



REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: December 8, 2014

SUBMITTED BY: Alain Pinard, Director of Planning

PREPARED BY: Andrew Pinnell, Planner, 519-741-2200 x7668
Brandon Sloan, Manager, Long Range & Policy Planning

WARD INVOLVED: Ward 2

DATE OF REPORT: November 14, 2014

REPORT NO.: CSD-14-113

SUBJECT: STATUTORY PUBLIC MEETING FOR
ZONE CHANGE APPLICATION ZC14/04/L/AP AND
GRAND RIVER SOUTH COMMUNITY PLAN AMENDMENT
FAIRWAY RD N @ LACKNER BLVD (N.E. CORNER)
WATERLOO REGION DISTRICT SCHOOL BOARD

RECOMMENDATION:

That the oral and written submissions received before and at the Statutory Public Meeting regarding the proposed Zone Change ZC14/04/L/AP (and related Grand River South Community Plan Amendment) for lands at the northeast corner of Fairway Road N/Lackner Boulevard, be considered in the preparation of the final report and recommendation on the applications; and further

That following the December 8, 2014 Statutory Public Meeting on the proposed Zone Change ZC14/04/L/AP (and related Community Plan Amendment), and following the review of final technical and supporting information, staff bring forward a final report and recommendation for consideration by Committee and Council.

EXECUTIVE SUMMARY:

The Waterloo Region District School Board (WRDSB) is proposing to change the land use of the site at the northeast corner of Fairway Road N/Lackner Boulevard in order to allow the construction of an elementary school. The submitted applications also propose to create more “green” areas along with rearranging and altering the current zoning permissions to facilitate “mixed use” development. This would have the effect of allowing for a small, new “urban neighbourhood” with a range of residences, stores, institutional uses including a school, and other complementary uses.

There are many opportunities and challenges with considering a potential school at the subject location, including matters such as transportation/pedestrians and natural environment implications. Staff is tabling this report in order to:

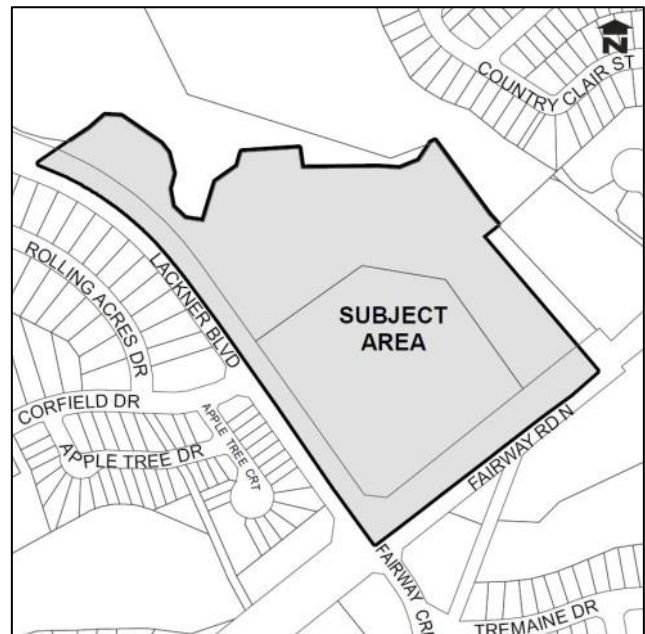
1. Satisfy the *Planning Act* requirement to hold a statutory public meeting;
2. Provide background and information regarding the subject applications in advance of a final decision;
3. Provide a summary of the public and department/agency comments received;
4. Identify the actions taken on the comments/issues;
5. Advise the community and Committee of the current status and next steps;
6. Receive and consider further community input through the formal statutory public meeting; and
7. Receive input from the Committee regarding their comments on the proposal.

BACKGROUND:

This is the first report to Planning & Strategic Initiatives Committee (PSIC) on this matter and represents the Statutory Public Meeting under The Planning Act. Further decision making meetings at PSIC and Council will be required early in 2015. Additional site and contextual background information is provided in the 'Report' section.

REPORT:

The subject area is located at the northeast corner of Fairway Road North and Lackner Boulevard in the Grand River South Community, and is owned by the Waterloo Region District School Board (WRDSB). The site contains two properties that for the purposes of the land use applications have approximately 430 metres of frontage on Lackner Boulevard, 250 metres of frontage on Fairway Road and is approximately 7.2 hectares (18 acres) in area. The WRDSB is seeking to rezone the majority of the lands to a "mixed use" zone and the natural heritage lands and storm water management facility to a "green" zone.



Surrounding Context

Both Fairway Road and Lackner Boulevard are currently classified as Primary Arterial Roads. Lands to the west of Lackner Boulevard in the Idlewood community contain primarily single detached dwellings and open space in conventional subdivisions. There is an existing convenience commercial plaza at the southwest corner of Fairway Rd/Lackner Blvd/Fairway Cres. and lands fronting the south side of Fairway Road are zoned for commercial development but currently vacant. Further to the south and to the east are subdivisions built over the last 10 years with a variety of low-rise residential

dwelling types. The City of Kitchener owns a larger portion of the Lackner Woods Environmentally Sensitive Policy Area and Provincially Significant Wetland which is to the immediate north of the site.

Site Background

The original subdivision of this area dates back to the late 1980s. During the 1990s, the current zoning was established which was re-enforced during the final approval of the Grand River South Community Plan in 2000. The intended land use was for a Neighbourhood Commercial site surrounded by High Rise Residential. These were/are the only land uses of those types within Grand River South and the surrounding community. Through the Community Plan, three elementary school sites were identified: 1) the site that became Lackner Woods Public School, 2) the site that became St. John Paul II Catholic School, and 3) a site that was within a residential neighbourhood east of Old Zeller Drive (note: the subject lands were not identified as a school site at that time).

The previous planning decisions had the cumulative effect of creating the edge of the natural heritage area to the north which, over the last 20 or so years, has continued to grow into the subject site. The majority of the subject site is regulated by the Grand River Conservation Authority due to the Idlewood Creek floodplain and spillway related to Fairway Road.

Through the approval of the City's Commercial Policy review and related land use amendments in 2002, the subject area was designated in the Official Plan as a Mixed Use Node. The intent of this type of Node was to establish a range of commercial, institutional and medium/high density residential uses that would serve the surrounding community, support transit and ensure pedestrian-friendly design. A policy of the Official Plan identifies the need for a site-specific urban design study.

Current Land Use Permissions

The City's existing Official Plan designates the site as Mixed Use Node with a special policy. The new Official Plan proposes that the site is within a Community Node with a Mixed Use designation and a revised special policy. The Mixed Use and revised special policy are intended to facilitate appropriate commercial uses to serve the surrounding community and medium/high density residential uses with a continued emphasis on being designed to be transit and pedestrian oriented. The land use designations of Neighbourhood Commercial and High Rise Multiple Residential in the Grand River Community Plan remain in effect but are required to be changed to conform to the Official Plan or repealed.

The current zoning of the site is also Neighbourhood Commercial (C-2) which allows a wide range of stores and High Rise Residential (R-9) which primarily allows large scale apartments.

