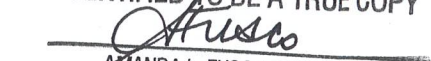


Official Plan of the

City of Kitchener

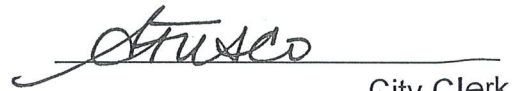
Amendment No. 62

CERTIFIED TO BE A TRUE COPY


AMANDA L. FUSCO, CITY CLERK
CITY OF KITCHENER

The attached explanatory text and maps, constituting Amendment No. 62, of the Official Plan of the City of Kitchener was prepared by The Corporation of the City of Kitchener and subsequently adopted by By-law Number 2025-048 under the provisions of Section 21 of The Planning Act, R.S.O. 1990, c.P13, on the 5th day of May, 2025.


Mayor


City Clerk

BY-LAW NUMBER 2025-048

OF THE

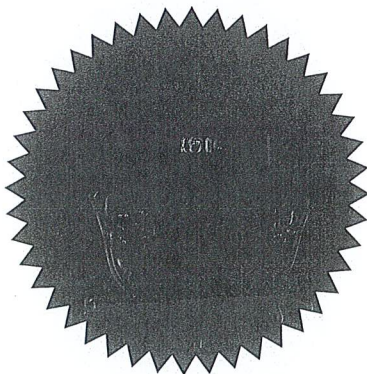
CORPORATION OF THE CITY OF KITCHENER

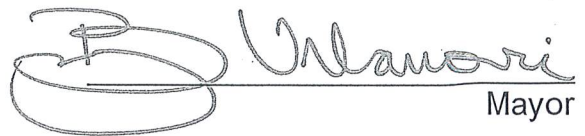
(Being a by-law to adopt Amendment No. 62 to the
Official Plan)

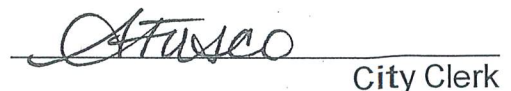
The Council of The Corporation of the City of Kitchener in accordance with the provisions of Section 21 of The Planning Act, R.S.O. 1990, c.P13 hereby enacts as follows:

1. That Amendment No. 62 to the Official Plan for the City of Kitchener, consisting of the attached explanatory text and maps, is hereby adopted.
2. The Clerk is hereby authorized and directed to make application to The Regional Municipality of Waterloo for approval of Amendment No. 62 to the Official Plan of the City of Kitchener.
3. This By-law shall come into force and take effect on the day of final passing thereof.

PASSED at the Council Chambers in the City of Kitchener this 5th day of May,
A.D. 2025.




Mayor


City Clerk

AMENDMENT NO. 62 TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER

CITY OF KITCHENER

Growing Together East – Protected Major Transit Station Areas

AMENDMENT NO. 62 TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER

CITY OF KITCHENER
Growing Together East – Protected Major Transit Station Areas

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SECTION 1 – TITLE AND COMPONENTS

This amendment shall be referred to as Amendment No. 62 to the Official Plan of the City of Kitchener. This amendment is comprised of Sections 1 to 4 inclusive.

SECTION 2 – PURPOSE OF THE AMENDMENT

The purpose of the Official Plan Amendment is to incorporate modifications to the text and mapping of the Official Plan to implement the Strategic Growth Area land use planning framework for the Block Line, Fairway and Sportsworld Protected Major Transit Station Areas.

SECTION 3 – BASIS OF THE AMENDMENT

On March 18, 2024, City Council approved the first phase of Growing Together, referred to as “Growing Together West”. This phase included Official Plan Amendments and Zoning By-law Amendments that established three new “Strategic Growth Area” land use designations and four new “Strategic Growth Area” zones and applied them within 7 of Kitchener’s 10 PMTSAs.

Planning staff are now recommending that the “Strategic Growth Area” land uses be applied within the 3 remaining PMTSAs (Block Line, Fairway, and Sportsworld) through the proposed Official Plan Amendment to shape future growth and development.

The amendment does not apply to lands with an active development application and/or lands subject to an Ontario Land Tribunal (OLT) appeal. Application of the recommended “Strategic Growth Area” land use designations provides a consistent land use planning approach across all 10 PMTSAs and is applied exclusively to the regionally established and provincially approved boundaries.

The following text provides additional information on the basis of this Official Plan Amendment.

Land Use Modifications

Planning staff are recommending that lands identified as “Lands subject to this amendment” on Schedule ‘A’ be redesignated as shown on Schedule ‘A’. The purpose of the recommended land use changes is to apply the Strategic Growth Area land uses to lands within the affected PMTSAs on Map 3 – Land Use. Strategic Growth Area land uses were developed through Growing Together West (OPA 49) and are now being applied within these PMTSAs to help ensure that there is a land use framework that performs well in complex, challenging, and highly diverse areas.

Planning staff are further recommending the application of the Open Space designation on existing City-owned parkland and on lands currently used as a hydro corridor, consistent with other hydro corridor lands in the Study Area. The Major Infrastructure and Utilities designation is recommended to be applied to a small portion of undevelopable lands used for hydro structures south of Fairway Road, consistent with other similar lands in Kitchener. Institutional land use designations are proposed to be retained on publicly funded school properties within the Growing Together study area.

Specific Policy Area Modifications

Planning staff are recommending amendments to Section 15.D.12 and Map 5 – Specific Policy Areas, as shown on Schedule ‘B’.

