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Map. The PARTS study area (dark grey) with the Midtown station area boundary (orange).
The ION rapid transit corridor will link the cities of Cambridge, Kitchener and Waterloo, supporting new growth and investment along the line.

### 1.0 INTRODUCTION

#### 1.1 Regional Investment in Transit

Waterloo Region is introducing the ION light rail and adapted bus rapid transit line system connecting Kitchener, Waterloo and Cambridge along the Central Transit Corridor. It will influence the way in which the Region and the City grow and change over the coming decades. Investment in the ION is part of a larger regional strategy to direct growth and intensification along the Central Transit Corridor, improving transportation choice and connecting key destinations.

To support the ION, the Region is reconfiguring the iXpress bus network to create a series of feeder routes connecting the Corridor to all corners of the Region. This positions ION stops as key points of access and transfer, where regional and local transit will converge. Twelve ION stops fall within Kitchener. The City has identified six station areas where station area plans will be developed: Central, Midtown, Rockway, Block Line, Fairway and Sportsworld. Some of these include a grouping of multiple ION stops. Each station area includes the lands within an approximate 10-minute walk of future ION stops.

These station areas are expected to experience significant change. They present an important opportunity to not only improve mobility, but also encourage public and private investment and advance placemaking objectives. This regional investment in transit will help support the creation of vibrant, transit-oriented, complete communities along the corridor.

Map: The ION rapid transit corridor will link the cities of Cambridge, Kitchener and Waterloo, supporting new growth and investment along the line.
In response to the investment in rapid transit, the City of Kitchener has begun the multi-phased PARTS planning initiative to create a tailored policy framework for each of Kitchener’s six station areas. Previous phases of work involved identifying the six station areas, reviewing and compiling background information, and advancing a series of key corridor-wide initiatives. These first two phases laid the groundwork for the development of a station area plan for each of Kitchener’s station areas, as well as defining an overarching vision and goals to guide long-term growth:

- Manage growth and change
- Ensure a mix of appropriate land uses
- Enhance transportation choice and connectivity
- Enhance placemaking, safety and community design
- Guide public and private investment

PARTS Central was the first station area plan completed by the City of Kitchener in spring 2016. On May 16th, 2016, Council approved the PARTS Central Plan and directed staff to move forward with implementation measures. Commenced in early 2016, the PARTS Midtown Plan has involved extensive community consultation involving residents, business and property owners and other key stakeholders. The resulting Plan establishes a vision for the station area, and provides an implementation strategy that will inform a series of amendments to municipal policy and planning regulations. This will include related Official Plan and Zoning by-law amendments, Urban Design Guidelines and others. These updates to the policy framework for the station area will guide public and private investment over time to advance the Plan’s vision and objectives.

The PARTS Midtown Plan has been developed concurrently with the PARTS Rockway Plan, representing the next phase of work under the PARTS process. The PARTS Midtown Plan Outline outlines the vision and detailed objectives that have been developed for the Midtown station area, which have acted as a foundation to inform policy direction and develop the preferred design concept for the station area.

Section 2.0 Setting the Context describes the planning process undertaken for PARTS Midtown, including public consultation and stakeholder engagement activities.

Section 3.0 Vision & Objectives outlines the vision and detailed objectives that have been developed for the Midtown station area, which have acted as a foundation to inform policy direction and develop the preferred design concept for the station area.

Section 4.0 Station-Wide Strategies contains the core policy recommendations for the Midtown station area.

Section 5.0 Land Use & Built Form contains key land use and built form directions and strategies visualized through a conceptual 3D model of the preferred design concept, illustrating how their implementation could help to advance the overall vision and objectives for the station area.

Section 6.0 Mobility contains key mobility directions and strategies visualized through a conceptual 3D model of the preferred design concept, illustrating how their implementation could help to advance the overall vision and objectives for the station area.

Section 7.0 Public Realm contains key public realm directions and strategies visualized through a conceptual 3D model of the preferred design concept, illustrating how their implementation could help to advance the overall vision and objectives for the station area.

Section 8.0 The Preferred Plan contains a new land use framework for the station area and includes new connections and public realm amenities.

Section 9.0 Technical Considerations provides an overview of the technical analysis of the preferred design concept from a variety of perspectives, ensuring that the plan will appropriately advance the vision and objectives and not result in any unintended impacts.

Section 10.0 Implementation puts forward a series of recommendations on how the City can effectively implement the Plan’s key directions through Official Plan Amendments, Zoning By-law Amendments, urban design guidelines, and other incentives, tools, projects and initiatives.

3D Modeling & Renderings

Throughout the Plan there are many 3D renderings illustrating various strategies and key directions. These renderings are based on the model that was created at the December 2016 stakeholder workshop and refined through development of the Preferred Plan. The renderings are theoretical in nature, and do not represent formal built-form proposals.
SETTING THE CONTEXT
The Station Study Area was identified in the first phase of the PARTS process, and is based on a number of factors. Walking distances, existing land use designations and built or natural barriers contributed to the identification of the Study Area boundary. In stage 2 of the PARTS Midtown process, this Study Area was refined through the evaluation of different alternative scenarios. This ensured the final Station Area boundary appropriately captured the areas surrounding the ION stop where growth and change should be directed, as well as nearby stable areas where the existing character should be preserved.

The Midtown Study Area has a true live/work character, with a range of housing types and significant employment. Major employers and key regional assets include the Grand River Hospital, Sun Life Financial, KW Collegiate and Vocational Institute, Airboss, and the new Catalyst 137 manufacturing hub. These provide a diverse range of employment opportunities that coexist with the area’s established neighbourhoods. This mix of uses complements Downtown Kitchener and positions the study area as an important regional destination, strategically positioned between Downtown Kitchener and Uptown Waterloo.

The following series of images (opposite page) and Study Area statistics (below) highlight key aspects of Midtown’s existing character, as well as important issues and opportunities in the Study Area.

**Station Study Area Today**
- Total Area: 80 hectares
- Total Residents: 2,650 (33/ha)
- Total Jobs: 3,000 (37/ha)
- Population/Jobs per Hectare: 70
- Current Transit Ridership: 223 peak pm trips
- Forecast Ridership (2031): 911 peak pm trips
The northeast side of King Street near the hospital includes a number of medical offices and other related uses. These support the hospital, but King Street presently lacks a diverse mixture of uses that could better address the day-to-day needs of local residents and workers, such as restaurants, cafes, shops and other businesses.

High density residential uses are present along King Street, providing some diversity in the housing stock. There is an opportunity to further enhance this diversity while encouraging land uses along the northeast side of King Street to improve their relationship with the Mount Hope Cemetery and other open space assets to the northeast.

Gildner Green is the only neighbourhood park in the station area. While this is an important asset (with park improvements recently completed in 2016), it is one of only a few city-owned park spaces serving this area. Provision of more diverse, centrally located parks and open spaces to serve the growing number of residents and workers in the station area will become increasingly important over time.

The Grand River Hospital is a regional destination that draws employees and patients from the broader area. While the hospital is a key asset that distinguishes this area and will drive transit ridership, it also presents some issues related to its parking supply, the lack of connectivity through its site, and its integration with its surroundings.

Sun Life Financial and the hospital both provide large areas of parking for staff and visitors, occupying large sites in close proximity to the Grand River Hospital ION stop. Surface parking is prevalent throughout the station area and detracts from the pedestrian experience. It is an inefficient use of land and must be considered for higher density, transit-supportive uses.

There are a number of established residential neighbourhoods in the area, and it is important that they be protected. The neighbourhood on the north side of Glasgow Street has a direct relationship to employment uses to the southeast. Glasgow Street itself is in need of streetscape improvements, including sidewalks and tree planting along the southwest side. These have been considered as part of other, broader strategies to improve land use compatibility and enhance walkability at the interface between neighbourhoods and employment uses.

The KW Collegiate and Vocational School attracts students from the across the Region, acting as an important local and regional asset. The King Edward School and Don McLaren Arena also provide important community uses that are complemented by other community services and facilities in the broader area surrounding Midtown. These types of community infrastructure are important assets within the station area and should be maintained to support a growing population.

Airboss is a successful employment use on the southeast side of Glasgow Street. While maintaining industrial employment in close proximity to established neighbourhoods presents land use compatibility considerations, the diversity Airboss adds to the area’s employment sector is a key asset that must be protected, along with the heritage factory building itself. Encouraging compatible employment uses on the adjacent 137 Glasgow site (launched as the current Catalyst 137 high-tech manufacturing hub) could create a cluster of desirable and compatible employment uses and address the unmet demand for a niche manufacturing market to support local tech industries.
2.3 The PARTS Midtown Process

PARTS Midtown was initiated in early 2016 and has followed the five stage process illustrated in the diagram to the right, and described in greater detail over the following pages. Public consultation events were held at every stage of the project to create important opportunities for input and feedback throughout the process.

Class EA Process

The PARTS Midtown Plan was completed following an environmental assessment (EA) process under the Environmental Assessment Act. The EA process provided the following key benefits:

- Establishing a rigorous planning process, which involved identifying and evaluating alternative courses of action to arrive at a preferred scenario;
- Guiding public consultation activities and ensuring meaningful opportunities for input at each stage of the process;
- Facilitating the integration of land use and infrastructure planning within the station area; and
- Streamlining future evaluation and approval processes for new infrastructure improvements identified in the Plan.

![Diagram showing the five stages of the PARTS Midtown Process]

- Stage 1 __ February to June 2016
  - Understanding the Problems & Opportunities
    - Background Review & Analysis
    - Public Information Centre 1
    - Issues & Opportunities Report
  - Stage 2 __ June to October 2016
    - Exploring the Scenarios / Alternatives
      - Conceptual Scenarios & Evaluation Criteria
      - Public Information Centre 2
      - Evaluating Alternatives
      - Preferred Scenario Interim Report
  - Stage 3 __ October 2016 to April 2017
    - The Preferred Scenario
      - Detailed Design for the Preferred Scenario
      - Stakeholder Workshop
      - Detailed Design Scenarios
  - Stage 4 __ April to Fall 2017
    - Drafting the PARTS Plans
      - Draft PARTS Plans
      - Implementation Workshop
      - Final PARTS Plans
  - Stage 5 __ Post 2017
    - Implementation
      - Official Plan, Zoning By-law & other planning policy amendments

- Photo_ Working panel from PIC 1
- Photo_ Open House for PIC 2
- Photo_ Stakeholders Workshop
2.4 Stage 1: Understanding the Issues & Opportunities

The first stage of work included a background review and public information centre (PIC 1, May 5th 2016) where the Project Team presented initial findings and heard from participants about the key issues and opportunities for the station areas. This work was captured in a Summary of Existing Conditions, Issues & Opportunities report, which included a draft vision and objectives for the station area. The following are a representative set of statements heard through the consultation process.

**Issues**

- Existing manufacturing uses that have an adjacent relationship with residential uses can result in land use incompatibilities. This may have negative impacts on business operations and employment viability.
- There is a lack of centrally located parks and open spaces in the station area.
- Employment uses create a dead edge along the southern side of Glasgow Street.
- There is a lack of amenities on King Street for area residents and employees such as coffee shops, cafes, restaurants and shops.
- There are no clear connections between the ION LRT and Belmont Village.
- Glasgow Street requires improvements to support pedestrians and encourage transit use.
- There is a concern that new development may impact more established neighbourhoods and exacerbate traffic.
- Strong demand for parking in the area has resulted in large areas of surface parking that are unattractive and create dead zones in the street.

**Opportunities**

- Opportunities to pursue urban agriculture and community gardening should be explored, particularly in partnership with school to engage kids.
- Enhance the relationship of existing and new development to the cemetery and adjacent neighbourhoods.
- Improve the station area’s interface and connectivity with the Iron Horse Trail to support multi-modal connections.
- Improve the relationship between established residential neighbourhoods and their surroundings.
- Introduce greater diversity in the housing stock, including options for families and older adults.
- Pursue shared parking solutions to increase efficiency and free some areas of surface parking for transit-supportive redevelopment.
- Gildner Green is an example of how new parks and open spaces can better meet community needs.
- Support the establishment of a vibrant, transit supportive new use at the 137 Glasgow site.
- Encourage gradual intensification of King Street, including potential extension of Dodds Lane.
- Improve the station area’s interface and connectivity with the Grand River Hospital to support its role as a key regional destination through improved access and supportive uses.

**PARTS MIDTOWN PLAN**
The second stage of work involved the development of four alternative scenarios for each station area and criteria to evaluate them. These scenarios included a status quo 'do nothing' scenario and three new alternative scenarios illustrating a range of different approaches including potential new streets and blocks, land uses, parks, open spaces and connections. The scenarios and evaluation criteria were presented to the public at PIC 2 (September 2016).

**Status Quo Scenario**

The Status Quo scenario provides a baseline to compare the pros and cons of the three draft scenarios against what is currently planned for and permitted within the station area.

The current planning framework for the Midtown station area encourages new mixed use development along King Street, and designates the Airboss and 137 Glasgow Street sites as mixed use. This permits a range of retail, residential, office and commercial uses.

Established neighbourhood areas are protected, and community institutional uses along the southwest side of Park Street are permitted to provide a buffer between the neighbourhood and mixed use corridor, as well as serving the Grand River Hospital and surrounding area.

**Maps Legend For Pages 14 & 15**

- Study Area Boundary
- ION & ION Stops
- Streets/Connectivity Network (existing/proposed)
- Active Transportation Network (existing/proposed)
- Pedestrian Crossings
- Active Frontage

**Land Use**

- Mixed-Use High Density
- Mixed-Use Medium Density
- Mixed-Use Low Density
- Innovation Employment
- Institutional

- Established Low-Rise Residential
- Low Rise Residential
- Medium Rise Residential
- High Rise Residential
- Parks

**Estimated People & Jobs per Hectare**

151 pj/ha  
*based on land-use assessment approach*
Alternative Scenario 1 explored the creation of a mixed-use neighbourhood south of Glasgow Street, encouraging infill along King Street and establishing a new street parallel to King Street.

**Estimated People & Jobs per Hectare**
173 pj/ha *based on land-use assessment approach

**Key Moves**
- Residential and mixed use redevelopment south of Glasgow Street, introducing a fine grained network of streets and blocks.
- Mixed use with active frontages focused along south side of Glasgow Street with medium density residential south of this.
- Introduction of parks, community centre and east-west greenway along the rail corridor south of Glasgow Street, extending Iron Horse Trail towards the King/Victoria Transit Hub.
- New east-west connection north of King Street.
- New north-south connection running from Glasgow/Walter Street north of King Street alongside KW Collegiate and Vocational School.
- Mixed use redevelopment on the north side of King Street, with some medium rise residential relating to existing neighbourhoods.
- Redevelopment of the King / Union parking lot including a new park and mixed use redevelopment.
- Broader station area boundary includes Mount Hope Cemetery and additional properties to its east.

Alternative Scenario 2 focused on the creation of parks along King Street and enhancing employment south of Glasgow Street with new uses that provide amenity for residents and area employees.

**Estimated People & Jobs per Hectare**
132 pj/ha *based on land-use assessment approach

**Key Moves**
- System of public parks along King Street to mark the gateways into Midtown and the centre of the station area.
- New crescent streets introduced northeast of King Street to support modest mixed use and residential redevelopment.
- Mixed use redevelopment of the northern half of the King / Union parking lot with parking functions focused on the southern half of the site.
- Innovation Employment designation introduced south of Glasgow Street with active uses fronting the street to protect existing employment and promote its evolution over time.
- New north-south connection between Walter Street and King Street at the east end of the station area to improve connectivity.
- Station area boundary that excludes Mount Hope Cemetery.

Alternative Scenario 3 proposed a mixed use frontage along Glasgow Street with major redevelopment along King Street centred on a reurbanized Grand River Hospital campus.

**Estimated People & Jobs per Hectare**
146 pj/ha *based on land-use assessment approach

**Key Moves**
- Phased redevelopment of Grand River Hospital campus to increase employment density, enhance connectivity; and provide active frontages on King Street.
- Redevelopment of King / Union parking lot, assumes shared parking, providing significant new park space and mixed use redevelopment.
- New public park adjacent to KW Collegiate and Vocational School playing fields.
- New fine grained street network north of King Street to enhance connectivity and encourage redevelopment requiring significant land assembly.
- New north-south connection from Glasgow Street north of King Street along edge of KW Collegiate and Vocational School, enhancing access to playing fields.
- Mixed use redevelopment and green space along the south side of Glasgow Street to improve land use compatibility and maintain significant employment to the south.
- Station area boundary that excludes Mount Hope Cemetery.
Based on public feedback and a formal evaluation, a hybrid draft Preferred Scenario was prepared, combining the best aspects of the alternative scenarios.

The draft Preferred Scenario formed the starting point for an interactive workshop held with key City staff, the consultant team, and invited stakeholders. Stakeholders included area councilors, major land and business owners, major institutions, community organizations, and neighbourhood associations. The focus of the workshop was to refine and detail the preferred scenario to inform the development of a draft PARTS Plan and related technical analysis.

**Hybrid Draft Preferred Scenario**

Hybrid Draft Preferred Scenario presented as a starting point for the Key stakeholder Workshop and Public Open House, December 2016.

**Stage 3: Preferred Scenario**

Detailed three dimensional modeling of the preferred scenario and related technical analysis were completed over the winter and spring of 2017, feeding into the development of the draft station area plan.

The key directions and recommendations from the draft plan were shared with the public at PIC 3 in May 2017, providing a final opportunity for feedback and revisions to the plan. The plan will be delivered to City Council for approval in the fall of 2017, and will inform a series of policy updates including an Official Plan amendment, Secondary Plan update, and Zoning By-law update.

**Stage 4: Drafting the Plans**

Detailed three dimensional modeling of the preferred scenario and related technical analysis were completed over the winter and spring of 2017, feeding into the development of the draft station area plan.