Recent Events

Through the consideration of a draft plan of subdivision east of Old Zeller Drive, the WRDSB identified that the final planned school site in the Grand River South Community was no longer viable due to a variety of concerns related to the nearby Waterloo Region International Airport. The Grand River South Community Plan was not formally amended at that time. In 2010-11, the WRDSB conducted an Elementary School Accommodation Review which considered several options for the broader area, including a site on Morrison Road, the lands at Fairway/Lackner, and additions/changes to existing facilities. City Planning staff comments on the Review suggested that the Morrison Road site is appropriate for an elementary school and that there are a number of challenges with considering a potential school on the Fairway/Lackner lands.

The WRDSB concluded the Accommodation Review, selected and subsequently purchased the Fairway/Lackner site. Through preliminary meetings with the City and Agencies in 2012, the WRDSB was informed of the technical studies, reports, considerations and process options for submitting land use/development applications. The existing zoning and Community Plan designation do not permit a school in the location that the WRDSB is proposing.

In March 2014, the WRDSB hosted a public meeting at Lackner Woods P.S. in order to provide information to the community and advise of their upcoming applications. The formal applications were subsequently submitted in April of this year.

Submitted Application and Supporting Studies

The WRDSB's applications include changes to the Grand River South Community Plan, and the zoning along with the preparation of a site-specific design study for Council's consideration. The proposed amendment to the Community Plan would change the existing Neighbourhood Commercial and High Rise Multiple Residential land use designations to Mixed Use and Open Space in order to conform to the existing and new Official Plan. This would allow for the intended "blending" of land uses on the site.

The zone change as originally proposed would:

- Change the two separate Neighbourhood Commercial and High Rise Residential zones into one Mixed Use zone;
- Within the mixed use area, an elementary school would be permitted (on a large portion of the land currently zoned for residential);
- Allow certain commercial uses, including gas bar and car wash, that will typically not be permitted on mixed use sites;
- Regulate certain physical characteristics of future development, including minimum building massing, density, maximum floor area devoted to retail and office uses, maximum building heights and other site design matters; and
- Rezone a portion of the lands that currently permits high rise multiple residential to a "green" zone (Open Space and Hazard Land) to conserve the significant natural heritage features that have evolved on the site along with the proposed creation of a stormwater management facility.

This site and proposal present several technical challenges. As part of the land use and development process, the WRDSB submitted the following technical studies in order to support their applications:

1. Planning Justification Report: provides planning justification for the proposed development and provides a summary of the existing and future policy and regulatory framework that will influence the future development of the property.
2. Urban Design Brief and Master Plan: informs the site-specific zoning of a property, provides a comprehensive “blueprint” to guide and ensure zoning compliance of phases of development so that it is not done in an ad-hoc, piecemeal way. The Brief is required as part of this public process.
3. Transportation Impact Study - determines the potential generation of vehicular, cyclist and pedestrian volumes for the proposed development and the implications to the surrounding street network.
4. Detailed Vegetation Plan- provides an identification and location of vegetation types and groupings.
5. Wetland Hydrologic Assessment – reviews and analyzes the potential hydrological impacts on any existing wetlands and watercourses.
6. Environmental Impact Study – considers the proposed development/zoning to analyze potential implications to the environment (vegetation, habitat, floodplain, wetlands, etc.) and provides any recommended directions/actions. The study helps determine what parts of the property can be built upon and what parts cannot (i.e., developable area)
7. Functional Servicing and Stormwater Management Report - outlines the municipal and site servicing, area grading, stormwater management and utilities strategies for the subject site.
8. Noise Impact Assessment – provides an initial review of potential implications of sources of noise in order to confirm proposed uses are appropriate and/or mitigation measures could be utilized.

Key Challenges

- The Official Plan (both the existing and new) has a policy which stipulates that new elementary schools will be located “to minimize potential conflicts between vehicular traffic and children walking to and from school. This will include efforts to discourage locating elementary schools along Arterial Roads” (Part 2, Policy 8.3.7). In this instance there are two Arterial Roads and the future potential for a different intersection type at Fairway/Lackner.
- When planning/designing communities and neighbourhoods the preferred approach is to locate a school where it is most accessible and conducive to walking/cycling. The new catchment area for the proposed school would require some students to cross Primary Arterial Roads, residences are not immediately adjacent to the site and the subject area is currently auto-oriented. Options need to be explored to see if a suitable, pedestrian-oriented built environment can be developed.
- There are no existing sidewalks along/to the site and limited intersection controls in the surrounding area (except at Fairway/Lackner).

- A typical school site would take up a significant portion of land that could be more effectively/efficiently used for other purposes and would reduce the opportunity for having a variety of businesses and residential dwelling types in the Grand River South community (thus requiring further to travel to stores, etc.)
- There are provincial, regional and local transit-supportive density targets (persons and jobs per hectare) that should be achieved. This is one of the few “greenfield” Nodes with pre-zoned commercial and high rise residential which would significant help the City achieve the overall required density objectives. A conventional school site significantly reduces this possibility.
- Over the last many years evolving natural environment considerations have emerged that will impact the “developable area”.
- Transportation usage in this area will increase. Fairway Road is now a gateway to the City and leads to several key regional destinations. The surrounding community continues to grow and be developed. The proposed uses for the subject site will need to consider these factors.
- Changing uses at this site after 15 years of surrounding development requires careful consideration.

Key Opportunities

- Provides a new school to accommodate the growth in the area.
- Allows for an integration of different residential, commercial and institutional uses through the creation of a small, mixed-use urban neighbourhood, “urban village” or “campus style” development.
- Protects more environmentally sensitive lands compared to the current zoning.
- A multi-storey school would allow the land to be used more efficiently.
- Locating the school on a private road set back from the Arterial Roads provides more buffer, could integrate a school better with a new mixed-use neighbourhood, allows more control for the WRDSB regarding internal traffic and student drop off/pick up; and would not increase maintenance costs to the City.
- A school/community space could provide a focal point within the Node and some recreation space for the area.
- The WRDSB would construct sidewalks along both Fairway Rd. and Lackner Blvd. frontages and the Region would continue the sidewalk to the east along Fairway Road.
- City staff are discussing with the WRDSB the possibility of utilizing some of the school facilities for public, recreation and neighbourhood-based uses during off hours (satisfies the direction in the current Official Plan Part 2 Policy 3.3.3).

Summary of Comments Received to Date

Through the circulation of the applications and the neighbourhood information meeting(s), a wide range of comments were raised by the community and department/agency staff. Numerous members of the public (primarily those with children that go to or would go to Lackner Woods PS) were advised that a new school would be built and open by a certain time, recognize that this site was selected as the only option and have concerns with the timing. Other members of the public have raised questions about the feasibility/practicality of an elementary school on the site given the context and certain

challenges. Several issues were raised with transportation implications of the zoning/proposal, height and density of development, environmental impacts, noise, and concerns with allowing a car wash/gas station.

Many of these issues are consistent with comments provided by planning, departmental and agency staff. An outline of the comments received to date along with the response or status is attached to this report as Appendix A. The WRDSB and their consultants have taken significant steps to consider and provide additional information to respond to the issues.

