 2 and being a portion of the lands located at 186 Gehl Drive and legally described as Part of Lots 140, 141, & 142 GCT in the City of Kitchener (the “Deferral 2 Lands”). The purpose of the deferral is to allow the land owner to undertake a process with the Ministry of Natural Resources with respect to a permit under the *Endangered Species Act* if the Ministry of Natural Resources determines a permit is required. The final extent and boundary of the Natural Heritage Conservation and Low Density Residential 1 land use designations will be determined to the satisfaction of the City’s Director of Planning upon confirmation from the Ministry of Natural Resources whether a permit under the *Endangered Species Act* is required and/or issued.