The key directions and recommendations from the draft plan were shared with the public at PIC 3 in May 2017, providing a final opportunity for feedback and revisions to the plan. The plan will be delivered to City Council for approval in the fall of 2017, and will inform a series of policy updates including an Official Plan amendment, Secondary Plan update, and Zoning By-law update.

**2.6 Stage 3: Preferred Scenario**

Based on public feedback and a formal evaluation, a hybrid draft Preferred Scenario was prepared, combining the best aspects of the alternative scenarios.

The draft Preferred Scenario formed the starting point for an interactive workshop held with key City staff, the consultant team, and invited stakeholders. Stakeholders included area councilors, major land and business owners, major institutions, community organizations, and neighbourhood associations. The focus of the workshop was to refine and detail the preferred scenario to inform the development of a draft PARTS Plan and related technical analysis.

**Hybrid Draft Preferred Scenario**

Hybrid Draft Preferred Scenario presented as a starting point for the Key stakeholder Workshop and Public Open House, December 2016.

**2.7 Stage 4: Drafting the Plans**

Detailed three dimensional modeling of the preferred scenario and related technical analysis were completed over the winter and spring of 2017, feeding into the development of the draft station area plan.
Based on observations about existing conditions in the station area, key issues and opportunities, and feedback received during consultation activities, the following Vision and Objectives have been developed for Midtown. The Vision and Objectives guided the development of a series of alternative scenarios, selection of the Preferred Scenario, and the development of key directions, strategies and recommendations in the station area plan. Investment and new development in the station area should contribute to the realization of the Vision and Objectives over time.

## Vision

The Midtown station area will continue to be a living and working urban neighbourhood focused along a reurbanized King Street corridor. New mixed-use development here will help to deliver a range of housing, services and amenities to support the growing population while integrating with existing stable residential areas on both sides of King Street.

### Objectives

The following objectives clarify the intent of the Vision, and provide more detailed direction on how the Vision can be achieved. The Vision and Objectives provide high level guidance for growth and change in the station area, acting as a foundation for the Key Directions and Strategies contained in the following chapter of the Plan.

01 **Position the LRT Stop as a Key Gateway into Midtown & Reinforce King Street as a Central Spine**

To support the investment in transit, the area immediately surrounding the Grand River Hospital LRT stop should be positioned as a focal point for investment, with broader reurbanization spreading along King Street. This is where the highest intensity, greatest mix of uses, and most public realm investment should be focused, linking Uptown Waterloo, Downtown Kitchener and the Multi-Modal Transit Hub.

02 **Preserve & Enhance Existing Residential Neighbourhoods**

Midtown is anchored by a number of established, stable residential neighbourhoods. These contribute to the station area’s live-work character and mix of housing choices, and provide a historical character to the area. As Midtown experiences growth and change over time in response to the investment in higher order transit, these established neighbourhoods should remain stable.

03 **Conserve & Celebrate Identified Cultural Heritage Landscapes & Assets**

Midtown has a number of identified Cultural Heritage Landscapes as well as listed and designated properties, including historic neighbourhoods, the Mount Hope Cemetery, the Iron Horse Trail, and Airboss factory within the Warehouse District. As new development and change occur, these identified heritage assets must be conserved. In many cases, new investment can create opportunities to celebrate and advance conservation objectives for heritage assets.

04 **Expand & Support the Cluster of Regionally Significant Institutions & Employment**

The Grand River Hospital, KW Collegiate and Vocational School, and Sun Life Financial create a cluster of regionally significant institutions and employment. These are located right at the LRT stop and draw workers, students, patients and visitors from the broader region. Airboss and the new Catalyst 137 Manufacturing Hub further contribute to the area’s diverse employment offerings. New growth and development should capitalize on and strengthen Midtown’s distinct role as an employment destination within the City and broader Region.

05 **Introduce High-Quality Public Spaces as a Focus for New Development**

Existing open spaces in Midtown (such as the Mount Hope Cemetery, Gildner Green, and KW Collegiate and Vocational School playing fields) are located at the periphery and do not address the increasingly diverse needs of station area residents, workers, and visitors. Growth and development present new opportunities to enhance existing assets and create new public spaces. These should be strategically located throughout the station area and designed to enhance amenity, maximize utility, and support nearby land uses.

06 **Support Reurbanization of Large Parcels by Introducing Finer Grain Street & Block Patterns**

Large institutional and employment parcels, as well as deeper lots and large areas of surface parking present important opportunities for transit-oriented infill and development. Redevelopment presents opportunities to extend existing streets and introduce new connections through larger parcels to create frontage for new development and enhance connectivity through the station area.
07 Improve Northeast-Southwest Connectivity Through the Station Area
The south side of King Street is lined with large employment and institutional parcels that limit connectivity across this important corridor. Union and Glasgow Streets represent the only two major northeast/southwest street connections through the station area, with only Union Blvd/Union Street crossing the King Street corridor. While the LRT places increasing importance on the ability to easily cross King Street, the tracks themselves present an additional barrier for cars, pedestrians and cyclists. As reinvestment occurs along King Street, opportunities to introduce new mid-block connections, coupled with intersection improvements and enhanced crossings, can all help to provide northeast-southwest connectivity.

08 Support the Diversification of Midtown’s Housing Supply
Most of Midtown’s housing is currently located in established neighbourhoods, with a modest extent of low, medium and high-rise residential located along King Street and at the periphery of neighbourhoods. As the station area continues to urbanize, it will become increasingly important for the housing supply to meet the diverse needs of a broader demographic. New development should enhance the supply of multi-unit residential while protecting existing stable neighbourhoods, and should consider tenure, affordability, and opportunities to raise a family and age in place within the station area.

09 Reduce the Supply Of and Demand For Surface Parking
Large areas of surface parking exist along King Street and Glasgow Street, serving major employers and area businesses and services. These detract from the look and feel of the station area and diminish the pedestrian experience. Surface parking lots present important opportunities to enhance the urban fabric and introduce transit-supportive land uses and densities. In addition to focusing new parking in structures, strategies to encourage shared parking and a shift towards transit, walking, biking, and carpooling will all be critical in managing new and existing demand for parking in the station area.

10 Incorporate Leadership in Sustainable Development and Green Design
Explore best practice opportunities in sustainability, resilience and green design both within new development and new parks and public spaces. This can include green certification initiatives and/or standards for new development related to progressive stormwater management and energy efficiency, and building visible green features into to public spaces to enhance environmental performance, public awareness and appreciation.

Rendering: Illustration of how the 10 Objectives can work together to create a station area with expanded living and working opportunities, new amenities and improved connectivity.
STATION-WIDE STRATEGIES
4.0 STATION-WIDE STRATEGIES

4.1 Introduction

The introduction of LRT is only one part of a strategy to create a more vibrant, prosperous and sustainable community. To achieve the full benefit of the investment, it will be important that new development and other improvements contribute to the creation of a more attractive and vibrant place that not only supports transit ridership through higher densities but improves connectivity to and from transit services.

Where large employment and institutional uses are present, the associated parking demand has resulted in extensive areas of surface parking. This detracts from the public realm and contributes to an urban environment that prioritizes the car over active and public transportation.

Higher densities, combined with a greater mix of uses (particularly at the stop) will create more animated spaces, making it easier for residents and workers to access services. New development can infill surface parking areas while introducing improved streetscapes and shared parking arrangements that support an active, pedestrian-friendly street environment.

The following considerations and strategies provide a set of general directions on how new development, streets and open spaces can work together to make the most of the investment in LRT. These are supported by area-specific recommendations contained in Sections 5, 6 & 7 of this Plan.

4.2 Creating a Transit Supportive Development Pattern

Establishing a transit-supportive development pattern requires the combination of a number of different but complementary strategies which together help to ensure that transit emerges as a central organizing feature of new development.

STRATEGIES

(a) Create a walkable and finer grained network of streets and blocks throughout the station area. Generally, the smallest block sizes should be closest to the LRT station and be between 95m and 200m in length along their longest edge.

(b) Support and enhance pedestrian and cycling connections to and from the station through mid-block connections, pedestrian linkages and an integrated cycling network that connect to the station, and when possible link with the existing street and trails network.

(c) Develop a mix of building types and locate higher densities closest to the LRT station to support transit access and a greater level of activity.

(d) Ensure buildings are scaled to integrate within their surroundings by locating taller elements closer to the transit stops. Create a smooth transition in height down to established neighbourhoods.

(e) Locate the greatest mix of uses closest to the LRT station to make it easier for transit users to access amenities and services, supporting more active station environments.

(f) Ensure that areas of greatest intensity and mix of uses are supported by the highest level of public amenity, such as wide sidewalks, street furniture and pedestrian scaled lighting.

4.3 Designing Streets as Places

Every transit user is a pedestrian, cyclist or even driver at some point of their journey. Therefore, providing a wide range of mobility options is critical when developing a transit supportive place. In addition to mobility, streets play an important role as places of activity and socialization. Ensuring that they are designed to support a more comfortable environment for users at all times of the year is important to developing more active places over time.

STRATEGIES

(a) The space within the right-of-way should be allocated to balance and accommodate a range of movement options including pedestrians, cyclists, transit and automobiles. Where there is not sufficient space within the right-of-way, future development should be set back slightly to provide additional public realm space.

(b) Streets should be designed to make pedestrians feel safe and comfortable by providing generous sidewalks (no less than 1.8m in width), minimizing corner radii, reducing lane widths, and providing a planted landscape zone that acts as a buffer between pedestrians and vehicular traffic. This buffer should be wide enough to support street tree planting to enhance pedestrian comfort.

(c) Adopt street design techniques that support pedestrian safety. These include clearly marked pedestrian crossings, sidewalk bumpouts where possible, minimizing street turning radii, eliminating channelized right turn lanes and providing pedestrian walk signals at all signalized intersections.

(d) Streets along designated cycling routes should be designed for cyclist safety by incorporating dedicated and/or grade-separated cycling lanes where there is sufficient space within the right-of-way to do so. Within narrower right-of-ways, other strategies and short term solutions can include advisory bike lanes and sharrows.

(e) Adopt traffic calming techniques such as; reduced lane widths, on-street parking, increasing the number of signalized or all-way-stop intersections and introducing bump-outs where possible.

(f) Avoid the introduction of traffic circles which are more space consumptive, increase crossing distances for pedestrians and are more difficult for cyclists to navigate.

Photo: AirBoss.
4.4 Create a Strong Park & Open Space Network by Improving Connections Between Existing Open Spaces & Providing a Range of New Open Spaces

Open spaces play a crucial role in the development of transit supportive environments. They can be used to enhance connectivity to and from transit while encouraging and accommodating greater levels of activity in and around stops. The provision of adequate and varied open space, capable of catering to a range of users, is also critical to support a livable and attractive environment for residents, workers and businesses along the corridor.

(a) Ensure developments contribute to the provision of new parks or publicly accessible open spaces that enhance the identity and amenity of the station area.
(b) Design and locate new parks and open spaces to be focal points for new development and centres of community activity. This can be achieved by placing them at the heart of large redevelopment sites or in locations where they can act as connections between existing and new development.
(c) Actively seek to connect existing parks, open spaces and natural features with pedestrian trails, paths and special streets to develop an interconnected network of parks and open space. This can improve access to and from the stop and/or station area. It can be achieved by placing open spaces where they can accommodate pedestrian and/or cycling connections, reducing the walking/cycling time between destinations or to and from transit stops.
(d) Design and orient new open spaces to be visible and easily accessed from public streets.
(e) Enhance accessibility and support natural surveillance by orienting streets and lots so that new developments face onto parks and open spaces.
(f) Make the most of existing assets by pursuing opportunities to enhance, protect and restore existing trees, parks and open spaces.
(g) Introduce a variety of open spaces and ensure that open spaces are designed to reflect their location in the station area, their adjacent uses and range of potential users. Open spaces can include passive green spaces with lawn areas and generous tree canopy, recreational spaces sized to accommodate facilities such as playgrounds and/or playing fields, and more urban open spaces such as hardscaped plazas. Urban hardscaped plazas can be especially appropriate in close proximity to transit stops and mixed-use developments, where they can act as waiting area for transit riders, or accommodate spill out spaces for cafes and restaurant patios.
(h) Design plaza spaces to be comfortable spaces at all times of the year through the integration of trees and areas of plantings.
(i) Explore opportunities for public art as part of redevelopment and to improve existing conditions. This will create interest by helping to make spaces more attractive and liveable.

4.5 Designing Buildings That Support Placemaking & Deliver an Interesting & Varied Built Environment

The interaction between buildings, streets and their surroundings can contribute to a safe and comfortable pedestrian experience, while supporting an interesting and vibrant station area. The massing, height, orientation and articulation of the buildings should contribute to a pedestrian-friendly environment that promotes walking and cycling and a high level of pedestrian activity.

(a) Buildings should generally be sited as close to the street as possible to contribute to street enclosure and promote passive surveillance of the street. Ensure adequate setbacks between the street curb and adjacent development according to building typology and use to allow for a generous public realm. In commercial, institutional or mixed-use areas, large setbacks are generally discouraged unless they are intended to provide space for street level pedestrian activities such as sidewalk cafes and patios. Residential buildings should generally provide a minimum 3m setback to accommodate enough space for front doors and landscaping, while providing separation and privacy from the street.
(b) Introduce a maximum building length of 70m and design buildings so that frontages greater than 35m are articulated to break up the building’s massing, visually animating the street with varied frontages.
(c) All buildings and facades should be designed to enhance visual interest through variation in massing, material, colour and texture by promoting the use of elements such as generously proportioned windows, doors and other architectural features.
(d) Animate the street and enhance amenity for transit users, workers and residents by encouraging the introduction of active street level uses close to the transit station.
(e) Minimum 4.5m ground floor heights should be required for all mixed use and commercial buildings to allow for the introduction of grade-related retail or active uses over time.
(f) Where the ground floor of a building contains commercial or retail uses, it should be located flush with the street and incorporate extensive use of transparent glazing (suggest at least 80% of building length) to promote street life and provide visual interest for pedestrians.
(g) The primary entrance to buildings should be facing the street and designed to be clearly identifiable for pedestrians.
(h) Design for an attractive and pleasant building frontage by locating all air vents and mechanical equipment away from public streets, parks or open spaces.
4.6 Seamlessly Integrate Parking & Servicing Into a Pedestrian Friendly & Transit Supportive Environment

While the introduction of LRT will help to support a much broader range of mobility, the automobile is and will remain an important part of the mobility mix. The development of more transit supportive places will therefore require that the location and design of parking is not detrimental to other modes of mobility or the establishment of active, higher density environments.

**STRATEGIES**

(a) No surface parking shall be permitted between the front of the building and the street. If required, surface parking and visitor parking should be positioned behind buildings in order to enhance the pedestrian experience and ensure buildings address the street.

(b) Reduce the amount of parking area by encouraging shared parking solutions with adjacent uses.

(c) Where feasible combine access and servicing between multiple developments to minimize the impact of driveways and parking entrances on the street.

(d) Reduce conflicts with pedestrian movement by locating surface and structured parking access, loading and servicing elements to the rear of the building or from a lane.

(e) Where direct street access to parking, loading and servicing areas is permitted, it should be located towards the edge of the site to preserve as much building frontage as possible for residential or retail activities that can contribute to neighbourhood street life and pedestrian interaction.

(f) Underground parking entrances and servicing elements such as garbage and utilities should be designed to integrate within the façade of the building.

(g) Structured parking should generally be between 2 and 5 storeys in height and positioned internal to the block to permit active uses along the street. Structured parking facades should be treated like frontage and designed to reflect the characteristics of more active building types, including clearly identifiable pedestrian entrances. When possible, the structured parking should be wrapped by active uses, and if that is not achievable in the short term, its ground floor shall be designed to accommodate changing ground floor uses over time.

(h) Surface parking on sites in close proximity to the LRT station should not be permitted. If interim surface parking is permitted on larger sites as part of a phased redevelopment strategy, it should be located to the rear of new buildings and away from the stop with a supporting plan demonstrating the ability of the site to intensify and replace interim surface parking over time.

(i) Signage should be integrated into the façade of the building so that it does not contribute to street clutter, and no stand-alone signage should be permitted.

(j) Ensure new higher density developments adjacent or near stable neighbourhoods provide a transition in scale, massing and intensity to mitigate potential shadow impacts, protect privacy, and maintain access to sun and skyview.

(k) Require a minimum 3m stepback of the upper portion of mid-rise buildings or tower base to reduce their perceived scale along the street and to mitigate wind impacts. A 3m stepback should be incorporated for any building above the sixth storey to reduce the perceived scale of taller buildings along the street.

(l) Tower separation, overlook, orientation, floorplate size and ratio, and base/tower/top design should all be considered together when developing tall buildings. The design of tall buildings should be consistent with the City’s guidelines for Tall Buildings.

Photo_ Articulation of the building facade such as this example in Portland OR can help to reduce the perceived scale of larger structures.

Photo_ Locating servicing access and loading areas to the back of the building can help to minimize their impacts on public facing areas.

Photo_ More generous setbacks may be appropriate in places to create opportunities for ground floor uses to spill out into the street.
Rendering  The Midtown station area looking east toward the downtown.
The Midtown Station Area has a true live/work character including a range of housing and employment within a wide variety of building types. The King Street Mixed Use Corridor includes a cluster of regionally significant institutional and employment uses on large blocks, complemented by a mix of medical and other office uses, retail, and multi-unit residential on the northeast side of the street. Uses along the corridor are served by large areas of surface parking, including front parking pads and larger rear surface parking lots. Medical office uses have also spilled into house-form and low-rise office buildings along the southwest side of Park Street, integrating with the adjacent low-rise neighbourhood fabric.

South of Glasgow Street is a historic industrial area in transition, including Airboss and the Catalyst 137 Manufacturing Hub, featuring high-tech manufacturing and office uses. The Airboss factory is a significant cultural heritage resource within the Warehouse District Cultural Heritage Landscape.