Changes Since Original Submission

City staff and the applicant continue to review various land use concepts and built form plans in order to determine the possibilities of creating an improved pedestrian environment within a future mixed use development at this location. This will impact the zoning, community plan amendment and would satisfy the requirement for a site specific urban design study to be approved by Council. The applicant has provided updated Master Plan Concepts (see Appendix B) that illustrate the proposed zoning may achieve the City's density targets for this area, including achieving a minimum massing benchmark and residents/jobs per unit area benchmark. Neither of the options should be construed as the absolute form of development and further options are being explored for the final documents/recommendation. The concepts illustrate that the long-term, planned function of this key site could still be achieved. The applicant and staff have also created a concept diagram (see Appendix C) for the internal, private road that would appropriately accommodate pedestrians, cyclists, vehicles and school buses.

To help understand the density and massing considerations of the Official Plan and to help communicate the City's density targets for this area, staff has prepared several renderings of a potential build-out scenario for the site. These concepts are based on a 3D model of the site designed by staff. This model shows a pedestrian-friendly, mixed use development that is integrated with an elementary school. This model has been helpful both to staff and the applicant in understanding the benefits and realistic possibility of a campus style integration of uses on the site.

Sample Visualizations of Potential Streetscape To/From a School



View from Lackner Blvd East to School



View from School West to Lackner Blvd

City staff is working with the applicant to confirm the recommended results of a Pedestrian Assessment for the site. Region of Waterloo transportation staff have completed their review. This Assessment is intended to help understand the most appropriate traffic control devices for pedestrians to cross the arterial roads and will help staff to understand the suitability of the site for a school.

Through further meetings with the applicant, the Region has identified the potential for the construction of a sidewalk between Pebble Creek Drive and the eastern extent of the site as part of the school development (first) phase. City Engineering Services staff has also identified that sidewalks along the entire Lackner and Fairway frontages should be constructed as part of the school development phase and the WRDSB concurs as these sidewalks would help to improve the walkability to/from the site.

After further discussions between staff and the applicant, as well as through input from the community, the WRDSB has decided to remove the request to allow a carwash and gas station on the site. It should be noted that these uses are currently permitted under the current commercial zoning, but would require a special zoning provision to allow them under the proposed zoning. This change would eliminate the concern about conflicts between pedestrians and these particular automobile-oriented uses; address the concern regarding potential for contamination of the water system; and eliminate health/safety concerns pertaining to school children inhaling possible fumes associated with these uses.

Next Steps

Before Planning staff can prepare an informed recommendation for consideration by Planning and Strategic Initiatives Committee, all portions of technical studies and reports that are relevant to the rezoning/land use consideration should be signed off by the appropriate department/agency. These studies and reports are presently in various stages of the review process: In some cases, studies have been signed off. In other cases, additional information is being submitted and analyzed.

Issues or matters still being considered include:

- Confirming appropriate design features to ensure suitable access to an atypical school site.
- Resolving different opinions on the type and timing of a pedestrian crossing at Lackner/Corfield intersection (pedestrian refuge island vs pedestrian signal).
- Updating the master plan concepts and related site-specific Urban Design Study to provide options that address the challenges/opportunities of the site; consider the comments received; deal with height and built form issues; create a rational, internal pedestrian and vehicular system that has route options; and illustrate how in the long-term a new, mixed use urban neighbourhood could be created that satisfies numerous objectives including the policies, proposed zoning, and density targets.
- Receiving final GRCA/department clearance on environmental and stormwater management matters that could affect the extent of the proposed “green” zones.

Planning staff must consider the balance of issues, the input received at the Statutory Public Meeting, and prepare a final report with a recommendation that may include a proposed Zoning By-law and Community Plan Amendment.

ALIGNMENT WITH CITY OF KITCHENER STRATEGIC PLAN:

The proposal would be considered within the Community Priority of 'Development' in the City's Strategic Plan 2011-2014 with reference to other priorities such as 'Environment'.

FINANCIAL IMPLICATIONS:

A minimum of 3 City crossing guards would be required to service the proposed school (following a potential roundabout construction in 2022): 1 guard at Lackner/Corfield and between 2 and 4 guards at the proposed roundabout. Staff estimates that the future financial implications to the City would be approximately: 3 to 5 guards x \$7000 / guard per year = \$21,000 to \$35,000 per year.

The WRDSB and the Region would install significant portions of sidewalks with the initial stage of a school.

COMMUNITY ENGAGEMENT:

INFORM and CONSULT – There are several instances whereby the community has been informed and consulted with beyond the typical Planning Act requirements. The Waterloo Region District School Board hosted neighbourhood information meetings in March and June 2014. The City posted information about the initial proposal and development process on a planning news webpage. The application was circulated for comment in April 2014 to all property owners within 120 metres of the subject area as well as all those who signed into the March 2014 neighbourhood meeting.

The City held a Neighbourhood Information Meeting (NIM) on September 23, 2014 at Lackner Woods School to inform the community on the background to the application, provide a status update, advise of the next steps in the process and to answer the community's questions. All individuals who signed into the March neighbourhood meeting, responded to the community circulation, or were property owners within 120 metres of the subject area were given notice of the NIM. In addition, the Stanley Park Community Association and adjacent neighbourhood group were notified. Furthermore, the City sent out social media updates about this event and signs were posted on the property. At least 60 members of the community attended the NIM. The minutes of this meeting are attached as Appendix D.

Also, the City's website continues to be updated after every significant milestone since the circulation of the application to the community in April.

Notice of the statutory public meeting is advertised in the November 14, 2014 edition of The Record (see Appendix E).

CONCLUSION:

Staff and the applicant will continue to address outstanding issues and, following input from the community and Committee at the Statutory Public Meeting, a final report will be provided for consideration by Planning and Strategic Initiatives Committee early in 2015.

REVIEWED BY:

Brandon Sloan, Manager of Long Range and Policy Planning

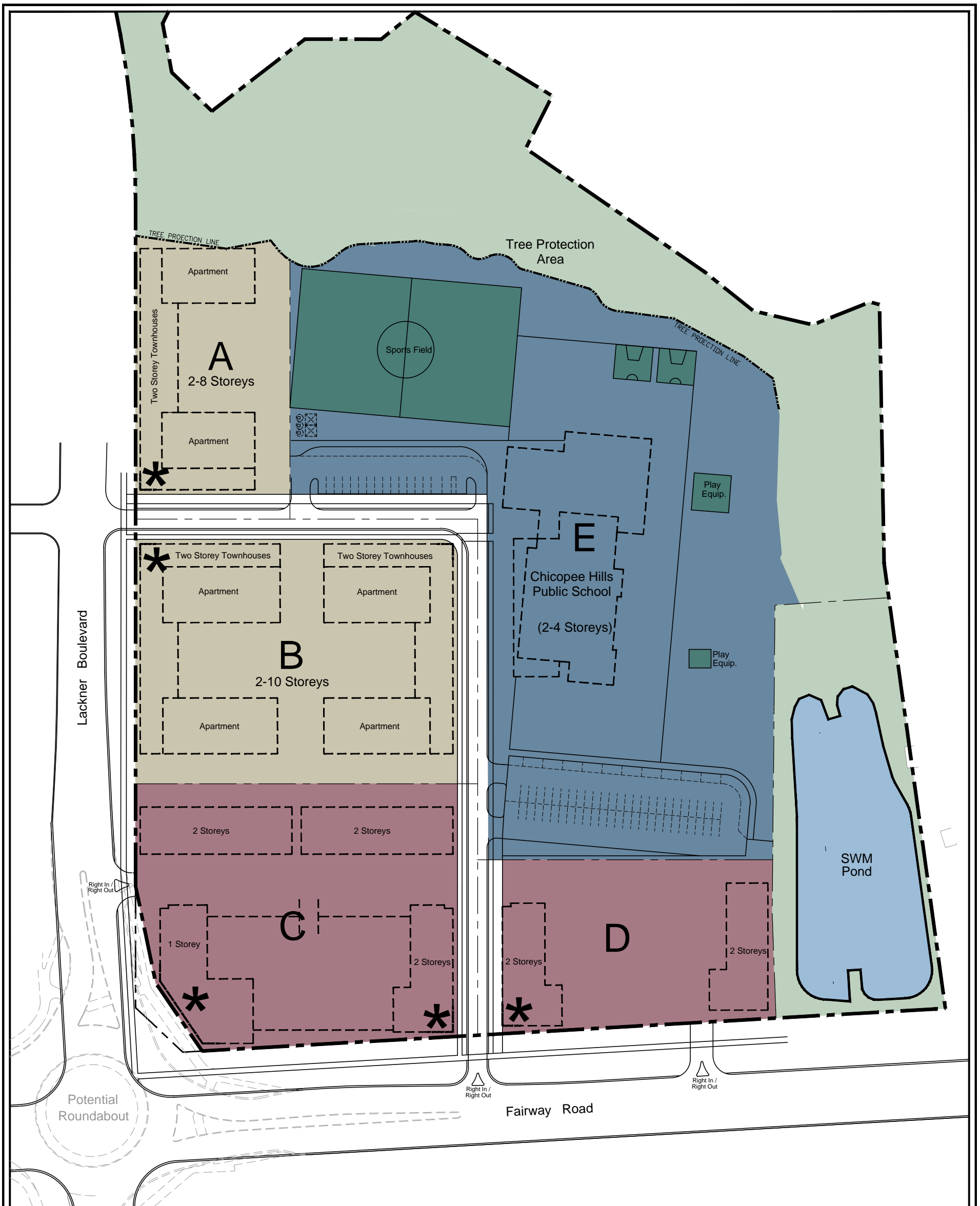
ACKNOWLEDGED	Michael May, Deputy CAO
BY:	Community Services Department

Attachments

- Appendix A – Summary of Comments Received to Date
- Appendix B – Master Plans Prepared by GSP Group
- Appendix C – Cross-section Diagram of Internal Road
- Appendix D – Neighbourhood Information Meeting Minutes
- Appendix E – Newspaper Notice

Summary of Comments Received to Date

Comment	Submitted By:		Actions: How Staff / the Applicant is Responding to, Acknowledging or Considering the Comment
	Community	Staff/Agency	
1 Whether the proposed use of the lands for an elementary school is appropriate	✓	✓	The applicant submitted a Planning Justification Report (PJR) and Transportation Impact Study (including a Pedestrian Assessment) to support the proposal of an elementary school on two primary arterial roads. Planning staff has requested updates to the PJR to provide additional rationale for allowing a school. Also, Transportation Services staff is currently reviewing an update to the Pedestrian Assessment. There are implications to achieving density targets.
2 Elementary school students in Grand River South need to be accommodated as soon as possible	✓		The original planned school site for this area would have been available. Planning staff and agencies are working through the additional information / materials from the applicant regarding the new proposed site in order to make an informed recommendation about the school use as soon as possible
3 Proposed school is isolated from the community it serves (i.e., arterial roads to the west and south; environmentally constrained lands to north and east)	✓	✓	Transportation Services staff is currently reviewing an update to the Pedestrian Assessment that seeks to address safe walking routes to the subject area. There is a potential opportunity for a connection between the subject area and the community to the east is via a walkway to Country Clair Street through environmentally constrained lands. Staff to consider this as part of the subsequent staff report. Further investigate creating a new neighbourhood that can help serve a school for the long-term with shorter walks
4 EIS mapping updates required		✓	The applicant submitted an Environmental Impact Study in support of their zone change application. The applicant is currently responding to the final issues from the City's Environmental Planning most recent comments
5 Confirmation and justification for potential natural feature at SW corner of site required		✓	The applicant submitted an Environmental Impact Study and Wetland Hydrological Assessment in support of their zone change application. The applicant is responding with final documentation to the GRCA's comments
6 Revisions to Preliminary Stormwater Management Report required to show SWM and infiltration for site as a whole		✓	The applicant submitted a Functional Servicing and Stormwater Management Report in support of their zone change application. The applicant is responding to the City's most recent comments
7 Justification of stormwater management facility in floodplain		✓	The applicant submitted an Environmental Impact Study and Stormwater Management Report in support of their application. The applicant is responding with documentation regarding the GRCA's comments
8 Appropriate SWM facility outlet must be identified		✓	Same as response to #7
9 Transportation Impact Study (TIS) updates are required		✓	The applicant submitted a Transportation Impact Study in support of their zone change application. The Region requested an update to the TIS.
10 Concern regarding appropriate walking and cycling routes / road crossings for students of proposed school	✓	✓	This is one of the primary concerns of City staff with the proposal. The applicant prepared a special Pedestrian Assessment to answer questions related to walkability, as an addendum to the Transportation Impact Study. Cycling routes are discussed in the Transportation Impact Study. City Transportation Services and Planning Staff are reviewing a response submitted by Paradigm Transportation Solutions.
11 Concern that increased traffic will cause excessive congestion and noise	✓	✓	As expected, a developing area like Grand River South will continue to grow and become busier than previous conditions. The applicant submitted a Transportation Impact Study that estimates future traffic/transportation implications. The Region requested an update to the TIS. The applicant is only required to study noise implications from roads for their site.
12 Transportation Demand Management report to be prepared and submitted to City staff for review		✓	City Transportation Services staff advised the applicant of this requirement in March and October 2014. This will inform the proposed bike and vehicular parking requirements for the zoning of the site
13 Confirmation that subject area can support City's density target		✓	In addition to the information contained within the Planning Justification Report submitted by the applicant in support of their zone change application, City Planning staff is currently reviewing resident and job density information and options
14 Determination of zoning regulations (e.g., height, density, building orientation, podium requirements, parking reductions, etc.)		✓	The applicant submitted a Planning Justification Report and Urban Design Brief in support of their zone change application. The applicant is currently preparing updates to these reports that speak to these comments
15 Updates to Planning Justification Report required to reflect permitted uses discussions (e.g., to eliminate gas station and carwash, etc.)	✓	✓	The applicant has consented to the removal of the gas station and carwash uses. The applicant is currently preparing updates to the Planning Justification Report and Urban Design Brief
16 Updates to Urban Design Brief required (e.g., inclusion of shadow impact, angular plane analysis, 3D massing model, etc.)		✓	The applicant submitted a Planning Justification Report and Urban Design Brief in support of their zone change application. The applicant is currently preparing updates to these reports including investigation of various site concept options
17 Concern regarding light pollution from proposed development	✓		Site lighting will be considered through the future site plan phase. The City's Urban Design Manual sets out lighting guidelines to limit off-site glare
18 Concern that plant and animal species and other natural features may be compromised	✓	✓	The applicant submitted an Environmental Impact Study in support of their zone change application. The EIS speaks to the question of protection of natural features, flora, and fauna. The Regional Ecological and Environmental Advisory Committee has considered the EIS and recommended several conditions be carried out through implementation. The applicant is finalizing the EIS regarding remaining City Environmental comments. Implementation of much of the EIS will take place through a subsequent site plan process
19 Concern that the proposal will reduce surrounding property values and privacy	✓	✓	The applicant is currently updating the Urban Design Brief to include angular plane, shadow impact, and 3D models, etc. This additional information will help inform staff on privacy impact. Property values are not evaluated by City staff through planning processes
20 Concern that the massing and density of the proposed development is too great	✓	✓	The City and the applicant have been further considering the potential implications of the proposed zoning compared to what could be ultimately built on the site. The applicant is currently updating the Urban Design Brief to include further analysis of potential building impacts, shadow, and 3D model illustrations, etc. This additional information will help staff to understand compatibility within the site and any implications to surrounding properties. The current zoning of the lands has no maximum building height; however, recent concepts explored by the applicant and City are considering either an 8 or 12-storey potential limit.
21 The whole of the subject area should be kept for the school alone	✓		Utilizing the entire subject area for the school is more land than is required, would not make efficient use of land/infrastructure and would eliminate options to have stores, offices, potential health/institutional-related uses and a range of housing options within close proximity. The WRDSB advises that they are proposing a multi-storey school and adequate school site given the context. The area of the school site has been enlarged since the original proposal.
22 Concern that the school lands are too small and that larger sites may be available in the Grand River South community	✓		See response to #21. The WRDSB has advised the City that there are no other viable opportunities / locations in the area for a new school site.
23 This area is not underserved for commercial use: mixed-use / commercial is not necessary	✓		The entire Grand River South community of several thousand people currently only has one small convenience commercial plaza. There is one other small vacant commercial site. This site is possibly the last remaining opportunity in the area for significant mixed use and commercial development. The intent is to have a range of uses whereby people have options and do not necessarily have to drive large distances, creating additional car traffic, to get to stores. The applicant is seeking to implement the City's long-range plan and policies of achieving mixed use development at this location. The site would be developed in phases over a period of years as the Grand River South Community is built-out.
24 Underground Parking - Concern that u/g parking would negatively affect groundwater	✓	✓	Underground parking will be reviewed by City staff in greater detail at the site plan stage, in consultation with engineering and other appropriate agencies
25 Concern that there are no other examples of multiple residential and commercial surrounding a school in Kitchener	✓		There are other Kitchener examples of significant multiple residential development near elementary schools. For example: Country Hills Public School (195 Country Hill Drive), Rockway Public School (70 Vanier Drive) and several catholic schools including on Midland Dr.