Established neighbourhoods, such as the Cherry Park and Mount Hope-Breithaupt Park Neighbourhoods, are characterized by low-rise house form buildings on tree-lined residential streets, complemented by a few mid and high rise multi-unit residential buildings. Parks and Open Spaces are in short supply, with Gildner Green representing the only true city owned park in the station area. School playing fields and the Mount Hope Cemetery also provide some green space and opportunities for passive recreation in the area.

The LRT presents an opportunity for transit-oriented intensification and infill along the King Street corridor and within the cluster of employment uses south of Glasgow Street, while continuing to preserve and protect established neighbourhoods. The following series of key directions and strategies provide more specific direction on how to appropriately integrate areas of stability with areas of change, reduce the extent of surface parking, introduce new and improved public spaces and focus a greater concentration and mix of uses, services and amenities near the LRT.

Photo: Looking east, taken on Green Street.
Reurbanize and connect Glasgow Street with employment and a range of other uses

Establish a focus areas around the Grand River Hospital station

Encourage compatible mid-rise intensification on King Street

Maintain and support institutional uses on King Street

Support the infill of surface parking lots and deeper parcels

Conserve the character of established neighbourhoods

Transform the King / Union parking lot

Allow the Grand River Hospital Campus to intensify over time

Provide flexibility for compatible low-rise infill along Park Street

Enhance the character of established neighbourhoods

Provide variety of land uses
Midtown is home to a number of stable residential neighbourhoods that should remain stable but not static over time. A number of these neighbourhoods have been established for many years, providing a historic character to the station area. These areas are an integral part of the station area, contributing to a mix of housing choices and supporting Midtown’s live/work character. Continuing to allow for sensitive and complementary infill housing while providing flexibility for the housing stock to respond to changing demographics will be increasingly important.

As Midtown continues to grow and change, efforts must be made to ensure higher density development and more significant change is directed to other areas to conserve the character of these established neighbourhoods. When development occurs adjacent to or near the edges of these neighbourhood areas, it should be sensitive to the existing character. New development should enhance connectivity and provide new open spaces, services and amenities.

(a) Conserve and enhance the character of established neighbourhoods by focusing new development to other areas in the Plan.

(b) Any new development within an established neighbourhood should be consistent with its built form, scale and massing.

(c) Ensure new higher density development adjacent to or near stable neighbourhoods provides a transition in scale, massing and intensity to mitigate potential shadow impacts, protect privacy, and maintain access to sun and skyview.

(d) Provide for adaptability in the housing stock to meet long term demographic needs, such as encouraging secondary suites to support multi-generational living and first time home buyers.

Photo: Preservation of existing established neighbourhoods is important to support the Midtown station area’s character.
The King Street / Union Blvd parking lot is one of the largest redevelopment sites in the station area and is located near the LRT stop. This site, in conjunction with Sun Life Financial and Grand River Hospital presents an opportunity to build upon Midtown’s existing cluster of regionally significant employment. The current surface parking on this block presents a large hole in the urban fabric, detracting from the pedestrian experience and amenity along King Street.

This site provides a particularly important opportunity to introduce greater density and an improved mix of uses neighbouring the LRT stop. Mixed-use mid-rise base buildings should line King Street, creating an opportunity to activate the street with pedestrian oriented retail and services, with complementary residential or office uses above.

Given the large scale of the site and its contextual location next to Sun Life Financial (the tallest structure in the area) tall buildings are appropriate here. Compared to smaller sites that have a more direct relationship with established neighbourhoods, this site allows for significant density/height and creates an opportunity to secure public realm improvements on portions of the ground plane. This can be done without reducing the site’s capacity to achieve appropriate transit-supportive density. As such, redevelopment here should introduce a central new public space to act as a focal point for development, and a finer grain street and block pattern to break up this large parcel and enhance connectivity at the LRT stop.

STRATEGIES

(a) Encourage the redevelopment of the King / Union parking lot with a mix of medium and high density uses.
(b) New development should introduce new streets and mid-block connections to break down the scale of the block and support improved connectivity.
(c) Focus the highest densities toward the centre of the site and adjacent to Sun Life Financial, with transitions in height and mass to nearby neighbourhoods.
(d) Require tall and mid-rise buildings to have a base that addresses the streetscape and stepbacks to reduce the perceived scale and massing along the street edge.
(e) Buildings adjacent to Park Street should provide additional setbacks capable of facilitating landscaped areas, a sidewalk and a row of street trees.
(f) Locate parking below grade, and / or within structured parking located away from King Street. Encourage shared parking solutions with adjacent uses.
The Grand River Hospital anchors the station area, providing regionally-important health care services that will continue to draw employees and visitors. The LRT station is strategically located directly in front of the hospital, recognizing the importance of this facility both in terms of serving the needs of the region and driving transit ridership.

Though important, the hospital campus is fairly constrained with a series of wings, additions and structured parking already occupying the majority of the site. The Region’s population is expected to continue to grow, with this growth largely focused along the ION corridor. This growth, coupled with ongoing advances and changes in the medical field, may require the hospital to pursue additional future phases of its campus over time. This may involve infilling areas used for parking, as well as demolishing and replacing old wings and additions to make room for more intensive contemporary medical buildings, enabling the Hospital to continue to provide high quality care.

The LRT and station area planning process present an opportunity to create a flexible framework to support the intensification of the Grand River Hospital over time, encouraging job growth and expanding transit ridership. Currently, entrances to hospital buildings are largely focused on the interior of the site; buildings are setback and relate poorly to King Street. As phased intensification occurs on the hospital site, an opportunity exists to improve the hospital’s relationship with King Street and the LRT station.

STRATEGIES

(a) Over time, encourage intensification of the hospital campus to be focused on the King Street frontage, with buildings framing and directly interfacing with the street.

(b) Encourage new medical buildings to introduce active mixed-use frontages where possible, such as restaurants, cafes and pharmacies. These types of uses will help to activate King Street as a pedestrian oriented space, and will provide enhanced amenity to transit riders, hospital visitors, and area employees.

(c) Establish a base building height range (approximately 4 to 6 storeys) to ensure new development appropriately frames the street, incorporating setbacks to reduce perceived scale.

(d) Buildings adjacent to Park Street should provide additional setbacks capable of facilitating landscaped areas, a sidewalk and a row of street trees.

(e) Locate parking below grade, and / or within wrapped structures. Parking structures should be located and accessed from Green Street, Mount Hope Street and Park Street to avoid disrupting the pedestrian experience on King Street.

(f) Encourage shared parking solutions with adjacent uses, particularly other publicly owned institutional uses (KW Collegiate and Vocational School and the Don McLaren Arena).

(g) Over time protect for a mid-block connection between Park Street and King Street to break up this large institutional block and enhance connectivity to the LRT stop from areas to the southwest.
The south side of Park Street between Glasgow Street Union Blvd forms an important interface between the neighbourhood to the south and the large institutional and employment uses to the north. Currently, this portion of Park Street is primarily lined with low-rise house form buildings interspersed with some low-rise medical office buildings. Some of the existing housing continues to be used as primary residences, while others have been converted to medical office functions. With hospital back of house servicing oriented towards Park Street, the interface with sensitive residential uses here is challenging.

Continuing to permit the conversion of existing houses to medical offices will provide support to the hospital and improve the interface between the hospital and the surrounding neighbourhood. This can be complemented with both existing and new sensitive low-rise commercial and medical offices uses.

Across from the King/Union parking lot, allowing for sensitive, low-rise mixed use development can provide flexibility for a mix of residential, commercial and medical office uses.

STRATEGIES
(a) On Park Street (towards Waterloo), introduce a low-rise mixed-use designation to permit flexibility for sensitive redevelopment that complements the hospital and new uses on the King / Union site. It will also assist in providing an appropriate transition to the neighbourhood from more intensive built form along the King Street corridor.

(b) On Park Street (opposite the Hospital), maintain the institutional designation to encourage supportive commercial and medical office uses designed to provide an appropriate transition in scale down to the neighbourhood.

(c) Buildings fronting or along Park Street should provide additional setbacks capable of facilitating landscaped areas, a sidewalk and a row of street trees.

(d) Consider a maximum 4-storey height for any new development on Park Street abutting low-rise residential, and require a minimum setback from abutting residential lots to the south.

(e) To enhance the pedestrian experience and ensure buildings address the street, surface parking should be positioned behind buildings and not permitted along the Park Street frontage.

(f) Encourage shared parking solutions and shared entrances between different uses on the southwest side of Park Street to minimize surface parking and curb cuts.

The existing low-rise building on Park St.
The north side of King Street—between Union Street and Pine Street—is a unique section of the King Street Mixed Use Corridor, characterized by an eclectic mix of retail, residential and medical offices. These are located primarily within low-rise house-form buildings and some two/three storey commercial mixed use buildings. Many of these are set back from the street to accommodate front parking pads, which detract from the pedestrian experience. These buildings are located on shallow lots, with an established neighbourhood directly to the northeast. Dodds Lane extends northwest from Pine Street, providing access to larger rear surface parking lots and back of house servicing for the buildings fronting King Street. It also provides a buffer between the mixed uses on King Street and the established neighbourhood to the northeast, though it currently terminates before reaching Union Street.

The LRT presents an opportunity to transform this stretch of the King Street Mixed Use Corridor, creating a transit and pedestrian supportive, higher density, mixed use environment that still appropriately integrates with the neighbourhood to the east. This will require the introduction of sensitive mid-rise buildings that better frame King Street. New uses should include active frontages and public realm improvements along King Street to enhance the pedestrian experience.

**STRATEGIES**

(a) Protect for the extension of Dodds Lane from Pine Street towards Union Street to enhance connectivity, ensure adequate servicing and access, and to provide a buffer between new buildings and the adjacent neighbourhood.

(b) Establish a minimum podium height of four storeys (13.5m) for new development along King Street to frame the street.

(c) Introduce a maximum building length of 70m. Ensure that frontages greater than 35m are articulated to break up the building’s massing, and visually animate the street with varied frontages.

(d) Create a rear-yard setback to aid transition to the adjacent stable neighbourhood. Due to the shallow nature of these lots, consider Dodds Lane when determining what this setback should be.

(e) Mid-rise heights should be between 4-8 storeys maximum, with stepbacks provided above the 4th storey to maintain a pedestrian-oriented streetwall.
The KW Collegiate and Vocational School and King Edward Public School are two integral community facilities located on the southwest side of King Street and are complemented by the Don McLaren Arena (located at the corner of Green Street and Park Street). Both schools are significant cultural heritage resources, which limits opportunities for new development or adaptive reuse, as they should be maintained in their current use. As the station area continues to grow and change, maintaining institutional uses to serve a growing population is particularly important. The KW Collegiate and Vocational School and the Arena are served by a large area of surface parking, which occupies most of the remaining available space surrounding the existing buildings. Some mixed use development served by large areas of surface parking is located between the two schools.

New mixed-use infill development between the two schools can help create a consistent streetwall along King Street, leveraging public realm improvements and enhancing walkability from the LRT to these schools. Strategies to encourage shared structured parking between the three public institutions and/or new private development can help to free space on these constrained sites for expansion of existing facilities, or new play space for students and the broader community.

Strategies

(a) Maintain institutional land use designations to encourage these important assets to remain in the station area, and to protect listed/designated heritage structures from redevelopment pressures.
(b) Encourage mixed-use medium density development fronting King Street between the two schools, with active uses at grade that animate the street and serve the needs of new and existing residents and students.
(c) Establish a minimum podium height of four storeys (13.5m) to ensure new development appropriately frames King Street.
(d) New development should introduce mid-block active transportation connections between King Street and Walter Street to enhance walkability and northeast-southwest connectivity through the station area.
(e) Encourage shared parking solutions between public institutions and/or new development to reduce the extent of surface parking and create opportunities to enhance institutional functions and the public realm. Surface parking should not be permitted fronting King Street.
(f) Identify opportunities for public-private partnerships to deliver additional outdoor amenity space for use by the schools and broader community.
King Street—between Pine Street and Andrew Street—is a distinct section of the King Street Mixed Use Corridor, featuring a mix of employment, community services and amenities in a predominately low-rise form. This area also includes the Kings Tower high rise apartment building, and KW Collegiate and Vocational School’s playing fields. This portion of the corridor is characterized by large lots, many of which are approximately two blocks deep. These deep lots are dominated by large areas of surface parking, including rear parking lots and significant areas of parking fronting King Street. The extent of surface parking in this area presents holes in the urban fabric that detract from the area’s character and disrupt the pedestrian experience along King Street.

Along King Street, these surface parking lots provide an opportunity for intensive mid-rise mixed use development, and should include active frontages. A second tier of less intensive residential development can take place behind this, to back onto the neighbourhood to the north.

Significant new development should include the creation of new public space while enhancing existing green areas. A new, finer-grained network of streets would be required to break up large blocks and create frontages for new residential developments. This will also improve connectivity and provide access to new and enhanced parks and open spaces.

STRATEGIES

(a) Preserve for and introduce a finer grained street and block pattern, providing access and frontage for infill development on existing areas of surface parking.

(b) Encourage mixed-use medium density development fronting King Street, with active uses at grade that animate the street and serve the needs of new and existing residents.

(c) The height, massing and scale of new residential development behind King Street should create a gradual transition between King Street and established neighbourhoods.

(d) Where new development behind King Street directly abuts established residential properties with existing low-rise house form buildings, a maximum height of 4 storeys should be applied in combination with a rear setback.

(e) To create a gradual transition, heights should increase towards King Street on properties that do not directly interface with the existing residential fabric.

(f) An opportunity for more intensive mid-rise redevelopment exists between Pine Street and the proposed extension of Green Street due to its separation from the existing neighbourhood fabric.

(g) Redevelopment in this area should be accompanied by the creation of a new community-oriented park space on the parking lot adjacent to the KW Collegiate and Vocational School playing fields. Strategies should also be employed to facilitate the enhancement of and shared public access to the playing fields when they are not in use by the school.
Rendering: Looking souteast from Mt. Hope Cemetery.

Established low-rise neighbourhood
Taller mid-rise buildings facing onto
King St. away from established
residential neighbourhoods.

Stacked townhouses and walk-ups
up to 4 storeys to create a
transition to established low-rise
neighbourhoods.

New local streets to create address
for new development and improve
connectivity.

scale (approx) 100m
Glasgow Street forms an important interface between the established low-rise neighbourhood on its north side and employment uses in the innovation employment cluster to the south. It also acts as an important northeast/southwest corridor and connection to Belmont Village. Historic and ongoing industrial uses on the south side of the street (Airboss and 137 Glasgow) have resulted in a one-sided street, since these employment uses are set back and do not engage with the street. The lack of sidewalks on the south side of the street contributes to this condition, discouraging pedestrian access to new and existing employment uses in the innovation employment cluster. One of the key strengths of the Midtown station area is its diverse employment uses and live/work character. Traditional manufacturing and new tech oriented uses south of Glasgow Street complement regional office and institutional uses and should be encouraged to remain in the station area indefinitely.

As Midtown evolves, there is an opportunity to improve the pedestrian-friendliness of Glasgow Street while continuing to support the innovation employment cluster. Introducing sensitive mid-rise mixed use development along the south side of Glasgow Street can better engage the streetscape, improve the innovation cluster’s relationship with the neighbourhood to the north, and protect ongoing innovation employment and manufacturing uses to the south. This would also support opportunities to introduce new services and amenities for residents and workers, as well as enhancing pedestrian safety and access to and from Belmont Village.

While heavier industrial manufacturing uses continue to operate, new residential uses along the south side of Glasgow Street should be restricted to avoid threatening the viability of existing industrial uses. In the longer term, should the types of employment in the innovation employment cluster continue to evolve and become more compatible with residential uses, the introduction of some residential uses along the south side of Glasgow Street should be considered. This would provide further critical mass to support restaurants and services for area residents and workers and improve safety by increasing activity and eyes on the street at all times of day.
STRATEGIES (cont’)

(f) Extend Elm Street, York Street and Eden Avenue to enhance connectivity, create a finer grain network of streets and blocks to support redevelopment, and maintain frontage for larger employment uses south of Elm Street. Extend mid-block active transportation connections through larger blocks where possible to connect into the Iron Horse Trail and the proposed trail connection to the Multi-Modal Transit Hub.

(g) Introduce an Innovation Employment designation south of the Elm Street extension to support the evolution of diverse employment uses on Glasgow Street, while also ensuring existing uses can continue to operate indefinitely.

(h) Should the nature of employment uses on Glasgow Street change over time to become more compatible with residential uses, the land use designation for the properties fronting Glasgow Street should be revisited to permit residential uses.

(i) Redevelopment and changes in use create important opportunities to secure new parks and Privately Owned Public Space (POPS) on Glasgow Street. New development should make significant on-site contributions in the form of new public spaces to enhance amenity for area employees and residents.

(j) Celebrate the area’s cultural heritage assets, particularly the Airboss Factory building. Special policies should be considered on this site to provide flexibility for the current owners, facilitating the adaptive reuse and retention of the significant portions of the existing building should the current use cease at some point in the future. In addition to the suite of uses permitted under the innovation employment designation, these could include introducing permissions for residential or live/work uses in conjunction with a future change in use.

Photo. Redevelopment along Glasgow Street creates the opportunity to complete the street with new medium density employment and residential uses over time (Boston Avenue, Toronto).
While achieving a transit supportive pattern of development and land use throughout the station area will be important, it will be particularly critical in the areas immediately surrounding the LRT station. These areas can boost transit ridership by adding density and a mixture of uses in the areas most likely to generate transit ridership, while creating an attractive environment for transit users. The regulatory tools that will implement the directions of this plan should establish a focus area where special policies apply in order to further support the investment in transit in this most critical area.

The focus area should generally capture medium and high density mixed use properties within the King Street Mixed Use Corridor where the greatest extent of change and intensification is anticipated. This is the area approximately 250m from the stop where area-specific secondary plan policies and zoning should work to focus the highest densities, greatest mix of uses, and highest investment in the public realm to create a more transit-oriented and supportive environment.

### STRATEGIES

(a) Introduce minimum density targets, and/or prohibit built form and land uses that would negatively impact the area’s ability to achieve this requirement.