Site Statistics

Site Area: Approx. 7.6 ha.
 Developable Area: 5.42ha.
 Developable Area Within 30m Setback: 0.09ha.
 Proposed Zoning: Medium Intensity Mixed Use Corridor (MU-2) Zone
 Max. Residential Units: Approx. 416
 FSR Provided: min.1.0 (based developable area + buffers)

FSR Range By Block

A	1.0 - 2.6
B	1.0 - 3.5
C	0.7
D	0.5
E	0.3

Block Areas

A	0.40ha.
B	0.82ha.
C	0.83ha.
D	0.47ha.
E	2.14ha.
SWM	0.61ha.
ENVIRONMENTAL	2.01ha.
RDS / SIDEWALKS	0.38ha.

Legend

- Medium - High Density Res.
- Mixed Use
- Commercial
- School (2.06ha.)
- Environmental Area
- Play Space / Amenity Area
- Possible Building Edges
- * Priority Buildings

Ultimate Master Plan Concept 1

Chicopee Hills

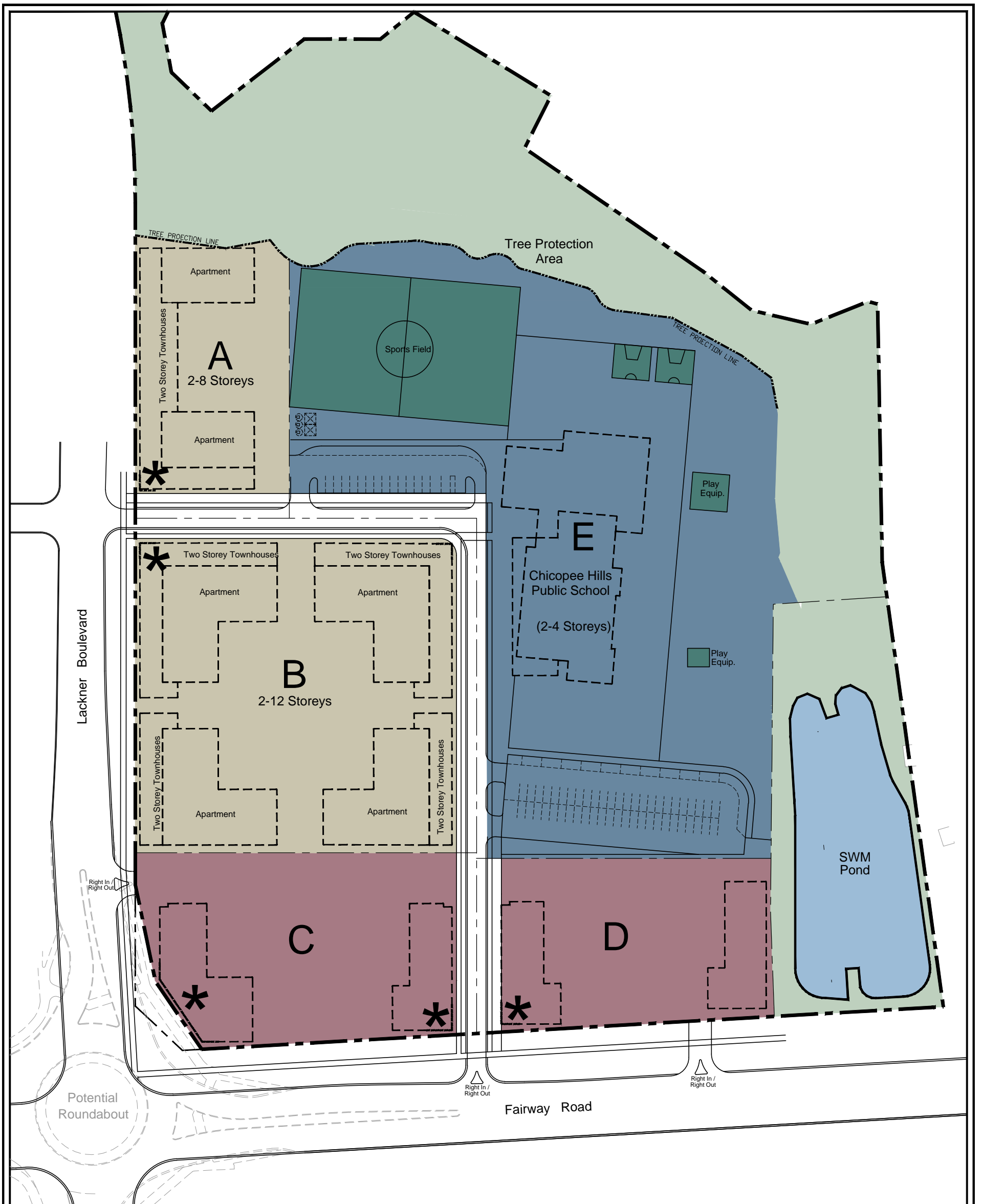
NOTE: Block letters (A, B, etc) do not reference staging of development.