(b) Consider stricter parking policies, such as prohibiting surface parking, lowering minimum parking rates, allowing greater shared parking between complimentary land uses, and implementing special transportation demand management strategies (see recommendations within the Transportation Impact Analysis section of 9.0 Technical Considerations).

(c) Encourage the greatest mix of uses through more flexible zoning permissions and the implementation of mandatory minimum ground floor heights of 4.5m to facilitate conversion to retail / office uses over time.

(d) As redevelopment occurs, work with private sector developers to secure public realm enhancements, such as public art, wider sidewalks, street trees and plantings, seating, wayfinding, shelter and weather protection, and bike related infrastructure (bike parking, bike share facilities, and/or end of trip facilities).
Rendering  Built form and land use at Union Blvd and Park St.
The Midtown station area is focused along the King Street mixed use corridor, with Park Street playing an important role as a secondary connection between Uptown Waterloo and Downtown Kitchener. With primary frontages focused on King Street, truck traffic and back-of-house servicing for the hospital are generally directed to Park Street.

Northeast/southwest connectivity across the station area is limited, with Union Blvd/Union Street providing the only major connection that crosses King Street. While Glasgow Street terminates at Walter and Park Streets, it is another important northeast/southwest street, connecting Belmont Village to the station area and providing an important interface between employment uses to the south and established neighbourhoods to the north.

The Iron Horse Trail runs along the southwestern edge of the station area. The Spur Line Trail runs east/west and passes to the north, a few blocks away from the station area. These provide trail connections between Uptown Waterloo and Downtown Kitchener. However, the lack of connections through the station area between these trail systems limits options for pedestrians and cyclists to access King Street.

The cluster of regionally significant employment uses in the station area contribute to a high demand and extensive supply of surface parking within the station area. These surface parking lots detract from the pedestrian experience and present important locations for transit-supportive redevelopment.

**The Opportunity**

Responding to opportunities created by the LRT, coordinated mobility improvements can help to better position Midtown as a well connected seam between Kitchener and Uptown Waterloo, capitalizing on its key assets, including regionally significant institutions, diverse employers, established neighbourhoods, and the Iron Horse Trail.

The following section outlines a series of key directions and detailed strategies to enhance connectivity, increase transportation choice, balance the needs of all users of the mobility system, and reduce the demand for surface parking.
**KEY DIRECTIONS**

**The Mobility Framework Map Legend**

- Study Area Boundary
- Focus Area Boundary
- ION Line & Stops
- Proposed Streets
- Proposed Lanes
- Active Transportation Network (existing)
- Active Transportation Network (proposed)
- Pedestrian Connection (proposed)
- Trucks/Servicing Route
- Bike Share Station (proposed)
- Shared Parking (proposed)
- Priority Crossings

**INTRODUCE A NEW STREET AND BLOCK PATTERN NEAR EAST OF KING STREET.**

**IMPROVE THE CYCLING NETWORK AND ENHANCE CONNECTIVITY BETWEEN EXISTING TRAIL SYSTEMS.**

**REINFORCE GLASGOW STREET’S ROLE AS A CONNECTIVE STREET.**

**DEVELOP A PARKING STRATEGY.**

**TRANSFORM MOUNT HOPE STREET INTO A COMPLETE STREET.**

**The Mobility Framework Map Legend**

- Study Area Boundary
- Focus Area Boundary
- ION Line & Stops
- Proposed Streets
- Proposed Lanes
- Active Transportation Network (existing)
- Active Transportation Network (proposed)
- Pedestrian Connection (proposed)
- Trucks/Servicing Route
- Bike Share Station (proposed)
- Shared Parking (proposed)
- Priority Crossings

**scale (approx) 400m**
The portion of King Street between Pine and Andrew Streets is characterized by very deep lots, some of which extend almost two blocks deep. Much of this area is currently used for surface parking to support uses along King Street. This area also includes KW Collegiate and Vocational School’s playing fields and the Mount Hope Cemetery, which are located behind and backed onto by existing uses.

An opportunity exists to introduce a new, finer grained street and block pattern within these deep blocks to provide frontage for new development. New streets can also enhance access to recommended new parks and open spaces. A key consideration for the introduction of new streets and blocks in the area is to reduce the potential for impacts on adjacent neighbourhoods. Strategies to discourage cut through traffic should be employed.

**STRATEGIES**

(a) Introduce new crescent streets that can provide access from King Street to new development parcels, while preventing neighbourhood through traffic.
- Explore opportunities to calm traffic and/or restrict left hand turns from Mary Street onto Union Street.
- Consider solutions such as one-way movement restrictions and or removable bollards for new streets connecting into Braun Street to avoid cut through traffic from King Street to Shanley Street.

(b) Support connectivity between these crescent streets via a new pedestrian walkway behind the Kings Tower apartments.

(c) Extend Green Street to Pine Street to improve access to the KW Collegiate and Vocational School playing fields, and enable new development to front onto improved community-oriented park space.

(d) Develop a new street between Braun and King Streets, and a new street parallel to Braun Street to facilitate low rise development and help support the transition in scale between neighbourhoods to the northeast and higher density development along King Street.

Photo: Looking northeast along Pine Street.
Midtown is an important live/work station area. Neighbourhood areas have a reasonably fine-grained network of streets. Large institutional and employment blocks (along the southwest side of King Street and south of Glasgow Street) limit connectivity across the station area for pedestrians and cyclists. Key streets, namely King and Park Streets, have significant vehicular traffic and very limited widths to support dedicated space for cyclists within existing rights of way. Unfriendly conditions for cyclists on major northeast/southwest routes and lack of connectivity across the station area act as a disincentive for cyclists, and complicate the provision of a robust cycling network.

An opportunity exists to enhance cycling connectivity through the station area by linking the Spur Line and Iron Horse Trail systems. These regional trail systems run parallel to the King Street Corridor, providing attractive, safe, off-street cycling access into the station area. Improvements which direct cyclists into the station area (and to the LRT stop) should be provided along smaller northeast/southwest streets and pathways that are more appropriate for cycling. This provides a work around to avoid directing cyclists onto the busier, narrow King and Park Street corridors by completing the cycling network between existing trails and the LRT.

An opportunity also exists to enhance broader multi-modal connectivity with Downtown Kitchener by introducing strategic on and off-street cycling connections into the PARTS Central station area, including connecting to the Victoria Park trail system and Multi-Modal Transit Hub.

STRATEGIES

(a) Introduce a cycling connection along Mount Hope Street from the Iron Horse Trail to King Street, connecting to Pine Street from King, and then to the Spur Line Trail through the Cemetery.

(b) Introduce a second cycling connection from the Iron Horse Trail along Glasgow Street, cutting over to Green Street from Park Street, and following Green Street across King Street to connect to the Spur Line Trail through the Cemetery.
   - Introduce clear signage and wayfinding for these connections, as well as sharrows and other strategies to calm traffic on the on-street portions of these routes.
   - Enhance lighting and cycling amenities on key routes through the Cemetery to ensure access and improved safety throughout the day and evening.
   - Investigate ways to incorporate cycling infrastructure on Green Street (and improvements for pedestrians) which may need consideration of advisory bike lanes or other solutions.

(c) Introduce dedicated cycling lanes along Glasgow Street between the Iron Horse Trail / Belmont Village and Park Street.

(d) Extend a multi-use path between the Iron Horse Trail and the Multi-Modal Transit Hub, following the northeast/southwest rail corridor that runs along the southeastern edge of the station area parallel to Glasgow Street.

(e) As redevelopment occurs south of Glasgow Street, explore opportunities to extend area streets south of Glasgow Street. Introduce new active transportation connections to provide access to the Iron Horse Trail and the proposed multi-use path to the Multi-Modal Transit Hub.

(f) Explore the potential for a cycling route along Strange Street between Glasgow Street and the Victoria Park Trail system.

Photo: Cyclists on the Iron Horse Trail.
Glasgow Street is an important street within the station area connecting Belmont Village to the Hospital and King Street. It also acts as an interface between established neighbourhoods to the north and key employers to the south, including Airboss and Catalyst 137. The street currently only has sidewalks on the north side of the street, and offers little pedestrian or cycling amenity.

Strategies

(a) Advance a streetscape master planning exercise to reposition Glasgow Street as a complete street. This exercise should explore the following opportunities:

- Introduce a sidewalk along the south side of the street to support pedestrians.
- Implement a multi-use pathway along the south side of Glasgow Street and a dedicated cycling lane along the north side of the street to encourage active transportation and connectivity between King Street and Belmont Village.
- Maintain space for trucks and other vehicles along Glasgow Street and employ strategies such as consolidating curb cuts to mitigate conflict between vehicles, pedestrians and cyclists.

(b) Introduce improved crossings at the Iron Horse Trail, York Street and Park and Strange Streets, such as exploring opportunities to reduce crossing distance and turning radii, and introducing improved visual and signalized crossings where possible.

An opportunity exists to transform Glasgow Street into a complete street, supporting improved mobility for pedestrians, cyclists, residents, employees, and the trucks that use it as a point of access for area employers. This may require new development along the south side of Glasgow Street to pull back from the street, allowing for a widened right-of-way to enhance space for pedestrians and cyclists while maintaining adequate space for vehicular traffic.
The high number of jobs in and around the station area has contributed to a tremendous demand for surface parking. Today, large areas of surface parking exist at the King / Union block, northeast of King Street between Pine and Andrew Streets, surrounding KW Collegiate and Vocational School and the Don McLaren Arena, and areas south of Glasgow Street near Airboss and 137 Glasgow. Demand for parking is so great that area employers and institutions along King Street are utilizing remote parking lots to meet the needs of their employees. While Midtown is a unique urban place within the region, with a full mix of employment and important regional assets, the quantity of surface parking is detracting from the area and creating an unfriendly environment for pedestrians.

The LRT presents an opportunity to encourage a shift away from parking/driving to more active and sustainable options. Introducing strategies to reduce the supply of and demand for surface parking will help to further support transit-oriented intensification surrounding the ION where the greatest densities, mix of uses and amenities for area residents, visitors and employees should be focused.

STRATEGIES

(a) Establish a cap on parking rates and restrict surface parking within the focus area.
(b) Locate new parking below-grade and in structures. New parking structures should be designed to support pedestrian activity through the introduction of active uses fronting key pedestrian streets or walking routes.
(c) Any surface parking should be located to the rear of buildings, where it can be separated from the street to create a more vibrant streetscape and comfortable experience for pedestrians.
(d) Facilitate and encourage shared off-site parking between businesses and new developments to optimize new and existing parking.
(e) Encourage businesses to partner with TravelWise to reduce demand for parking, and explore other opportunities to encourage carpooling, cycling, and transit use.
(f) Explore an expanded role and additional opportunities for Kitchener Parking or another public entity to provide public, shared parking solutions within the station area.

Photo: Structured parking at the box offices is shared between area restaurants and evening destinations so that it can provide parking for office users during the day and entertainment destinations at night (Box, Offices - San Francisco).
Today, portions of Mount Hope Street only have sidewalks on one side and there are currently no dedicated bike lanes or sharrows. With the potential for intensification and redevelopment on the King/Union parking lot site and at the Grand River Hospital over time, Mount Hope Street will play an increasingly important role as a key route providing access to the LRT for pedestrians and cyclists. It is the most direct connection between the Grand River Hospital LRT Stop and Iron Horse Trail, supporting pedestrian and cyclist access to the LRT from the broader area.

It will also play an important role in supporting broader improvements to enhance and expand the cycling network by connecting Iron Horse Trail System to the LRT and Spur Line Trail (see Mobility Key Direction 2). A streetscape master plan should be developed for Mt. Hope Street (from King Street to Park Street) to provide a framework for coordinated phased improvements to be implemented over time as the character, role and function of this street evolve.

STRATEGIES

(a) Develop a streetscape master plan outlining short-term improvements that can be implemented immediately, while also establishing a long-term vision for the street that can be implemented as redevelopment occurs:

- Develop a phasing strategy to secure improvements over time, and to ensure a coordinated look and feel for the street as phased improvements are implemented.
- Ensure that coordinated streetscape improvements respond to the varying character of the street as it transitions from a residential street to a more urban condition between Park Street and King Street.
- In the short term, support enhanced connectivity between the LRT and Iron Horse Trail by implementing wayfinding and pavement markings for cyclists (sharrows or dedicated bike lanes where space exists).
- Prioritize crossing improvements at Mount Hope and Park Streets to support safe crossing of Park Street for pedestrians and cyclists, including the introduction of crosswalks and a pedestrian/cyclist activated signal, four-way stop, or traffic light as appropriate.
- In the fullness of time, complete the sidewalk network on the northwest side of Park Street between Eden Avenue and York Street, and on the southeast side of the street between Park Street and King Street.
- As redevelopment occurs between Park and King Street, widen Mount Hope to allow for dedicated cycling lanes and generous sidewalks. Include coordinated streetscape furnishings, public art and enhanced cycling infrastructure such as bike parking, bike share and/or end of trip facilities to support multi-modal connectivity.
Rendering: King Street, directly surrounding the GRH station stop.
Midtown can be characterized as a primarily auto-oriented area, sometimes at the expense of the public realm. Relatively narrow right-of-ways for major streets such as King, Park and Glasgow Streets result in the majority of the street being dedicated to vehicular traffic, with relatively narrow sidewalks and minimal street furnishings, narrow green boulevards that complicate street tree planting, and inadequate space to accommodate dedicated space for cyclists. In particular, Glasgow Street suffers from a lack of sidewalks on the south side, as it was historically planned for industrial uses primarily accessed by trucks and other vehicles. Front parking pads and large surface parking lots contribute to large paved areas along major streets, presenting holes in the urban fabric that further contribute to a generally unfriendly environment for pedestrians and cyclists.

The area also lacks significant, centrally located public parks and green spaces. The Iron Horse Trail is an excellent regional asset, providing a green trail connection, but is located at the edge of the station area. Gildner Green, also at the southern edge of the station area, is modest in size and represents the only community-oriented park in the station area. Northeast of King Street, the KW Collegiate and Vocational playing fields and Mount Hope Cemetery provide some additional green open space and opportunities for passive recreation, though these are currently tucked away and backed onto by existing development.

The LRT will act as a catalyst for redevelopment, bringing new residents and workers to the station area and encouraging a mode shift toward greater levels of walking, cycling and transit use. As such, there is a need to improve the public realm across the station area, as well as provide adequate parks and open spaces to meet the diverse needs of a growing population and workforce. The following section outlines a series of key directions for the public realm, identifying opportunities to improve existing features and introduce new parks and public spaces over time, as well as targeting streetscape and public realm improvements on key corridors.
KEY DIRECTIONS

- Enhance the KW Collegiate & Vocational School playing fields as a broader community asset.
- Encourage the provision of new park and trail connections south of Glasgow Street.
- Incorporate opportunities for stormwater management LID in all new parks and public spaces.
- Enhance the King Street streetscape.
- Introduce an urban square as part of the redevelopment of the King / Union parking lot.
- Introduce streetscape improvements to enhance the character of Glasgow Street.
- Improve & enhance the Park Street experience.
King Street functions as a key spine linking uptown Waterloo and Downtown Kitchener. However, its streetscape through the Midtown station area can be considered as lacking. Narrow landscaped areas have made it difficult to plant street trees and large surface parking lots detract from the pedestrian experience and image of the street. The perpendicular street grid generally does not align on the northeast and southwest sides of King Street, due in part to the presence of large institutional and employment blocks. In some cases, significant vehicular traffic turning onto King Street from area businesses and neighbourhood streets could result in unfriendly conditions for pedestrians and cyclists.

The LRT will focus much more pedestrian traffic on King Street and elevate its important role within the community. Building on improvements to the King Street streetscape affiliated with LRT construction, the ION is anticipated to act as a catalyst for significant redevelopment. This presents an opportunity to secure additional public realm improvements as redevelopment occurs. Over time, King Street should be transformed as a pedestrian-oriented street featuring a strong interface between the public realm and active retail uses, with new and enhanced pedestrian crossings to improve access to transit and connectivity across the station area.

STRATEGIES

(a) As redevelopment occurs along King Street, set back development to achieve a minimum of 2.0 m sidewalk and street trees, where possible.

(b) Ensure the planting of a consistent row of street trees when new development occurs between the sidewalk and new development. Trees should be provided a minimum soil volume of 30m³ to ensure they are capable of maturing over time. This can be accomplished through the use of Silva cells or continuous tree pits.

(c) Introduce public realm enhancements including public art, additional plantings, benches, and bike parking.

Photo: Example of tree lined main street in Melbourne, Australia, accommodating vehicular traffic, LRT and generous sidewalks along active uses at grade.
The King / Union parking lot is a large, underutilized site near the LRT stop and two of the station area’s most significant employers – the Grand River Hospital and Sun Life Financial. Midtown currently lacks public open spaces, particularly in this part of the station area.

With the LRT acting as a catalyst for transit-oriented growth and development, this site is a particularly strong candidate for redevelopment, presenting the best near-term opportunity to create a new public open space near the LRT. Given the size of the site and potential to accommodate a more intensive built form, redevelopment should include a significant new public space designed to respond to the site’s urban context.

**STRATEGIES**

(a) Require any redevelopment of the King / Union parking lot to provide a new urban square as part of the first phase of development.

(b) The design and character of this park space should respond to the site’s context, taking the form of an urban square that is visible and accessible from King Street.

(c) The urban square should be positioned to engage with the hospital site and to ensure visibility and access from King Street and the LRT. It should be lined with active retail uses to animate the space and enhance its amenity.

(d) The urban square should be designed to provide amenity space to visitors of the Hospital, transit riders, workers in the area, and potential new residents on the site itself. This could include a distinct hardscaped paving treatment, public art, significant plantings to provide shade and greenery, and a variety of flexible seating to invite users to stay and enjoy the space.
Glasgow Street plays an important role in the station area, both from a mobility and a built form/land use perspective. It is a key connection into the station area from the south, linking Belmont Village to Park Street. It also forms an important interface between the innovation employment cluster and the established neighbourhood on either side of the street. However, Glasgow Street is currently one of the most challenged streets in the study area due to the lack of sidewalks on its south side. Further adding to the street’s one-sided feel, existing uses to the south are set back and oriented away from the street, with chain link fences along property lines. The north side of the street contains a sidewalk and narrow green landscaped area that accommodates hydro poles and turf, with mature trees located in residential front yards providing a degree of pedestrian amenity.

The LRT presents an opportunity to improve Glasgow Street to better balance the needs of all users. Public investment in Glasgow Street can help to support the ongoing evolution of employment uses and encourage potential redevelopment, improving the built form along the south side of the street. This will also improve the interface between employment uses and the established neighbourhood across the street. Sidewalks along the south side of the street will help to accommodate increased pedestrian activity associated with the LRT, inviting workers in the area to access the innovation employment cluster on foot from the LRT, or walk to Belmont Village for lunch. Glasgow Street is also positioned to form an integral part of the cycling network, providing access to and from the centre of the station area, the Iron Horse Trail, and Belmont Village bike lanes.

**Strategies**

(a) Initiate a comprehensive streetscape master plan to transform Glasgow Street into a complete street linking Belmont Village to the LRT. The plan should explore:

- The introduction of a multi-use trail along the south side of the street, and bike lane along the north side of the street to better balance the needs of all road users.
- The introduction an improved crossing at the Iron Horse Trail, including a pedestrian activated signal, special paving treatment, and clear wayfinding directing trail users to key destinations on and off the trail.
- The potential for more significant tree planting along the south side of the street to enhance the tree canopy and separate pedestrians from traffic.

(b) Introduce a coordinated suite of street furnishings, bike parking, and pedestrian-oriented lighting and public art to enhance pedestrian and cycling amenity to strengthen the street’s identity.

Photo: Example of a multi-use pathway, Martin Goodman Trail, Toronto
Park Street plays an important role within the station area, providing an alternative to King Street for travel between uptown Waterloo and Downtown Kitchener. It also plays a servicing role for the Grand River Hospital and area businesses. While this function is valuable, it does have an impact on the character of the street, resulting in a back-of-house feel (particularly at the hospital). The existing narrow right-of-way and need to accommodate significant local and through traffic ultimately constrain the type of improvements that may be considered within the public right-of-way to improve Park Street's character and utility.

An opportunity does exist to introduce new street trees and plantings to help soften the street's character and screen servicing functions. This can improve the image and pedestrian amenity of Park Street, while maintaining its critical servicing and vehicular traffic functions.

STRATEGIES
(a) Encourage new development to step back from the street to provide adequate room for a landscaped areas, a sidewalk and a row of street trees.
(b) Ensure new street and landscape improvements continue to support the street's role as an important point of access and servicing, while improving pedestrian amenity.
(c) Look for opportunities to consolidate points of access to reduce conflicts between vehicles and pedestrians.
(d) Introduce crossing improvements at Union, Mount Hope, Green, and Glasgow/Walter/Strange Streets to enhance connectivity to the LRT from the southern portion of the station area.

Consolidated points of access to reduce potential for conflicts between pedestrians & vehicles.
Development setbacks to support wider sidewalks & new tree planting.

Crossing improvements at Green St./Strange St., Mount Hope St., & Union St.
The KW Collegiate and Vocational School playing fields are located to the northeast of King Street, abutting adjacent development and large areas of surface parking. While the fields represent one of the largest and most centrally located green spaces in the station area, they are currently playing a limited role in serving the needs of the broader neighbourhood. Even in terms of their current function, this off-site location results in a poor condition where students must cross King Street and walk up a narrow path to reach the fields.

An opportunity exists to elevate the role of this key open space asset by adding additional parkland to the playing fields and enhancing access for the broader community. Redevelopment of lands adjacent to the park present an opportunity to put in place new park-side streets to improve accessibility and provide natural surveillance to this space. New development should also protect for the creation of a broad open space pathway to connect the playing fields to King Street alongside the proposed extension of Green Street. This will help to improve accessibility for students and the broader community, and strengthen the park’s relationship to King Street and the LRT.

STRATEGIES

(a) Engage with the school board to identify opportunities to expand and improve the relationship of the playing fields to the broader station area. Strategies should include:

- Establishing an agreement to permit the use of the playing fields by the broader public outside of school hours and on the weekends;
- Identifying additional lands to expand the size and programming of the park as redevelopment occurs; and
- Exploring the potential to integrate a new path connection from King Street to improve visibility and connectivity between the park and the school.

(b) As redevelopment occurs, work with local landowners to secure the extension of Mary Street and Green Street to create frontage and access for the park over time.

(c) Explore opportunities to add the surface parking lot at the northeast edge to the playing fields to create a larger park with additional space for community-oriented facilities and programming. The parking lot could be acquired as parkland dedication if and when the related property fronting King Street redevelops, or through an outright public purchase. In either case, some degree of public investment beyond parkland dedication requirements is likely necessary to acquire additional parkland.

Photo_ Example of mid rise built form framing playing fields. Image Credit: ELBE&FLUT
The area south of Glasgow Street is a strategic employment area comprised of traditional manufacturing uses, emerging high tech manufacturing and innovation employment. Ongoing transformation and reinvestment in this area provides an important opportunity to add new and diverse jobs to the station area. However, the current public realm condition reflects that of a traditional industrial manufacturing area, providing little amenity to area workers and a poor interface with residential uses on the opposite side of Glasgow Street.

As change and reinvestment occur, there will be opportunities to deliver new open spaces that can enhance amenity for employees and help to improve the relationship of this district to the broader station area. In the short term, this could take the form of improved open space connections linking the area to both the Iron Horse Trail, and a future connection to the Multi-Modal Transit Hub. In the longer term, redevelopment will present additional opportunities to introduce a network of new open spaces and active transportation connections.

Work with local landowners, Metrolinx, and CN/CP to extend an active transportation connection along the rail corridor between the Iron Horse Trail and Multi-Modal Transit Hub.

As redevelopment occurs south of Glasgow Street, explore opportunities to introduce active transportation connections to link new parks and open spaces, and new and existing trail connections.

Develop a new linear open space along the western edge of the 137 Glasgow site to extend Gildner Green south, and improve the relationship of the 137 Glasgow site with the Iron Horse Trail.

In conjunction with future development and the extension of York Street south into the site, work with land owners to introduce a new open space at the intersection of Glasgow and York Streets to provide amenity for area employees and improve the relationship between the neighbourhood and lands south of Glasgow Street.

Should Airboss undergo a change of use or redevelopment over the longer term, the development of an open space off Strange Street would help to preserve views of the heritage structure and create a focal point and amenity for new uses.
New parks and public spaces present particularly important opportunities to demonstrate best practices in green infrastructure, design and storm water management.

Larger parks create opportunities for visible stormwater management infrastructure & enhanced plantings to create wildlife habitat.

Introducing visible green infrastructure & highlighting innovative features with plaques & signage to support public awareness & education.

Urban plazas can incorporate permeable paving, bioswales & plantings featuring native species.

Greening & planting of native species along trail corridors to enhance wildlife habitat.

Incorporate Opportunities for Stormwater Management Low-Impact Development (LID) in All New Parks & Public Spaces

(a) Incorporate opportunities for innovative stormwater management and green design practices in all new parks and public spaces, including the use of:
   - Bioswales, groundwater infiltration areas, and permeable surfaces;
   - Native species that require less water, assist with stormwater management, and/or create urban wildlife habitat;
   - Sustainable lighting fixtures that reduce energy and light impacts; and
   - Locally sourced and/or environmentally responsible materials.

(b) Showcase and make sustainable features visible to the public, through educational signage and opportunities to interact with green features.

(c) Where possible, work to create green linkages between new and existing parks and natural features to support the flow of water, wildlife movement, and enhanced connectivity for natural systems and people alike.

Investment in new public spaces presents a key opportunity to improve Midtown’s environmental performance and contribute to public education and awareness of the important environmental functions that innovative parks and public spaces can provide. Green design features such as permeable pavement, bioswales, native plantings and other elements can help to distinguish Midtown and contribute to a distinct sense of place. Efforts to make these features visible by ‘daylighting’ them with plaques and signage can further support public awareness and appreciation of the natural environment.

Photo_ Example of a bioswale. Source: Wikimedia Commons.
Rendering  The potential public realm surrounding the KCI playing fields.
8.0

THE PREFERRED PLAN
8.0 THE PREFERRED PLAN

**Key Characteristics**
- A mix of office, residential and retail uses.
- Active uses at street level such as stores, restaurants and services.
- A mix of heights but including buildings taller than 8 storeys.
- Parking is accommodated underground.

**Key Characteristics**
- Includes schools, hospitals and other institutional uses.
- Includes health related uses and residential care facilities.
- Larger buildings/uses meet demand for parking in structures or below-grade.

**Key Characteristics**
- Residential buildings greater than 8 storeys.
- Residential at street level with larger setbacks than mixed-use buildings.
- Building base oriented to fine streets and parks.
- Parking is accommodated underground.

**Key Characteristics**
- Residential buildings between 4 and 8 storeys in height.
- Residential at street level with larger setbacks than mixed use buildings.
- Buildings oriented to fine streets and open spaces.
- Parking is accommodated underground.

**Key Characteristics**
- A mix of office, residential and retail uses.
- Active uses at street level such as stores, restaurants and services.
- Generally between 5 and 8 storeys in height.
- Parking is accommodated underground.

**Key Characteristics**
- A mix of office, residential and retail uses.
- Active uses at street level such as stores, restaurants and services.
- Generally between 3 and 4 storeys in height.
- Parking is accommodated underground or to the rear of the development.

**Key Characteristics**
- Active uses at street level such as stores, restaurants and services.
- Includes commercial offices and employment.
- Parking is accommodated underground or to the rear of the development.

**Key Characteristics**
- Strategically located to serve as many local residents as possible.
- Where possible, connected by on and off street active transportation routes to form a network.

**Key Characteristics**
- Well sized and programmed to address diverse recreational and lifestyle needs.
- Includes commercial offices and employment.
- Parking is accommodated underground or to the rear of the development.

**Innovation Employment**
- FSR: 1.0, 3.0 or site-specific
- Max Height: 4 storeys or site-specific

**Key Characteristics**
- Predominantly office and high-tech manufacturing.
- Potential for both large and small buildings.
- Opportunities for street related retail and restaurant uses to provide amenity.

**Institutional**
- Larger buildings/uses meet demand for parking in structures or below-grade.
- Includes schools, hospitals and other institutional uses.
- Includes health related uses and residential care facilities.

**Active Frontage**
- Active uses that provide amenity, services and help to animate the street.
- Primarily glazed street level facade.
- Large windows and doors.
- Active uses that provide amenity, services and help to animate the street.

**Mixed-Use Low Density**
- Generally between 3 and 4 storeys in height.
- Parking is accommodated underground or to the rear of the development.

**Mixed-Use Medium Density**
- Generally between 5 and 8 storeys in height.
- Parking is accommodated underground.

**Mixed-Use High Density**
- A mix of heights but including buildings taller than 8 storeys.
- Parking is accommodated underground.

**Commercial**
- Active uses at street level such as stores, restaurants and services.
- Includes commercial offices and employment.
- Parking is accommodated underground or to the rear of the development.

**Parks**
- Well sized and programmed to address diverse recreational and lifestyle needs.
- Opportunities for street related retail and restaurant uses to provide amenity.
# 8.1 Land Use Plan

Following the creation, evaluation and public review of various Alternative Scenarios, a Preferred Scenario evolved and was refined based on a series of technical considerations and feedback. The Key Directions and Strategies from the Land Use and Built Form, Mobility and Public Realm sections culminated in this final Land Use Plan. A description of the key characteristics, potential building heights and built-form density for each of the different land use designations are provided on the opposite page.

This Land Use Plan helps achieve the vision and objectives for the PARTS Midtown area and it provides a wide range of uses at densities that can be transit/LRT-supportive, which will help contribute to a healthy and complete community. These land uses will be implemented through the City’s Official Plan and Zoning By-law and may require some site-specific treatment related to uses or built form/density.

## Map Legend

- Study Area Boundary
- Focus Area Boundary
- ION Line & Stops
- Mixed-Use High Density
- Mixed-Use Medium Density
- Mixed-Use Low Density
- Commercial
- Innovation Employment
- Institutional
- Established Low-Rise Residential
- Low Rise Residential
- Medium Rise Residential
- High Rise Residential
- Parks
- Open Spaces
- Active Frontage
- Site Specific Policy Area

Scale (approx) 400m
9.0 TECHNICAL CONSIDERATIONS

9.1 Introduction

A technical evaluation of the Draft Preferred Scenario was undertaken from a number of perspectives. This assessment has ensured that the Preferred Scenario will not result in unanticipated or unacceptable impacts, providing support from the various perspectives considered. Outcomes of the evaluation have helped to inform refinements to the preferred scenario, related key directions and strategies, and implementation recommendations in this plan. The evaluation included consideration of the following:

- Market Conditions Analysis
- Transportation Impact Assessment
- Cultural Heritage Impact Assessment
- Health Impact Assessment
- Parks & Public Space Needs Assessment
- Environmental Impact Study
- Infrastructure Capacity Analysis
- Preliminary Noise Impact Assessment

9.2 Market Conditions

Cushman & Wakefield evaluated current conditions and trends in relation to the real estate market for office and residential development in the region and City. A summary of these considerations is provided below. A workshop was also held between Urban Strategies and Cushman & Wakefield to better understand the distinct character of the real estate market in the Midtown station area. Because obtaining data at the station area scale is challenging, this workshop provided an opportunity for Cushman & Wakefield to share their understanding of local market conditions in the station area based upon their experience working in this market. Local market characteristics at the scale of the station areas were discussed in the context of key considerations for the PARTS Plan. More specific key findings are provided below based on the outcomes of this workshop.

Summary of Regional Considerations

The Region of Waterloo is experiencing significant growth in both jobs and population. This growing market is supported by a strong labour pool and upwards spiral of technology office demand. This is in turn resulting in an increasing demand for higher density, more urban forms of living. Key regional considerations included in Cushman & Wakefield’s Office and Residential Market perspectives are summarized below.

Office

- Approximately 16,000m² of new supply per annum has been added to the Kitchener, Waterloo and Cambridge market over the last four years. The majority of this space has been added to Waterloo, closely followed by Kitchener.
- The Region’s current and planned multi-modal transit access is anticipated to continue to support demand.

Residential

- The demand for both low-rise housing and apartments continues to be strong.
- Kitchener-Cambridge-Waterloo apartment demand (as measured by the number of starts) has shown significant growth over time. The market enjoyed fully 9% average annual growth over the past 5 years.
- The continued rise in demand for apartments has been driven by a number of factors, including more choice in housing types, a larger proportion of millennials and others in the market that have interest in this style of living, locational considerations, increasing prices for ground related housing, as well as underlying population and employment growth.
- Over the last five years, apartments represent almost 45% of the housing starts in the Region.

Summary of Municipal Considerations

Key municipal considerations included in Cushman & Wakefield’s Office and Residential Market perspectives are summarized below.

- Kitchener’s core office market has been more active than its suburban counterpart over the last four years. Approximately 3,000m² per annum has been built in the Core, compared to about 1,800m² per annum in suburban Kitchener. Importantly, the City of Kitchener has been and is benefiting from an upwards spiral of technology office demand. Major corporations (such as Google) have chosen to locate in Kitchener. The resulting increase in the overall technology labour force is feeding new business demand.
- New housing construction in the City of Kitchener has seen some significant peaks in 2 of the last 5 years to near record levels with a continued trend higher in apartments and also low-rise housing. Demand is strong, driven by both the growth of the Kitchener/Cambridge/Waterloo economy and the influx of people and families seeking a more affordable alternative to GTA housing prices.
- Over the last five and ten years, apartments represent almost 40% of the housing starts in the City, with the most recent year (2016) being about 30%. This ratio of multiple dwelling construction is consistent over the last 10 years.

Midtown Considerations & Conclusions

- Consistent with market trends and the demand for a variety of types of residential units, the Preferred Scenario for the PARTS Midtown Plan provides opportunities for new residential units in a variety of forms including high-rise apartments, mixed use mid- and high-rise buildings, and range of low rise residential units within the established neighbourhoods.
- New commercial, mixed use, and innovation employment land use designations can be expected to maintain and attract employment over time, building upon the existing cluster of regionally significant institutional and office uses in Midtown.
- The introduction of transit, public realm improvements (including new parks and open spaces), and enhanced retail and service uses within a more urban built form can enhance the character and desirability of the area over time, further helping to attract new employment.
- Strategies to encourage other modes of transportation will be required to reduce the demand for surface parking in the station area, which is largely driven by existing employment uses.
- The considerations of the Cushman & Wakefield’s Office and Residential Market perspectives support and helped refine the Preferred Scenario for the PARTS Midtown Plan.
9.3 Transportation Impact Assessment

HDR Inc. conducted a detailed transportation assessment for the Midtown station area to understand how the Preferred Scenario may impact traffic conditions, as well as considering Transportation Demand Management (TDM) strategies, in order to assist in the implementation of this Plan. To appropriately consider anticipated conditions approximately 20 years into the future, the future Preferred Scenario was compared to existing conditions and the 'Status Quo' scenario as baselines. This comparison accounts for changes in population and employment based on land use designations and permissions between these scenarios over time.

Traffic Analysis

One of the primary indicators that was evaluated was the level of service provided by signalized intersections based upon typical delays in seconds. Generally, level of service A, B, and C are considered acceptable, representing a delay of 35 seconds or less. Level of service D indicates that delays are more perceptible. Level of service E and F indicate notable delays but may be acceptable in urban contexts. These levels of service also indicate areas where transit priority measures will have the largest relative benefit for transit travel time reductions.