NOTE: This concept has been prepared for general feasibility purposes only.
 Building code requirements and technical / architectural design have not been addressed.



Scale 1:1250
 November 20, 2014
 Project No.:11019





Site Statistics

Site Area: Approx. 7.6 ha.
 Developable Area: 5.42ha.
 Developable Area Within 30m Setback: 0.09ha.
 Proposed Zoning: Medium Intensity Mixed Use Corridor (MU-2) Zone
 Max. Residential Units: Approx. 592
 FSR Provided: min.1.0 (based developable area + buffers)

FSR Range By Block

A	1.0 - 2.6
B	1.6 - 4.0
C	0.5
D	0.5
E	0.3

Block Areas

A	0.40ha.
B	0.82ha.
C	0.83ha.
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Legend

- Medium - High Density Res.
- Mixed Use
- Commercial
- School (2.06ha.)
- Environmental Area
- Play Space / Amenity Area
- Possible Building Edges
- * Priority Buildings

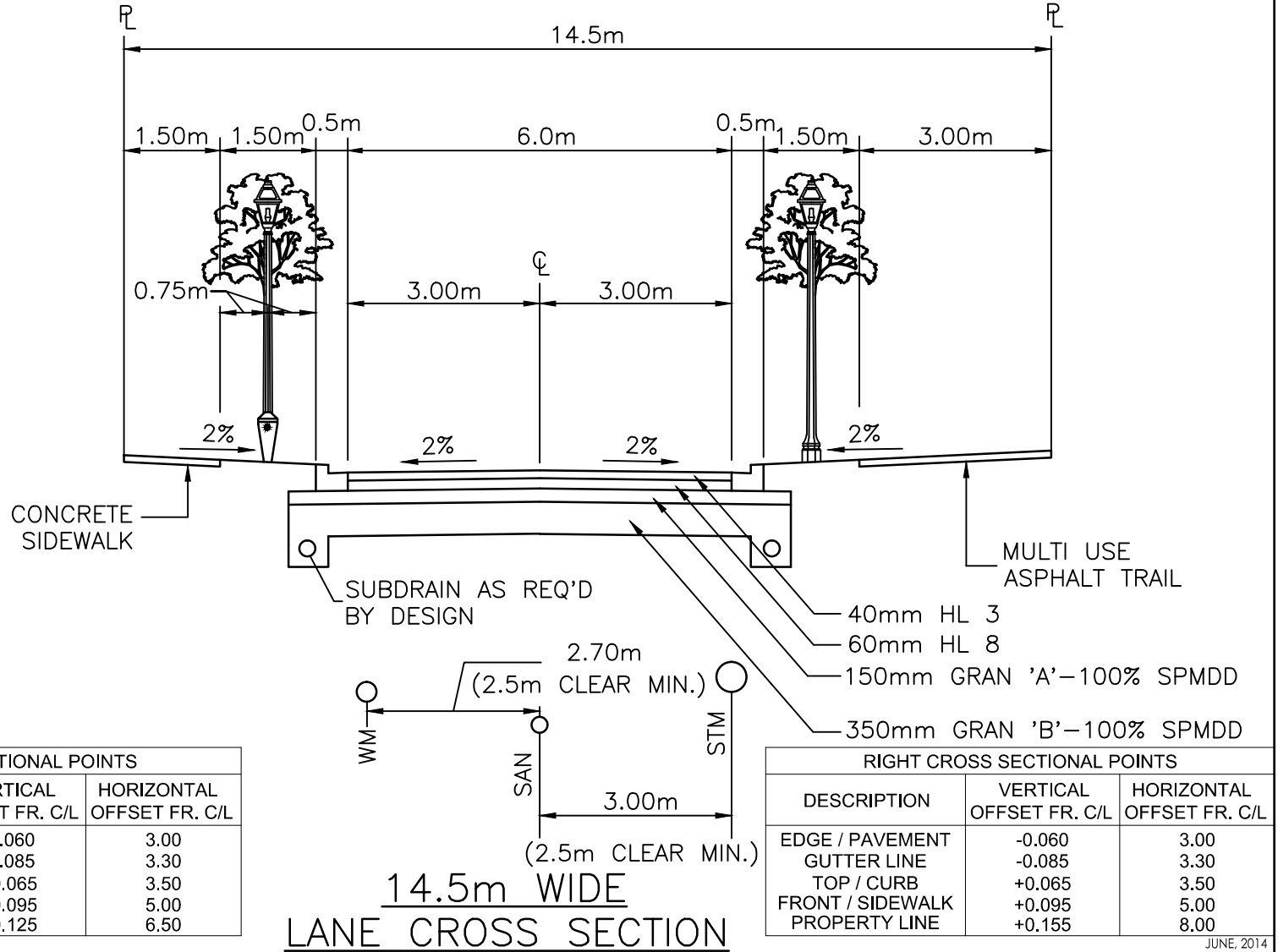
Ultimate Master Plan Concept 2

Chicopee Hills



Scale 1:1250
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2014/06/11 10:14 AM By: Huisman, Michael



LEFT CROSS SECTIONAL POINTS		
DESCRIPTION	VERTICAL OFFSET FR. C/L	HORIZONTAL OFFSET FR. C/L
EDGE / PAVEMENT	-0.060	3.00
GUTTER LINE	-0.085	3.30
TOP / CURB	+0.065	3.50
FRONT / SIDEWALK	+0.095	5.00
PROPERTY LINE	+0.125	6.50

RIGHT CROSS SECTIONAL POINTS		
DESCRIPTION	VERTICAL OFFSET FR. C/L	HORIZONTAL OFFSET FR. C/L
EDGE / PAVEMENT	-0.060	3.00
GUTTER LINE	-0.085	3.30
TOP / CURB	+0.065	3.50
FRONT / SIDEWALK	+0.095	5.00
PROPERTY LINE	+0.155	8.00

ORIGINAL SHEET - ANSI A

JUNE, 2014
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Client/Project
WATERLOO REGION DISTRICT
SCHOOL BOARD
CHICOPEE HILLS, KITCHENER

Figure No.