A traffic analysis of the Preferred Scenario yields the following key considerations:

- Conditions improve over the Status Quo scenario as the Preferred Scenario formalizes institutional land use designations related to schools, community facilities and hospitals which were previously captured by a blanket Mixed-Use designation, which would permit uses that generate a greater extent of traffic.
- Traffic analysis of the Preferred Scenario reveals that 2031 traffic conditions reach level of service D at two intersections along King Street, in which some queuing and delays of about 35 to 55 seconds are anticipated to occur. This level of congestion is often acceptable in an urban setting with transit priority.
- Given that the construction of LRT has reduced many turning movements on King Street and given that there will be future development and density in the area, new road connections and the use of rear service lanes, particularly in the area northeast of King Street, should be introduced. This would provide additional benefit to have more route options, help reduce turning conflicts, and reduce the constraints on new development in the focus area for intensification. The introduction of street connections from/to King Street (but not linking between Pine Street and Braun Street) would also balance improving route options and access to King Street in consolidated locations while minimizing the potential of cut-through traffic in the neighbourhoods.
- If the lands along Glasgow Street between Belmont Avenue and Park Street are to further intensify and add further land uses in the future, the introduction of internal streets is recommended in order to reduce impacts to Glasgow Street, reduce driveway conflicts and provide additional route options for those lands. Glasgow Street is an important connecting street and further improvements should reinforce this.
- Park Street has a number of competing transportation aspects, including its function as a truck/servicing route which must balance with increased pedestrian and cyclist use. This is an important corridor and as a key direction, it will need further consideration to ensure operational functionality and improved mobility. New high density uses would not be ideal along the southwest side of the street (both in consideration of Park Street and adjacent neighbourhood streets).
- Implementation of transportation demand management measures, including providing the broad mix of mobility options identified in the PARTS Plan should assist with managing future traffic levels.
- The Preferred Scenario provides the necessary types of uses, range of uses and densities that should contribute to the overall Regional Transportation Master Plan objective of increasing the modal split within the central area for transit, cycling and walking while reducing single occupant vehicles.
- Over time the City should continually monitor traffic conditions on City streets and intersections.

The traffic analysis considerations support the Preferred Scenario and are incorporated into the land use, mobility and public realm plans and strategies where appropriate.

Recommendations

1. The following key directions related to the traffic analysis are recommended to be included within the mobility considerations of the PARTS Midtown Plan:
   - New street connections northeast of King Street
   - Reinforce Glasgow Street’s role as an important street connection and introduce new internal streets on the plan
2. Continue to monitor traffic patterns over time and finalize site access locations through the development process.
Transportation Demand Management

HDR's assessment notes that Transportation Demand Management (TDM) starts with how we create and connect the places in which we live, work, and play. First and foremost TDM is supported by maintaining close proximity between a mix of destinations to make it possible for people to travel more sustainably via walking or cycling. Where travel needs to occur to further destinations, ensuring close proximity and connectivity to high quality transit is critical to facilitate more efficient longer distance travel.

Vehicle parking is one of the major issues within the PARTS Midtown area currently and into the future. Significant institutional, employment and short-term destination uses continue to have a high desire for vehicular parking. As the area further intensifies (including future redevelopment of surface parking lots) and further adds to the mixture of land uses, it will be imperative to find parking solutions, to use other forms of travel and to use transportation demand management (TDM) practices.

There are a number of measures and incentives to help increase network efficiency by promoting more active transportation and transit use, discouraging automobile use at peak times, and strategically limiting supply of parking. The preferred land use, mobility and public realm plans for PARTS Midtown helps to support these objectives through the introduction of a greater mix of uses and improved active transportation networks and strategies.

Recommendations

Active Transportation Infrastructure

(1) Incorporate a key direction related to improving the cycling network and enhancing connectivity to the existing trail system. Enhance connections within the active transportation / mobility network with attention to:
- Glasgow Street, Mt Hope Street, Strange Street and new connection from King Street to Braun Street to be part of the cycling network
- Off-street active transportation connections along the rail line between the Iron Horse Trail and Park Street and also internal to the lands southeast of Glasgow Street, on Pine Street and on any new connection from King Street to Braun Street
- New pedestrian connections between Walter Street and King Street and between King Street and Mt Hope Cemetery

(2) Prepare the active transportation / mobility network through the development process and incorporating into the capital works program over time.

(3) Investigate the potential provision of shared parking structures, generally in the vicinity of the locations identified on the preferred mobility plan.

Wayfinding

(1) Implement signage and wayfinding for cyclists and pedestrians to navigate to the destinations and routes that are within and beyond the PARTS Midtown Area. Beyond including it at the LRT station, other key decision-making points along the active transportation network or pedestrian routes should be considered.

(2) Integrate new wayfinding signage into the streetscape and via any streetscape master plans that are prepared.

(3) Work with local partners to develop and promote a wayfinding mobile app which provides mobility information specific to the Station Area.

Bicycle Facilities

(1) For lands within 250m of the LRT station, consider bicycle parking at approximately the following rates:
- 1.5 stalls per residential unit
- 1 stall per 125 m² Gross Floor Area for office
- A rate for institutional uses on King Street that is higher than the rate for institutional uses in the rest of the city

(2) Integrate end-of-trip facilities into both public spaces and private uses (including residential, institutional, employment and commercial). Facilities may include external short term bicycle parking, internal secure longer term bicycle parking, showers and lockers.

- Secure and accessible bicycle parking is critical for all uses in proximity to the Grand River Hospital LRT station, major employment uses and the Kitchener Waterloo Collegiate and Vocational School.
- Short-term and visitors bicycle parking at the Grand River Hospital and along the streets that are envisioned to have high commercial activity (King Street and Glasgow Street), along with other destinations and streets and active transportation routes.
- Ensure on-site bicycle parking is provided via including requirements in the Zoning By-law and consider the provision of additional on-site cycling infrastructure beyond the minimum via development bonuses.

(3) Identify potential bike share locations as part of the mobility network and implement through a future program.

Transit

(1) Provide real time information about transit routes, schedules and fares in common places, such as restaurants, coffee shops and building lobbies.

(2) Integrate GRT stops with the surrounding streetscape, providing shelter and increased user comfort to the riders.

(3) Implement TravelWise strategy for subsidized transit passes at major employers or institutions in the PARTS Midtown Area including the Grand River Hospital and Kitchener-Waterloo Collegiate and Vocational School.

(4) Support active transportation recommendations which include first and last-mile connectivity to transit – particularly bike share implementation and provision of bicycle parking on public and private lands close to the LRT stop.

Parking

(1) Provide a key direction to develop a parking strategy for this station area.

(2) Ensure that maximum parking requirements along with reduced minimum parking standards, shared on-site parking and other TDM measures are incorporated into the land use planning tools (such as zoning). Apply reduced minimum parking requirements, more stringent maximum parking rates and limit surface parking in the focus area. For those TDM elements not incorporated into the planning tools, or in instances where a development may request alternative requirements, require a site-specific TDM Report/Checklist.

(3) Consider a minimum rate of 0.8 spaces per residential unit for apartments or dwelling units within mixed use buildings.

(4) New parking could be located below-grade and in structures, especially near the LRT station. Active uses at grade would help support pedestrian activity.

(5) Investigate the potential provision of shared parking structures, generally in the vicinity of the locations identified on the preferred mobility plan.

(6) Incorporate parking lay-bys for ridesharing into the design of apartments, employment uses, institutional uses and other appropriate developments.

The TDM considerations from the PARTS Phase 2 Corridor-wide TDM Strategy and HDR's Assessment support and helped refine the Preferred Scenario for the PARTS Midtown Plan.
Rendering... Innovation Employment lands along Glasgow Street and the Iron Horse Trail.
9.4 Cultural Heritage Impact Assessment

During the first phase of the City of Kitchener’s overarching PARTS planning process, the City conducted a review of the heritage potential of every property within the PARTS station areas. While a formal study was not published, significant cultural heritage were identified that were either listed on the heritage register or designated. The City also completed a Cultural Heritage Landscape study in 2014, identifying significant neighbourhoods, streets, parks, cemeteries and other locations with cultural heritage value.

Urban Strategies prepared a Cultural Heritage Impact Assessment to assess the Preferred Scenario for PARTS Midtown to identify potential impacts on heritage resources, and to ensure that related recommendations and policies within this Plan appropriately identify and advance opportunities conserve heritage assets.

Cultural Heritage Approach in the PARTS: Midtown Planning Process

The Cultural Heritage assets identified by the City in each station area were reviewed in the first stage of the PARTS Midtown planning process, including listed and designated properties, and Cultural Heritage Landscapes. Opportunities to avoid impacts and conserve, retain and celebrate these important assets were identified, helping to inform the development and evaluation of alternative scenarios in the second stage of the project. Through a formal evaluation, the preferred approach to avoiding impacts and appropriately addressing opportunities for heritage conservation was then carried forward within the hybrid preferred scenario developed in stage 3 of the project. Cultural heritage conservation has been recognized as a key objective within the Plan, and this objective has informed the final boundaries, as well as some land use designation recommendations and key directions and strategies within the Plan.

Impact Assessment

The preferred scenario for the PARTS Midtown station area was assessed to determine the potential for impacts to the identified heritage assets outlined below. The Preferred Scenario boundary within the Midtown station area includes listed and designated properties and identified Cultural Heritage Landscapes, including historic neighbourhoods, the Mount Hope Cemetery, the Iron Horse Trail, the KW Collegiate and Vocational and King Edward Public School buildings, and the historic Uniroyal factory within the Warehouse District. The Plan works to establish a framework that not only avoids impacts, but also supports opportunities to advance cultural heritage conservation objectives. Identified opportunities to support conservation of identified resources within the Assessment are noted below.

Mount Hope Cemetery Cultural Heritage Landscape

The final boundary of the PARTS Plan was drawn to include the Mount Hope Cemetery to ensure it was appropriately considered within the Plan. Specific key directions work to avoid impacts and improve the relationship between new built form and the Cemetery, and to enhance connectivity and visibility to and through the Cemetery. These strategies work to enhance the Cemetery’s setting, support opportunities for its enjoyment, and better position it as an important resource that is integrated within the station area.

Westmount East & West, Mount Hope/Breithaupt Gildner & Gruhn Residential Neighbourhood Cultural Heritage Landscapes, & 85 Walter St, 49 Mary St, 31 Herbert St, 29 Shanley St, and 80-86 Union Blvd

It is very important to ensure the protection and conservation of established neighbourhood areas, including neighbourhoods that are identified as cultural heritage landscapes and listed/designated properties within established neighbourhoods. The Plan’s key directions focus new development in other areas, and include strategies to ensure an appropriate transition and integration between new development and these stable areas, establishing a framework that avoids impacts and promotes the conservation of these identified heritage resources.

Kitchener Waterloo Collegiate & Vocational School, King Edward Public School, Calvary United Church, Sacred Heart Church, & Sacred Heart School

The PARTS Plan maintains institutional land uses designations on these properties. This land use designation is intended to discourage any major redevelopment or change in use on the property that could impact the heritage attributes and values of historic buildings. It also supports the conservation of these resources by retaining their associative value and continued use for educational, religious, and/or other related community-oriented uses over time.

Warehouse District Cultural Heritage Landscape & 101 Glasgow

An Innovation Employment designation is introduced within the Warehouse District. No impacts are anticipated in relation to this designation, which works to retain the area’s contextual cultural heritage value as a place of employment and supports opportunities for the evolution and continued use of the area over time. This designation also provides appropriate flexibility to permit the future adaptive reuse of the historic Uniroyal factory to support its continued use and long-term conservation as an important part of the station area.

Union Boulevard Cultural Heritage Landscape

The PARTS Midtown study area includes a small portion of the Union Boulevard Cultural Heritage Landscape. No changes or recommendations are provided in relation to Union Boulevard, allowing it to continue to function as a distinctive urban street that contributes to the character of its surrounding landscape. As such, no impacts are anticipated to this Cultural Heritage Landscape.

Iron Horse Trail Cultural Heritage Landscape

The PARTS Plan recognizes the Iron Horse Trail as an important asset within the station area that should be retained and built upon. Opportunities to enhance connectivity with the trail and create new green spaces along it are recommended, retaining its contextual value, supporting its long-term use, and enhancing the character and interface with this important heritage asset. No negative impacts are anticipated.

Conclusion

The PARTS Midtown preferred scenario and related key directions and strategies in the Plan provide a framework to conserve and celebrate identified cultural heritage assets. Planned development and infrastructure are not anticipated to result in any negative impacts to identified heritage resources. Whereas the PARTS Midtown Plan provides an overarching framework to discourage impacts and encourage conservation of heritage resources, it should also be noted that where future development is proposed on or adjacent to an identified heritage resource, the City will use enabling tools under the Ontario Heritage Act (OHA) and Planning Act to achieve an appropriate level of conservation. This needs to include requiring heritage permit applications, Heritage Impact Assessments and/or Conservation Plans to ensure that any potential impacts are appropriately mitigated and that identified heritage attributes and values are conserved. The PARTS Midtown Plan will be implemented through a secondary planning process, which will provide opportunities to implement the directions of the Plan as well as the enabling tools provided within the OHA and Planning Act.

The cultural heritage considerations from Urban Strategies’ Assessment support and helped create the Preferred Scenario for the PARTS Midtown Plan.

Recommendations
Facilitate Access to Health & Affordable Food Options

- The PARTS Midtown area includes some of the most significant and concentrated health related uses in the region (Grand River Hospital, medical clinics and offices, pharmacies, etc.). Ongoing and improved accessibility to these uses is a high priority and directive. People of all ages and abilities have the opportunity to utilize a full range of transportation modes to access these vital uses which should be protected. The preferred PARTS Midtown Plan further broadens the opportunities to live or work in walking distance or close proximity to these health uses (which sets it apart from any other location in Kitchener).
- The Preferred Scenario appropriately allows for the retention and provision of grocery and other food stores through the Mixed Use and Commercial land uses designations. The provision of medium and high densities helps support the market for food stores and the mobility strategies would help improve connectivity.
- Allow more opportunities for farmers markets, including in any new public space recommended at King Street/Mt. Hope Street.

Promote Mental Health, Social Cohesion, & Well-Being

- The Preferred Scenario appropriately supports local provision of social and medical services, improved streetscapes, and a diversity of housing types.
- The provision of new park space (urban plazas and green space) is an essential feature of the plan that could help contribute to social dynamics and well-being.
- Consider requirements and promoting incentives to encourage the provision of rental and/or affordable housing within the station area to support diversity in tenure and affordability. The preference is for developments that include a mix of unit sizes, types and price in order to have a range of people contributing to social acceptance and cohesion.
- City and Regional design standards for public streets should appropriately incorporate Accessibility for Ontarians with Disabilities Act (AODA) requirements related to vulnerable populations, such as tactile surfaces and audible signals at crossings.

Support Personal Development

- At the scale of the PARTS Plan, the Preferred Scenario appropriately supports healthy personal development through proposed land use designations that encourage local employment, education and services, and improved wayfinding and connectivity to employment and services.
- In addition to the Institutional category, ensure that the Mixed Use land use designation and zoning allows community facilities, places of worship and other congregating or complementary uses to support personal and social development.
- A detailed demographic profile for the station area should be compared against the provision of community services and facilities in the area. Priorities and actions should be identified for any gaps and these conditions should be monitored over time, particularly as the area population grows.
- Maintain any community services facilities in the broader area and allow for high density multiple residential and mixed use sites to provide for community space in the zoning or through density bonusing.
- Explore opportunities for public/private partnerships to address any remaining gaps in community services.

Preserve Natural Heritage Systems & Provide Greenspace

- The Preferred Scenario appropriately works to preserve the natural heritage system, promote low impact and innovative stormwater management strategies to reduce runoff and enhance water quality, and enhance the provision of green space.

Encourage Physical Activity

- The Preferred Scenario appropriately incorporates enhanced opportunities for physical activity by encouraging a modal shift away from the automobile. Improved pedestrian and cycling infrastructure and connections, and new and improved parks and public spaces.

Ensure Physical Safety

- The Preferred Scenario appropriately works to ensure physical safety through recommended improvements to the mobility network and built environment.

Protect From Sun Exposure

- The Preferred Scenario appropriately incorporates tree planting within broader recommended public realm improvements to provide shade and protect from sun exposure.
- To further the ‘protection from sun exposure’ objectives, the following considerations are recommended for inclusion in the planning implementation tools for the PARTS Midtown Plan:
  - Tree canopy targets for new development across the station area to further enhance the tree canopy adjacent to public spaces and within publicly accessible private open spaces; and
  - Requirements for microclimate and shade structures or canopies in transit-priority areas, such as surrounding the LRT station.

Conclusion

The Health Impact considerations from Urban Strategies’ Assessment support and helped create the Preferred Scenario for the PARTS Midtown Plan. Overall, the Preferred Scenario and its key directions and strategies appropriately addresses the core elements and objectives related to health and the built environment, providing considerable support for overall community health and well-being in both station areas. No specific concerns related to public health impacts were identified through the assessment.

Photo: The Healing Garden at Grand River Hospital.
9.6 Parks & Open Space Assessment

Urban Strategies evaluated the Preferred Scenario to determine if the proposed provision of parks and open spaces will appropriately address the needs of existing and future residents. The assessment included a review of the City of Kitchener Official Plan and Parks Strategic Plan (PSP) to ensure the vision and objectives of these plans are appropriately integrated within the PARTS Midtown Plan. The provision, distribution, quality and connectivity of parks and open space were assessed. Potential future parkland dedication requirements were estimated to understand the extent to which new parks could reasonably be obtained through the development approvals process or if other additional strategies are needed.

The PSP includes City-wide targets for the distribution and provision of different types of parks. While these targets are not necessarily intended to be achieved at the scale of a station area, they were used guidance in the evaluation.

Existing Conditions

The existing parkland provision level is 0 ha per 1,000 residents for neighbourhood parks and 0.16 ha per 1,000 residents for urban greens since there is only a single urban green (Gildner Green) in the study area. This is significantly below City-wide provision targets established in the PSP. When other open spaces and school yards are considered, the park and open space network within the station area is about 3.86 ha per 1,000 residents. While open spaces do not provide the same level of amenity, they do provide opportunities for passive recreation. There are playing fields and space that could be utilized as ‘park’; however, they are owned by the Waterloo Region District School Board and may not always be fully available to the public.

This station area relies heavily on neighbourhood parks in the surrounding area. Many of the current residences in the station area are within 500 m of a neighbourhood park or playground, with the exception of land along the King Street corridor. The playground and school yard on Walter Street associated with King Edward School helps; however, there is still a large area that is not within the recommended distance to a park.

Considerations

- The introduction of more employment and residential uses and intensity in the area will require new public spaces to respond to the growing needs of residents, workers and visitors over time. Parks and open space are important features, especially for livable medium and high density development.
- A range of different opportunities and approaches were explored through the alternative scenarios in order to help improve the existing provision and distribution of parks and open space.
  - A Preferred Scenario was created to include new parks and open space in areas that are either under serviced, not within walking distance of a park and/or do not have any current park space but are areas of future density and development.
- The Preferred Scenario is estimated to have a capacity to accommodate approximately 1,115 to 1,750 new residential units. As this new development occurs, over time this could generate a parkland dedication requirement approximately between 2.2 and 3.5 ha, based upon the current 1 ha per 500 units residential parkland dedication rate (note: depending on the nature of redevelopment, there may be a small portion of additional non-residential parkland dedication as well).

Considerations (cont’)

- The Preferred Scenario proposes the provision of approximately 1.16 ha of new neighbourhood parks or urban greens, along with 1.42 ha of open space (which includes trails). In addition, a total of 2.25 ha of School Board land / playing fields are proposed to be publicly accessible park space.
- The type or style of park space that should be provided may be different in different areas. (i.e. urban plaza vs. green space).

Conclusions

In order to help address gaps in the provision of park space, new public neighbourhood parks are needed. The highest priority area is near King Street / Mt. Hope Street and northeast of King Street near the existing playing fields as this location does not have any neighbourhood park in the area. The next priority area would be southeast of Glasgow Street as the area intensifies and/or transitions in its land uses. These should be identified within the key directions and strategies of the public realm framework and reflected on the preferred Land Use Plan.

- Surrounding parks, School Board playing fields and open spaces like the cemetery and trail areas will have to continue to be relied on to support the needs of the area.
- With future growth, it will be critically important for park space to be provided through new development, for the City to work with the School Board on access to their lands (KWCVS fields and Walter Street property), for existing spaces to be improved and for the City to seek out opportunities for more park and open space.
- A number of key directions and strategies should be included within the Plan to enhance connectivity for pedestrians and cyclists across the station area, enhance opportunities for passive recreation and improve access to parks both within and beyond the station area.
- Areas identified as ‘open space’ in the Preferred Scenario should have the necessary planning framework to ensure they are conserved.
- The Preferred Scenario will improve the provision, distribution and access to parks and open space.

The Park and Open Space Assessment supports and helped refine the Preferred Scenario for the PARTS Midtown Plan. A series of recommendations are provided to assist with implementation.

Recommendations

- Work with the Waterloo Region District School Board on public usage of parkland and School Board fields and Walter Street property), for existing spaces to be improved and for the City to seek out opportunities for more park and open space.
- Where necessary, pursue strategic acquisition of land in order to provide additional public space.
- Establish a new neighbourhood park / urban square at King Street and Mt. Hope Street.
- Establish new neighbourhood park space southeast of Glasgow Street.
- Design new parks to respond to high usage and diverse needs of a high density urban area.
- For large redevelopment sites, particularly within the Focus Area, consider introducing Secondary Plan policies that identify the provision of on-site parkland dedication as a top priority for the PARTS Midtown area.
- Considerations (con’t)
Environmental Impact Study

Golder Associates Ltd. (Golder) was retained to prepare an Environmental Impact Study (EIS) of the Preferred Scenario. The assessment considered the Environmental Policy Context that pertains to the station area, as well as assessing the Preferred Scenario in relation to potential environmental impacts and opportunities to advance policy objectives related to ecological restoration or enhancement. The EIS also identified specific opportunities for enhancement or restoration in the study area through the collection of data for the EIS, as well as during the key stakeholder workshops held during the PARTS planning process. Identified opportunities for enhancement as well as a summary of key findings, recommendations and conclusions are provided below.

Opportunities for Enhancement or Restoration

The EIS recommends that all new plantings will be locally native, non-invasive species and include a mixture of shrubs, herbaceous plants and coniferous and deciduous tree species to promote species diversity, where possible. In addition, where possible, plantings should include those preferred by any species at risk that are known to use habitats in the study area. The recommended opportunities below are intended to align with the City of Kitchener’s objective to create and enhance connectivity between natural heritage features.

Enhance Connectivity Between the Spur Line, Iron Horse & Victoria Park Trail Systems

These trails currently provide wildlife movement corridors, but the connections between the systems are weak. By increasing and enhancing the connections, there will be opportunities for wildlife movement as well as natural spread of the existing stock (e.g., natural seeding). The Midtown study area is currently a fragmented mosaic of isolated green spaces and wildlife habitat. The creation of new corridors and enhancement of existing linkages will facilitate and increase wildlife movement between the natural areas. The City of Kitchener identifies that the incorporation of natural linkages and corridors should be considered in the design of new development or redevelopment with the intent of maintaining, enhancing or restoring linkages between natural heritage features.

Enhance Existing Streetscapes

The Midtown study area currently provides isolated patches of natural area (mostly municipal parks or private lands such as the Mount Hope Cemetery) that provide habitat for a number of urban adapted species. Although additional plantings along roadways will not provide sufficient connection between existing natural areas, they will, over time provide additional wildlife habitat.

Increase Existing & Create New Open Green Space

Additional green spaces should be considered south of Glasgow Street, including both block and linear spaces. Although these green spaces will be isolated, the Midtown study area is lacking in natural areas. The addition of any natural green spaces will create opportunities for wildlife and provide more diverse vegetation that can provide a seed source for other nearby areas. Any additional opportunities for the creation of natural areas planted with native species will provide value to the regional ecosystem. In addition, enhancement of the green space adjacent to the Mount Hope Cemetery should be considered, where possible. This extension will serve to increase the area of plantings and provide habitat for area-sensitive species, particularly birds. Overall, parks and/or greenbelt easements with planning designations should be considered as means to create additional natural areas in the study area that would be preserved from future alteration or development of green space.

Analysis & Conclusion

The Preferred Scenario for the Midtown study area, including the overall distribution of new land uses as well as key directions that relate to opportunities for ecological restoration and enhancement, was assessed for potential ecological impacts under the PPS (MMAH 2014), the policies of the City of Kitchener, the Region of Waterloo, as well as other relevant legislation including the ESA (Ontario 2007) and the Fisheries Act (Canada 1985).

There were no specific sensitive environmental features in the Midtown study area, and therefore there should be no residual negative impacts to any significant natural features and functions. Overall, the preferred Land Use and Built Form Plan focuses development and new land uses in appropriate areas to minimize potential environmental effects and increases the amount green space and habitat to the extent possible. The key directions and strategies included in the Public Realm section will help improve the existing conditions and have some benefits to the natural environment.

Mitigation Recommendations

With the implementation of appropriate mitigation measures and Best Management Practices (BMPs), it is expected that there will be no residual negative impacts to the significant natural features and functions identified in the study areas. High-level, general mitigation measures and BMPs may include:

1. Avoid the use of chemical pesticides. Landscaping with native species reduces the need for pesticides and fertilizers because native species are adapted to the local climate, insects and diseases; and

2. Avoid planting species that are known to escape garden settings and colonize adjacent natural areas (often referred to as ‘Invasive species’). A good source for learning what species to avoid planting in gardens is the Ontario Invading Plant Species Awareness Program’s website (http://www.invadingspecies.com/invaders/plants-terrestrial/).
The City of Kitchener coordinated a review of existing infrastructure to evaluate the extent to which anticipated growth can be served by existing infrastructure, including consideration of storm sewer capacity, water capacity/fire flow analysis, and sanitary sewer capacity.

### Storm Sewer Capacity Analysis

Aquafors Beech Ltd. provided a high level assessment of the Midtown station area to evaluate the Preferred Scenario’s potential impacts on the storm sewer system. The analysis modeled three scenarios to compare how each performed during a major 5-year, 4-hour storm event. The three scenarios included the following:

- **Existing conditions**
- **Proposed conditions, as per the Preferred Scenario**
- **Proposed conditions, with 12.5 mm stormwater volume retention (as per the recommendations of the City’s 2016 Integrated Stormwater Management Master Plan)**

The model results indicate a reduction in the surcharge state of the storm sewers within and adjacent to the station area boundaries for the Preferred Scenario, with a further reduction when implementation of the 12.5 mm volume retention criteria from the 2016 Stormwater Management Master Plan is included.

The assessment suggests that the Preferred Scenario provides an overall reduction of flows to the storm sewer system. The analysis recommends some storm sewer upgrades for all three scenarios. The costs and extent of future upgrades is reduced in relation to the Preferred Scenario due to its anticipated reduction in overall flows to the storm sewer system.

### Recommendations

1. That the Stormwater Utility continue to model and evaluate the storm sewer system and any potential upgrades be considered in the future Capital program and/or through the development review process.

### Water Capacity/Fire Flow Analysis

City of Kitchener Utilities, in coordination with the Region of Waterloo, analyzed water capacity and fire flow in relation to the Preferred Scenario based on existing GIS watermain information. This included identification of a series of nodes across both station areas and identification of Average Day and Maximum Day water demands, as well as available fire flows at these nodes. This analysis indicates that existing infrastructure appears to have adequate capacity to support increased development and related demands based on the new land uses and densities proposed in the Preferred Scenario. It should also be noted that some sections of watermains were upsized as part of the ION construction in anticipation of increased demand, which has not yet been incorporated into available GIS watermain information. These upgrades can be expected to provide better results than the modeling that was completed.

### Sanitary Modeling Analysis

The City of Kitchener Infrastructure Services Department completed modeling for sanitary sewer infrastructure in Midtown, which compared the existing condition and the Preferred Scenario at 100% build out to determine any impacts to the infrastructure within the study area. It should be noted that at the time of this modeling exercise, new improvements to the infrastructure completed through reconstruction work for the ION were not available to be included in the model.

This modeling concluded that the impacts of the Preferred Scenario for the Midtown station area are very minor, without accounting for recent improvements from the ION reconstruction that should improve capacity beyond what was modeled.

Through this review it can be concluded that the Preferred Scenario yields negligible impacts to the City’s sanitary infrastructure.

**Table Illustrating the storm sewer capacity modelling results.**

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<th>Surcharged</th>
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**Photo: ION access.**

**Photo: One of Kitchener’s natural heritage areas.**
9.9 Preliminary Noise Impact Assessment

Golder Associates Ltd. conducted a Preliminary Noise Impact Assessment for the PARTS Midtown Plan to evaluate the existing and potential future noise environment. The assessment considered the feasibility of land use concepts and identified any necessary revisions or mitigation measures to achieve the Preferred Scenario. The methodology used to assess potential noise impacts included a combination of MTO and MOECC Noise Guidelines and site specific noise studies.

The Preliminary Noise Impact Assessment supported and helped refine the Preferred Scenario for the PARTS Midtown Plan.

Recommendations

(1) For any new Outdoor Living Areas within 40m of the assessed roadways in the PARTS Midtown study area, passive noise mitigation measures should be utilized as a first priority for complying with applicable noise limits. This may include orienting the area away from the road noise source, incorporating features like buildings or plants to create a buffer, and using existing surrounding features such as trees to act as a natural sound barrier.

(2) Any additional proposed changes to the land use and zoning, particularly if a development is proposing a sensitive use in proximity to a transportation corridor, should include a site-specific, detailed noise study.

Conclusions

- The land uses of the Preferred Scenario are appropriate and future development can occur within reasonable limits and utilizing appropriate mitigation measures.
- The introduction of Commercial uses (instead of residential permitted uses) along the southeast side of Park Street should be compatible with the Innovation Employment and provides a suitable ‘buffer’ between that area and the existing residential neighbourhood.
- The retention of Institutional along the southeast side of Park Street (instead of residential permitted uses) should be compatible and provides a suitable ‘buffer’ between the hospital and the existing residential neighbourhood.

Assessment of Transportation Corridors

The methodology used to assess the potential noise impacts of the Preferred Scenario is based on a combination of MTO and MOECC Noise Guidelines and site specific noise studies. The methodology considers noise levels from transportation corridors and stationary noise sources onto sensitive points of reception and they establish recommended noise limits. The potential traffic volumes (provided by HRD Inc) and rail traffic data (provided by Goderich-Exeter Railway) helped derive the expected noise levels.

Modeling was completed using the CadnaA software for King Street, Park Street, Glasgow Street, Union Boulevard, Green Street, Walter Street, Dominion Street, Agnes Street, Pine Street and the rail line. Four representative locations were identified and assessed as depicted on the noise contour map.

Analysis

Through a review of the noise modeling it is evident that a new Outdoor Living Area near the assessed roadways within the PARTS Midtown study area may require mitigation to demonstrate compliance with applicable noise limits. Noise levels associated with the various roadways should be within acceptable limits for indoor living conditions provided typical building treatments and materials are used in new development in accordance with the Ontario Building Code. Any new sensitive uses (residential, day care facilities, etc.) should be carefully considered in proximity to railway operations. Potential noise and vibration impacts would restrict such uses to minimum setback distances (i.e. 30m from a Principal Main Line) along with requiring a number of other mitigations measures and warning clauses.

Conclusions

- The land uses of the Preferred Scenario are appropriate and future development can occur within reasonable limits and utilizing appropriate mitigation measures.
- The inclusion of Innovation Employment in close proximity to the railway corridor Principle Main Line throughout the study area is preferred from a noise and vibration standpoint as it does not introduce sensitive receptors and it reduces the need for mitigation and therefore is the most compatible.

Assessment of Stationary Noise Sources

The land use concepts were assessed as they relate to stationary noise sources. Given that there are existing industrial operations and a major institutional use (Grand River Hospital), the consideration of potential changes to the land use for the PARTS Midtown area should consider the status of existing uses. The scope of the assessment did not include any potential relocation of the hospital’s helicopter pad.

Conclusions

- The land uses of the Preferred Scenario are appropriate and future development can occur within reasonable limits and utilizing appropriate mitigation measures.
- The inclusion of Innovation Employment for lands adjacent and including the existing industrial operation on Strange Street is preferred from a noise standpoint as it does not introduce sensitive receptors closest to a stationary noise source. Any new uses that may occur within these lands that may have associated noise would have to comply with the MOECC requirements and Environmental Compliance Approvals.
- The introduction of Commercial uses (instead of residential permitted uses) along the southeast side of Park Street should be compatible with the Innovation Employment and provides a suitable ‘buffer’ between the area and the existing residential neighbourhood.
- The retention of Institutional along the southeast side of Park Street (instead of residential permitted uses) should be compatible and provides a suitable ‘buffer’ between the hospital and the existing residential neighbourhood.

The Preliminary Noise Impact Assessment from Golder Associates supports and helped refine the Preferred Scenario for the PARTS Midtown Plan.
Rendering. The Grand River Hospital Stop.
10.0 IMPLEMENTATION

10.1 Transformation Over Time

The PARTS Midtown Plan creates a long-term framework to guice public and private investment in the station area over time and capitalize on the Region’s catalytic investment in the ION. Midtown already has a cluster of regionally significant employment and institutional uses located at the doorstep of the LRT, helping to distinguish the station area’s role and function within the broader corridor. Strengthening and building on this identity as a competitive advantage over time will require a long term commitment to implementing the Plan’s framework of key directions and strategies. Progress will be incremental in nature, and will need to be supported by a number of implementation strategies including:

- Updates to the City’s planning and regulatory framework;
- Investment in key capital projects and related funding strategies;
- Innovative mobility, parking and transportation demand management strategies, and;
- Collaboration with key partners and stakeholders including local land owners, businesses, developers, residents, the Region of Waterloo, and other community partners.

As implementation progresses over time, it is important to note that the Plan’s key directions, strategies and supportive conceptual modeling are intended to identify a potential future, not a prescriptive one. Given the longer time frame that will be required to achieve the vision, a degree of flexibility to respond to changing market conditions and strategic opportunities will be required. The EA process and technical studies undertaken to prepare the PARTS Midtown Plan support the implementation of the various planning instruments needed to align the policy and regulatory framework with this Plan.

10.2 Aligning Policy & Regulatory Framework

This PARTS Plan is a strategic master plan that is intended to align with and implement Provincial, Regional and City policy objectives and directions. This Plan provides a foundation to inform the preparation of a new or revised Official Plan/Secondary Plan policies, zoning, urban design guidelines, heritage resource conservation and other implementing tools.


The Growth Plan for the Greater Golden Horseshoe (‘the Growth Plan’) provides provincial policy direction, beyond the Provincial Policy Statement, on how growth should be planned and managed in an area of Ontario that includes Kitchener and Waterloo Region.

Upper and lower-tier municipal Official Plans are required to conform to the policies of the Growth Plan. The process for preparing this PARTS Plan occurred under the Regional and City policies that are in effect and which implement the Growth Plan 2006.

Prior to the finalization of this Plan, the Province released an updated Growth Plan 2017, which took effect July 1, 2017. The new Growth Plan has a number of new and updated policies that Official Plans must conform to within 5 years.

Some of the new policy direction includes that Major Transit Station Areas (MTSAs) are locations within approximately 500 m of a transit station will be delineated and planned for a minimum density target of 160 residents and jobs per hectare for those served by light rail transit. Other key updates in relation to MTSAs include direction to plan and zone for a mix of uses, strengthened policies that prohibit land uses and built form that would adversely affect the achievement of minimum density targets, planning and design that is transit supportive and supports active transportation, public/private collaboration, alternative development standards such as reduced parking and policy direction related to supporting transit and multi-modal connectivity.