Title

LANE CROSS SECTION

Neighbourhood Information Meeting (NIM) Minutes

Subject Property: Northeast corner of Fairway Road and Lackner Boulevard

Application: ZC14/04/L/AP and Community Plan Amendment

Date: September, 23rd, 2014 (6:30pm-8:30pm)

File Planner: Andrew Pinnell

Facilitator: Juliane vonWesterholt

Minutes: Sasha Oliveira

Presentation Overview

- The Facilitator commenced the meeting by introducing various agencies and staff present and overviewed the agenda, purpose of the meeting and ground rules for the event
- The File Planner presented a presentation on the following topics:
 - Role of the City Planner
 - Project Background
 - Current Zoning of the project
 - Community Plan Designation
 - Current Official Plan Designation
 - Grand River South/Sunnyside Community Accommodation Review
 - Proposed Zone Change Application and Community Plan Amendment
 - Application Process to Date
 - Technical Studies and Review
 - Summary of Community Comments Received to Date
- The Facilitator described the next steps and began facilitating Q&A

Question and Answers

1. **Question(s):** Can the public access the technical studies?

Answers & Responses:

- **City:** Studies are available for viewing on the 6th floor. Anyone can make an appointment to review them. Freedom of Information request can be made to receive a copy.
2. **Question(s):** Will the school be open in September 2016? If so, what needs to be done to make it happen?

Comments:

- Parents were advised that a school would be open soon. The date keeps changing.
- Last meeting School Board said the date changed to 2016 if Council could approve it by June 2015

Answers & Responses:

- **School Board Representative:** It takes 12-14 months to construct if servicing is available. Depending on how early they could have the application go to Council, they will have to see if it could still be completed within their timeframe.
- **City:** Any timing comments should have been dependent on the need to determine if the school is an appropriate use for the proposed site through the zone change first.

3. **Question(s):** What are the plans for the intersection [Fairway and Lackner]? How will it be tackled for students crossing?

Comments:

- Fairway and Lackner is a complicated and busy intersection

Answers & Responses:

- **Region:** The intersection is signaled. Future intersection control has only been reviewed at a staff level. Future plans will go through a public process.
- **City:** Pedestrian study provided by the School Board's consultants is under review.

Follow up question(s):

- In the next 8 years, will it (the intersection) be in the current state?

Answers & Responses:

- **Region:** Some improvements may occur within the next 2-3 years, but overall reconstruction tentatively scheduled for 2022 (subject to Capital Forecast).

4. **Question(s):** Who gave the okay to pass the current zoning of the site and the area? What is next- higher density zoning? Whose decision is it to destroy the bush off?

Comments:

- Don't want Rolling Acres Dr. to be ripped down for high density housing
- Deer trail and bald eagles around
- Don't understand why there are plans to build high rises away from LRT

Answers & Responses:

- **City:** City Council is the approving authority for the zoning. The current site was zoned approximately 20 years ago for high rise residential and commercial.

Follow up question(s):

- Does the Ward Councillor know about the proposal?

Answers & Responses:

- **City:** The limit [of trees] was identified years ago when it when through the original planning process. Trees have grown onto the land that is currently zoned for high rise residential. The WRDSB proposal is aiming to save more trees than what the original zoning would have saved. They have studied the trees/habitat/environment and will conserve the significant vegetation and habitat in accordance with Regional and City policies. There will be some tree removal – primarily in the area that is currently indicated as the school's sports field. There are transit routes in the area (instead of LRT). There are various reasons and objectives of providing a range of

housing options for people within the Grand River South Community and this Node is intended to be a focal point for the community. The Ward Councillor is aware of the development proposal.

5. **Question(s):** High-density – what does that mean? How high? How many people? How many families? When are we going to stop it?

Comments:

- Buying and spending tax money for elite area
- 12 storey buildings and children running around them

Answers & Responses:

- **City:** The proposed height is 12 storeys which could comply with the airport regulations. Density in Kitchener is typically measured by the “bulk” of the buildings on the site, called the Floor Space Ratio. There are provincial, regional and municipal objectives whereby certain lands in the city must have a minimum amount of density measured in people and jobs per hectare. Further information is required to illustrate this on site master plans and with other visualizations.

6. **Question(s):** No question – comments only

Comments:

- Concern regarding deer and traffic
- People will be killed (traffic)
- Planes fly over the place

Answers & Responses:

- **Consultant:** A technical study was completed regarding traffic to illustrate suitability of the proposal.

7. **Question(s):** Last time 8 storey building was proposed – why did it change? Does Andrew recall them saying that at the WRDSB’s meeting in March?

Answers & Responses:

- **Consultant:** Along Lackner Blvd. a maximum of 8 storeys is proposed with a maximum of 12 storeys internal site. Shadows and other compatibility implications will be further studied.

8. **Question(s):** When the airport is expanded, is the height considered? Zone change proposes a car wash and gas station – has this been looked at [health view]?

Comments:

- supports the proposal
- likes the school near 12 storey buildings
- kids near gas station is bad because of the fumes

Answers & Responses:

- **City:** Gas station - still under review to see if that type of use is appropriate. (Staff member directs audience to map of proposed zones and points to areas in which the gas station could be permitted). Parking lot would provide a buffer separation between gas station. Region in charge of the airport but there are Federal regulations. Maximum building heights are reviewed to determine safe building/zoning heights.
- **Consultant:** 12 storeys is under the established, regulatory limit.

Follow-up Comment(s):

- Member of the audience requested note taker to highlight in notes the following:
 - The conflict between children and gas stations
 - Airport regulations

9. **Question(s):** Why wasn't the Morrison site chosen? When will the reports be finished? When will the Council decision be?

Answers & Responses:

- **School Board:** WRDSB could make better use of the Lackner and Fairway site. Morrison site would require busing students further away.
- **City:** Timing is somewhat dependent upon the WRDSB/Consultants revising reports and departments/agencies providing acceptance. Expect that by/after the New Year the proposal to go to Council for decision.

10. **Question(s):** Does the school board plan or have they calculated the maximum number of pupils? Is it 200, or 2000? How many people could live at this development?

Answers & Responses:

- **School Board:** Approximately 650 students.
- **City:** There are some estimates for how many residents (and jobs) could potentially occur on a site given different development scenarios. The Consultant has provided some information in their Planning Justification Report (the numbers were not readily available at the presentation). Additional follow up and information is required.

Follow-up Comment(s):

- more people will drive on roads
- having two four-lane intersections near school not optimal

11. **Question(s):** Nine reports submitted, you said some signed off, which ones have been signed off and how many?

Answers & Responses:

- **City:** Only one study – noise impact. All others require final information or sign off.

12. **Question(s):** Are high-rise owned or rental units?

Answers & Responses:

- **City:** The City does not regulate if it is rental or owned units.
- **School Board:** No details yet.

Follow up Comment(s):

- concern for property value
- concern about gas station – one already on Fairway Road and King, also Ottawa
- Why do [they] need the gas station close to the school and intersection – dangerous situations and accidents

Follow up question(s): Will input be considered in the decision?

Answers & Responses:

- **City:** Yes, questions and comments will be taken into consideration and may result in a change of design. No decision being made tonight.

13. **Question(s):** With the roundabout coming, is there an alternative access for pedestrians to access? Pathways or others?

Answers & Responses:

- **City:** Transportation Impact Study will look at this. Pedestrian study under review and will recommend traffic control type. There is potential for walkway at the rear of the site to the neighbourhood to the northeast.

14. **Question(s):** We do need a school, has this been addressed?

Answers & Responses:

- **City:** Yes, we are aware of the school needs for the area.

15. **Question(s):** How can we be making high-density accommodations? Population coming to the school. School has taken many years and there are ongoing issues – what's the Plan B? Is the Morrison site or another site in mind?

Comments:

- Make sure the school is large enough if population increases

Answers & Responses:

- **School Board:** Undergone lengthy review. Until they receive the answer from Council the current intent is to not pursue a Plan B. There are limited alternate locations. An option is to consider additions to existing schools and busing out of neighbourhoods.

16. **Question(s):** If there were not so many parts [of the proposal] would the school happen sooner? Could it be done in phases – school first, then rest?

Comments:

- Business portion of proposal is overtaking the need for the school – benefit of school is taken away from main concern of development

Answers & Responses:

- **City:** The site is proposed to be development in phases. The school is proposed as the first phase. The proposed location of the school still needs a zone change. Schools alone don't contribute to density; however, it can contribute to density through a campus style development.

17. **Comment(s):** There appears to be uncertainty with this proposal that it may not be rezoned or passed. Is now the time for the WRDSB to work on Plan B or will they wait until 2016 to begin the process all over again?

18. **Comment(s):** Safety is not being considered primary. There is traffic on Lackner mostly from Guelph. Going from fast highway to a 4-lane road with kids crossing the road. Our community needs safety.

19. **Question(s):** Centralizing [concentrating on] high-rise so we can get school?

Comments:

- Gas station near stormwater pond is a concern.

Answers & Responses:

- **City:** Acknowledgement of concern regarding gas station. Density is taken as a whole for the site – balance.

20. **Question(s):** Is there an example to look to – to see what the development might look like?

Answers & Responses:

- **City:** (Staff representative directs audience to slideshow for Kitchener and regional examples of elementary schools located near high-density developments)

21. **Question(s):** With all the traffic and more, who's putting up noise barriers (houses backing Lackner)?

Comments:

- traffic is horrible
- bridge
- noise with people going 80 km/hour

Answers & Responses:

- **City:** Not within the scope of this application. Noise implications on Regional Roads are Region's responsibility to determine what is or isn't warranted as part of a separate process. This is a growing area within the city.

Follow-up Comment(s):

- Noise survey was completed before heavier traffic came
- The Region/City have to pay, they owe it to us
- Will something be done?
- Region/City representatives wouldn't want to live there

22. **Question(s):** When will the reports be complete? What are firm timelines? When will the project go to Council for decision?

Comments:

- This proposal is all dependent on City
- Plan B is contingent on what City decides

Answers & Responses:

- **City:** Not uncommon for zone changes to run 6-8 months - even if it is a simple zone change. City has to make informed decisions and thus the studies need to be complete. The application was submitted in April.

Follow-up Question(s):

- Is someone trying to stop this by requesting studies? Does it look like it is going to be approved with the information [the City] has?

Answers & Responses:

- **City:** City Planning staff does not want to make a quick reaction on an important matter. Planners make a professional recommendation and finalizing the technical studies will help. We'd like to explore options for a well-designed site. Can't answer whether it looks like it's going to be approved [based off information available at the moment].

23. **Question(s):** The Grand River Community Plan had pre-established sites for the school – does this mean those approved sites are no longer available?

Comments:

- Resident doesn't support proposed school location at Fairway/Lackner

Answers & Responses:

- **City:** The WRDSB did not purchase the pre-established site that is identified in the community plan and does not own that land. Other land may/may not be available.
- **School Board:** School Board doesn't own other potential sites anymore.

24. **Question(s):** The density should be lowered. Would the City be able to scale back the population [of the proposal]? Is this a possibility?

Answers & Responses:

- **City:** The zoning has been in place for this area for over 20 years and could have brought about 350 jobs per hectare if it was fully built out at the full maximum. The City previously identified a tentative target of 175 person and jobs per hectare for this key site. Since other sites in the city have recently been approved for certain densities, the City has reduced the target further in the new Official Plan special policy to 150. A school does not technically contribute much in the way of density to the target and thus puts more onus on the remainder of the lands to make up the difference. Not an ideal condition; however, we are not fully planning by numbers and are further investigating ways to appropriately design and zone the site so that there could be a mixed-use neighbourhood with housing options that may also help sustain a school in the long-term with children that could not have to cross an arterial street.

25. **Question(s):** How big is the school going to be, so we can accommodate?

Comments:

- we need a school – 700 more homes coming near the airport where very little is there

Answers & Responses:

- **School Board:** About 650 students.

Closing remarks

Meeting Adjourned at 8:30pm

Staff remained to answer any other questions

PROPERTY OWNERS AND INTERESTED PARTIES ARE INVITED
TO ATTEND A PUBLIC MEETING TO DISCUSS
PROPOSED AMENDMENTS TO THE KITCHENER ZONING BY-LAW
UNDER SECTION 34 OF THE PLANNING ACT

Fairway Road North and Lackner Boulevard (Northeast Corner)

The Waterloo Region District School Board (WRDSB) is proposing to change the zoning and community plan designation of the site at the northeast corner of Fairway Road N / Lackner Boulevard in order to allow the construction of an elementary school. The applications also propose to allow a mix of commercial and high-density residential uses as well as create more “green” areas. This proposal would have the effect of allowing for a small, new “urban neighbourhood” with a range of residences, stores, institutional uses including a school, and other complementary uses. In general, the zoning would be changed from Residential Nine (R-9) and Neighbourhood Shopping Centre (C-2) to a Mixed Use (MU-2) with site-specific regulations. Green areas would be rezoned to Open Space (P-2) and Hazard Land (P-3).

The purpose of this public meeting is to:

1. Provide background and information regarding the subject applications in advance of a final decision;
2. Provide a summary of the public and department/agency comments received to date;
3. Identify the actions taken on the comments/issues;
4. Advise the community and Committee of the current status and next steps;
5. Receive and consider further community input through the formal statutory public meeting; and
6. Receive input from the Committee regarding their comments on the proposal.

The public meeting will be held by the **Planning & Strategic Initiatives Committee**, a Committee of Council which deals with planning matters, on:

**MONDAY, DECEMBER 8, 2014 at 7:00 P.M.
COUNCIL CHAMBERS, 2nd FLOOR, CITY HALL
200 KING STREET WEST, KITCHENER.**

Any person may attend the public meeting and make written and/or verbal representation either in support of, or in opposition to, the above noted proposal. **If a person or public body does not make oral submissions at this public meeting or make a written submission prior to approval/refusal of this proposal, the person or public body is not entitled to appeal the decision to the Ontario Municipal Board, and may not be added as a party to the hearing of an appeal unless there are reasonable grounds in the opinion of the Board.**

ADDITIONAL INFORMATION is available by contacting the staff person noted below, viewing the report contained in the agenda (posted 10 days before the meeting at www.kitchener.ca - click on the date in the Calendar of Events and select the appropriate committee), or in person at the Planning Division, 6th Floor, City Hall, 200 King Street West, Kitchener between 8:30 a.m. - 5:00 p.m. (Monday to Friday).

Andrew Pinnell, Planner - 519-741-2200 ext. 7668 (TTY: 1-866-969-9994), andrew.pinnell@kitchener.ca