Municipal decisions on or after July 1, 2017 that affect a planning matter must conform to the Growth Plan 2017. Although this PARTS Plan does not directly include an Official Plan Amendment or conformity exercise at this time that will be pending in the future to implement the new Growth Plan and its targets, since the approval is being considered by municipal Council after July 1, it was assessed against the relevant policies of the new Growth Plan and the potential planned capacity to achieve density was estimated.

The transit supportive Focus Area for the Midtown MTSAs Preferred Scenario is planned to achieve at least a minimum of 255 residents and jobs per hectare. The planning horizon of the Growth Plan targets may be different than the planning horizon used for this PARTS Plan under the existing Official Plan framework. The Preferred Scenario and key directions of the PARTS Midtown Plan help achieve the objectives and implement the policies of the Growth Plan including the provision of mixed use, planning and design that is transit supportive, enhancements and strategies related to improving active transportation, recommendations for reduced parking standards and support for multi-modal connectivity.

10.4 Official Plan

The Official Plan (2014) deferred updates to a number of Secondary Plans, including the K-W Hospital Neighbourhood Secondary Plan, which generally shares geography the Midtown station area, to allow the update of Secondary Plans to be informed by the PARTS process. While new policy and land use designation recommendations within the PARTS Midtown Plan have been informed by overarching Official Plan policies and direction, the station area planning processes has also presented an opportunity to put forward a tailored vision and strategies that respond to the introduction of the LRT in Midtown.

Following approval of the PARTS Midtown Plan, an Official Plan Amendment to update the existing Secondary Plan and other relevant policies and mapping will be initiated to apply the preferred land use zones and integrate the relevant key directions and strategies into the Official Plan policy framework. This Secondary Plan review will be accompanied by updated zoning along with updated urban design and built form guidelines.

Recommendations

(1) For any future Official Plan Amendment that may be needed to establish minimum density targets for the entire MTSAs priority transit corridor as per the Growth Plan 2017, consider delineating the Focus Area and establishing a minimum target that is higher than 160 residents and jobs per hectare given the potential capacity to accommodate growth in the PARTS Midtown Plan.

The Official Plan policy framework should include, among other things, the prohibition of land uses and built form that would adversely impact the station area’s ability to achieve the density target, allow for reduced parking standards, conserve cultural heritage landscapes and other significant heritage resources, and advance key directions and strategies that enhance multi-modal connectivity and support transit.

In areas where there is an interest in maintaining or growing employment, Secondary Plan policies should require that new development on employment lands replace or reduce the extent of non-residential Gross Floor Area (GFA) on the site. Minimum non-residential GFA requirements could also be used in Mixed Use areas, and could be tied to targeted uses where applicable (e.g. targeting office/medical office uses near the hospital).

In areas where new retail, services and amenities, and the vertical integration of a mix of uses are desired, such as the ‘active frontage’ areas along King St. near the LRT stop that are indicated on the preferred land use plan, Secondary Plan policies could prohibit residential uses on the ground floor, and/or require 4.5 m minimum ground floor heights.

For the PARTS Midtown Focus Area, a policy framework to allow density bonusing (under Section 37 of the Planning Act) should be established to incentivize development and should include community benefits such as:

- Affordable rental housing units
- Inclusion of space and facilities within the development dedicated to community or cultural uses
- Transportation Demand Management measures that are at least 25% above the minimum standards
- Provision of on-site or financial contribution towards off-site public realm space that is at least 25% above the minimum standards
- Provision of identified trail or street connections beyond the minimum requirements
- Upgrades to the public realm / streetscape above a certain minimum threshold
- Public art
10.5 Zoning By-law

New zoning to implement the preferred land use plan for the PARTS Midtown area will be created with the Official Plan Amendment / Secondary Plan review and in consideration of the zoning being created as part of the City’s Comprehensive Review of the Zoning By-law (CRoZBy) and any other relevant initiatives. Building on and implementing the policy directions contained within the Official Plan/Secondary Plan, the Zoning By-law will regulate land uses and specify detailed development standards such as building heights, massing, orientation, and parking requirements among others. New zones for Innovation Employment and Commercial within a MTSA may be needed. The City has already begun to consider distinct parking regulations and other Transportation Demand Management measures for the PARTS areas through zoning and other tools.

Recommendations

- The implementing zoning should recognize and implement the policies and strategies specific to the PARTS Midtown Plan including, but not limited to:
  - Implementing the preferred land use plan and policies, which may require special zoning provisions for some lands
  - Prohibiting land uses and built form that would adversely impact the ability to achieve minimum densities
  - Implementing the Transportation and TDM recommendations (from Section 8.0 Technical Considerations) related to limiting surface parking, parking structures, reduced minimum parking standards, parking maximums, shared parking, bicycle parking, etc.
  - Inclusion of minimum ground floor heights of 4.5 m and/or only permitting non-residential uses on the ground floor of new buildings in certain zones along King Street and other key locations in order to encourage active uses at grade
  - In areas where there is an interest in maintaining or growing employment, require that new development on employment lands replace or increase the extent of non-residential Gross Floor Area (GFA) on the site. Minimum non-residential GFA requirements could also be used in Mixed Use areas, and could be tied to targeted uses where applicable (e.g. targeting office/medical office uses near the hospital).
  - In areas where new retail, services and amenities, and the vertical integration of a mix of uses are desired, such as the ‘active frontage’ areas along King St. near the LRT stop that are indicated on the preferred land use plan, prohibit residential uses on the ground floor, and/or require 4.5 m minimum ground floor heights.
  - Incorporation of bonusing regulations for the PARTS Midtown Focus Area.

10.6 Urban Design Guidelines

The City has already prepared an Urban Design Brief during Phase 2 of the overarching PARTS Process to provide high level urban design guidance in advance of the completion of respective station area plans along the corridor. To build on this brief, the City will develop a more detailed set of urban design guidelines which will assist with the implementation of the PARTS Plans and act as a complement to Secondary Plans and Zoning.

- The key directions and strategies within this plan should be coordinated with and help to inform the development of these guidelines. The Station-Wide Strategies provided in Section 4 of this Plan provide a set of general directions to help achieve transit-oriented development. The key directions and strategies provided for Built Form & Land Use, Mobility, and the Public Realm can also help to inform the development of urban design guidelines, but are generally intended to provide more area-specific guidance. The considerations and recommendations related to cultural heritage resources, including cultural heritage landscapes such as neighbourhoods, should also be considered in the preparation of the guidelines. It is recommended that the City also consider the creation of a Design Review Panel, made up of respected experts in the fields of architecture, landscape architecture and urban design, as well as a related process for the panel to provide input on new development within the PARTS Focus Area, through the development approvals process.

Recommendations

- Update the Urban Design Manual to include urban design and built form guidelines that are specific to the PARTS Midtown area and reflect the key directions and strategies of this Plan.

Photos: The historic Uniroyal factory buildings on Strange Street.

10.7 Cultural Heritage

The conservation of built heritage resources located within in PARTS Midtown Area will be achieved through the preferred land use plan, key directions and strategies, implementation recommendations and the provisions under the Ontario Heritage Act and the Planning Act. Prior to the preparation of this Plan, the City listed or designated any significant cultural heritage properties on the Municipal Heritage Register. Although no additional resources are specifically recommended by this Plan, through the development review process, additional sites may be identified and considered from time to time. The City will continue to consider Heritage Permit Applications for proposed alterations, additions and development related to designated heritage resources and require Heritage Impact Assessments and/or Conservation Plans for planning applications made for listed and designated resources.

The conservation of identified cultural heritage landscapes (CHLs) is an important factor in the preferred land use plan and will benefit from the approval of the strategies in this Plan. The Secondary Plan will provide direction on appropriate and compatible development within specific CHLs through the implementation of the PARTS Midtown land use plan, as well as the introduction of zoning regulations and urban design guidelines directed towards conserving CHL character. Additional measures beyond this may be required to fully conserve the CHLs.

Recommendations

- Provide more specific detail within the Official Plan / Secondary Plan policies and mapping, zoning regulations, urban design and built form guidelines to conserve the character of cultural heritage resources, including cultural heritage landscapes.

- Confirm if any additional conservation measures are needed for cultural heritage landscapes and pursue the Implementation of those measures if needed in concert with the Official Plan / Secondary Plan review process.
Detailed Streetscape Master Plans should be prepared for the relevant streetscapes identified in the Mobility and Public Realm Key Directions of Sections 6.0 and 7.0, and added into the City’s Urban Design Manual to guide public and private investments in streetscape upgrades.

Streetscape improvements could occur through the Capital work program (such as Regional or City road reconstruction projects), partially through the development programs or public/private partnerships. These may include features such as hard and soft landscaping, coordinated street furniture, transit stops, public art, wayfinding, street crossing treatments, patio delineation and cycling facilities.

The City of Kitchener will prioritize streets that are identified in the City’s Capital Budget forecast and will endeavour to consider the addition of the City streets recommended for Streetscape Master Plans from this PARTS Plan into the future Capital work program as appropriate. In addition, the City will explore opportunities with the Region of Waterloo to create partnerships for streetscape improvements along King Street (Regional Road) to improve the pedestrian experience beyond what was provided during the ION reconstruction.

As redevelopment occurs along King Street, zoning and design guidelines should establish a development setback of a minimum 2.0 m to accommodate wider sidewalk and street trees.

Glasgow Street As redevelopment occurs south of Glasgow Street, explore opportunities to introduce active transportation connections to link new parks and open spaces, and new existing trail connections. The plan should explore:
- The introduction of a multi-use trail along the south side of the street, and bike lane along the north side of the street to better balance the needs of all road users.
- The introduction an improved crossing at the Iron Horse Trail, including a pedestrian activated signal, an enhanced pedestrian crossing and clear wayfinding directing Trail users to key destinations on and off the Trail.
- The potential for more significant tree planting along the south side of the street: to enhance the tree canopy and separate pedestrians from traffic.

Park Street A streetscape master plan for Park Street should introduce crossing improvements at Union Blvd, Mount Hope Street, Green Street, and Glasgow/Walter/Strange Streets to enhance east/west connectivity to the LRT from the southern portion of the station area. New street and landscaping improvements should be provided to support the street’s role as an important point of access and servicing, while improving pedestrian amenity.

As redevelopment occurs along King Street, zoning and design guidelines should establish a development setback to accommodate a boulevard, sidewalk and street trees.

Mt. Hope Street A streetscape master plan for Mt. Hope Street should prioritize crossing improvements at Mount Hope and Park Streets to support safe crossing of Park Street for pedestrians and cyclists, including introduction of crosswalks and a pedestrian/cyclist activated signal, four-way stop, or traffic light as appropriate.

As redevelopment occurs between Park and King Street, widen Mt. Hope to allow for dedicated cycling lanes and generous sidewalks. Include coordinated streetscape furnishings, public art and enhanced cycling infrastructure such as bike parking, bike share and/or end of trip facilities to support multi-modal connectivity.

Recommendations

1. Identify the preparation of future Streetscape Master Plans and related public realm improvements into future work plans and Capital Budget forecasts along with ensuring that PARTS areas are considered within the prioritization criteria for capital works.

King Street has been recently reconstructed by the Region of Waterloo to support the ION rapid transit. A streetscape master plan should look at public realm improvement opportunities such as soft and hard landscaping, cycling infrastructure, wayfinding elements and pedestrian scale lighting and seating. Opportunities should be explored at both a Regional and local level for the incorporation of these streetscape elements.

As redevelopment occurs along King Street, zoning and design guidelines should establish a development setback of a minimum 2.0 m to accommodate wider sidewalk and street trees.

Glasgow Street As redevelopment occurs south of Glasgow Street, explore opportunities to introduce active transportation connections to link new parks and open spaces, and new existing trail connections. The plan should explore:
- The introduction of a multi-use trail along the south side of the street, and bike lane along the north side of the street to better balance the needs of all road users.
- The introduction an improved crossing at the Iron Horse Trail, including a pedestrian activated signal, an enhanced pedestrian crossing and clear wayfinding directing Trail users to key destinations on and off the Trail.
- The potential for more significant tree planting along the south side of the street: to enhance the tree canopy and separate pedestrians from traffic.

Park Street A streetscape master plan for Park Street should introduce crossing improvements at Union Blvd, Mount Hope Street, Green Street, and Glasgow/Walter/Strange Streets to enhance east/west connectivity to the LRT from the southern portion of the station area. New street and landscaping improvements should be provided to support the street’s role as an important point of access and servicing, while improving pedestrian amenity.

As redevelopment occurs along King Street, zoning and design guidelines should establish a development setback to accommodate a boulevard, sidewalk and street trees.

Mt. Hope Street A streetscape master plan for Mt. Hope Street should prioritize crossing improvements at Mount Hope and Park Streets to support safe crossing of Park Street for pedestrians and cyclists, including introduction of crosswalks and a pedestrian/cyclist activated signal, four-way stop, or traffic light as appropriate.

As redevelopment occurs between Park and King Street, widen Mt. Hope to allow for dedicated cycling lanes and generous sidewalks. Include coordinated streetscape furnishings, public art and enhanced cycling infrastructure such as bike parking, bike share and/or end of trip facilities to support multi-modal connectivity.
10.9 Improvements to Parks & the Public Realm

Through the development process, the City will need to help ensure that the park and public space needs for the growing PARTS Midtown Area are met. This not only includes improving existing parks and public realm areas, but also providing new urban squares, parks and greenspace. Prioritization of the needs and opportunities outlined in the key directions, strategies and technical considerations will be necessary and may include work programming and budgeting implications in the future. Publicly-owned park space is a first priority, although public/private partnerships may be explored.

The main priorities for the establishment of new parks and public spaces includes:

- New urban square / park at King Street and Mt Hope Street (highest priority)
- Working with the Waterloo Region District School Board on public usage of current play fields and exploring opportunities for new park and green space northeast of King Street
- Establishing new park space southeast of Glasgow Street

The addition of public art with Midtown is encouraged as part of the development process (including potentially through bonusing or other private or public initiatives).

10.10 Improvements to the Mobility Network

A number of opportunities and key directions are identified in the PARTS Midtown Plan for enhancing the mobility network. Specific strategies highlight high pedestrian, cycling or active transportation network connections or routes, potential bikeshare station locations, streetscape enhancements and a number of other recommendations through the technical considerations. These will need to be reviewed in the context of existing work and budget programs. Prioritization of the recommendations will be need to be undertaken and integrated into future work and financial programming.

Transportation Demand Management (TDM) is an important tool that will help the PARTS Midtown Area to achieve the desired transit ridership and could help free up land towards increased densities near the LRT station. The PARTS Midtown Plan utilized the Phase 2 Corridor-wide TDM Strategy and further recommendations within the Technical Considerations Section 9.0 in order to include appropriate directions, strategies and recommendations. These will be further enshrined through the implementation tools of this Plan.

10.11 Master Plans for Large Sites & Redevelopment Opportunities

Midtown includes some large sites that present strong redevelopment opportunities, such as the block bounded by King Street, Union Street, Park Street and Mt Hope Street. Given the need to introduce new street and block patterns, parks, and other public amenities through a phased redevelopment process, the City should require applicants to prepare a comprehensive master plan as part of the development approvals process for large redevelopment sites. This requirement should be triggered at the outset of Plan of Subdivision, site-specific Zoning By-law Amendments and/or Site Plan Control applications for these sites. At minimum, a Master Plan should:

- Outline the location of new public and private connections through the site;
- Outline the location of new parks and open spaces;
- Outline the location, massing and density of proposed development; and
- Provide a phasing strategy that outlines the timing and delivery of all of these various elements

**Recommendations**

1. Require a Site Master Plan for lands that are in locations where new mobility or public realm key directives are recommended or for major redevelopment sites (typically greater than 2 hectares).

10.12 Sustainability and Resilience Metrics

The City has an interest in positioning the Midtown Station Area to exhibit leadership and advance best practices in the areas of sustainability and resilience. This could include requiring new development to achieve a certain performance standard, such as equivalency to LEED/LEED ND, or achievement of minimum sustainable development standards for Kitchener. This should be implemented through the development approval process.

**Recommendations**

1. With the consideration of the Official Plan / Secondary Plan review process, ensure that development in the PARTS Midtown Area is equivalent to achieving a minimum LEED/LEED NO - Silver rating or comparable sustainable development standard for Kitchener.

10.13 Involving Partners

The ION is a significant catalyst for shaping the built form, public realm and mobility of our community into the future. Additional strategic investments in the infrastructure and public realm in the areas beyond the immediate LRT line and the ION stops can potentially provide further amenities and leverage an area’s marketability and livability. Merging the long-term objectives of the PARTS Midtown Plan will require coordination with many partners.

10.14 Council Resolution, December 11th 2017

The PARTS Midtown Plan was approved by the following Council resolution on December 11, 2017:

THAT the PARTS Midtown Plan, attached as Appendix A to report CSD-17-090, be approved;

THAT staff prepare the appropriate Official Plan Amendment (i.e. incorporate an updated Secondary Plan), the corresponding Zoning By-law Amendment and related urban design guidelines, which will include additional public engagement and consultation, to implement the PARTS Midtown Plan;

THAT the mobility, public realm or any relevant technical and implementation recommendations identified in the PARTS Midtown Plan be prioritized as a part of future business plan, work plan and budget processes;

THAT notwithstanding the PARTS Midtown Plan, any of the conceptual future street connections shown in the plan shall not hinder the ability of AirBoss (101 Glasgow Street) to continue to operate and expand their industrial facility at any time. Only at such time as 101 Glasgow Street is ever proposed to have a different use of the property, a potential private or public transportation connection to Elm Street be explored with the landowner at that time;

FURTHER THAT for the lands bounded by Glasgow Street, Strange Street, the rail line and Iron Horse Trail, any future street connections – whether private road, private driveway or public road; and any park space – whether private or public; shown on the maps contained in the PARTS Midtown Plan are conceptual, long-term possibilities that would only be considered at the time a property is redeveloped and a landowner at that time may provide justification of an alternate way to achieve these particular PARTS Midtown Plan objectives.”