Existing site-specific Policy 15.D.12.6 pertaining to 4169, 4189, and 4195 King Street East is recommended to be repealed as the restriction on vehicular access to and from Grand Hill Drive is no longer required. Repealing this site-specific policy will allow for greater flexibility should the site be re-developed in the future.

Existing site-specific Policy 15.D.12.19 is recommended to be repealed as the recommended Official Plan Amendment will make the Specific Policy Area that applies to these lands redundant. The Specific Policy Area applying to certain properties on the north side of Fallowfield Drive restricts building heights to 12 storeys.

Existing site-specific Policy 15.D.12.38 pertaining to Block Line Road and Courtland Avenue East is recommended to be retained and amended to remove clause a) which is made redundant by the application of new Strategic Growth Area land uses and elimination of ability to securing community benefits through the former Section 37 bonusing framework under the *Planning Act*. Additional housekeeping amendments are proposed to reflect updated defined terms and changes to planning authority.

Existing site-specific Policy 15.D.12.57 is recommended to be repealed as the recommended Official Plan Amendment will make the Specific Policy Area that applies to these lands redundant. The Specific Policy Area applying to 4220 King Street East and 25 Sportsworld Crossing Road establishes a maximum floor space ratio of 5.2.

Existing site-specific Policy 15.D.12.59 pertaining to 4396 King Street East and 25 Sportsworld Drive is recommended to be retained and amended to change the land use reference from Mixed Use to Strategic Growth Area C to align with the recommended land use change for these lands.

New Specific Policy Area for Growing Together East

Planning staff are recommending that a new Specific Policy Area 81 be established for the Growing Together East Study Area to guide development specific to these PMTSAs as shown on Schedule 'B'. The new Specific Policy Area primarily implements the findings of the Market Analysis Study and the Transportation and Noise Analysis Study. These two technical studies were conducted specifically for the Study Area and outline policy recommendations unique to the existing context for these three PMTSAs. This new Specific Policy Area also permits certain automotive uses and drive-throughs as accessory uses, recognizing that Fairway and Sportsworld are not expected to re-develop fully over the short-term and to facilitate interim land uses.

Source Water Protection Modification

Planning staff are recommending a text amendment to Section 11 – Urban Design of the Official Plan to implement comments provided by the Region of Waterloo to support consistency with the Grand River Source Protection Plan and Chapter 8 of the Regional Official Plan with respect to managing stormwater.

Street System Modification

Planning staff are recommending a text amendment to Section 13.C.4 – Street System of the Official Plan to reflect the change in designation from Commercial to Strategic Growth Area as it relates to Policy 13.C.4.20. A further change is proposed to clarify that the policy applies to vehicular access points, providing additional flexibility for active transportation (sidewalk) connections.

Cultural Heritage Landscape Modification

Planning staff are recommending that clarification be added to some cultural heritage policies within Section 12 – Cultural Heritage Resources to provide greater clarity on the timing of and requirements for cultural heritage impact assessments and related heritage studies and future development of city-initiated cultural heritage conservation guidelines. Further, Map 9 – Cultural Heritage is recommended to be amended as shown on Schedule 'C' to implement portions of the Canadian National Railway Line Cultural Heritage Landscape, consistent with Cultural Heritage Landscape L-RD-15 from the City's Cultural Heritage Landscapes Study.

Planning staff are of the opinion that the Official Plan Amendment is consistent with the *Planning Act*, Provincial Planning Statement (2024), and the Regional Official Plan, and represents good planning.

SECTION 4 – THE AMENDMENT

1. The City of Kitchener Official Plan is hereby amended as follows:
 - a. Map 3 – Land Use is amended as shown by “Lands subject to this amendment” as shown on the attached Schedule ‘A’;
 - b. Map 5 – Specific Policy Areas is amended as shown on the attached Schedule ‘B’ by:
 - i. Deleting existing Specific Policy Area 6;
 - ii. Deleting existing Specific Policy Area 19;
 - iii. Deleting existing Specific Policy Area 57;
 - iv. Adding new Specific Policy Area 81; and
 - c. Map 9 – Cultural Heritage Resources is amended as shown by “Lands subject to this amendment” as shown on the attached Schedule ‘C’.
2. The City of Kitchener Official Plan is hereby further amended as follows and by adding the portions of the below text that are highlighted in grey, and deleting the portions of the below text in with a ~~strikethrough~~ thereto:
 - a. Part C, Section 11, Policy 11.C.1.35 d) is amended as follows:

“d) Encourage Low Impact Development (“LID”) water management techniques, including materials and plantings that have a high infiltration rate within boulevards and setbacks, to reduce the impact on the city’s stormwater management system only in those areas and circumstances where LID is permitted, consistent with the City’s Stormwater Master Plan, as amended;”
 - b. Part C, Section 12, Policy 12.C.1.21 is amended as follows:

“All *development, redevelopment and site alteration* permitted by the land use designations and other policies of this Plan will conserve Kitchener’s *significant cultural heritage resources*. The *conservation of significant cultural heritage resources* will be a requirement and/or condition in the processing and approval of applications for any property as prescribed in policy 12.C.1.23 submitted under the Planning Act and must:

 - a) follow best heritage practices and national and provincial heritage conservation standards and guidelines, and principles;
 - b) be integral to the design of the *development, redevelopment, and/or site alteration* in a manner that conserves, enhances, and maintains the integrity of the *cultural heritage resource*; and
 - c) integrate any *protected heritage property* in a way that recognizes and conserves its associated *heritage attributes* and value in a respectful, sympathetic, and prominent manner to the satisfaction of the *City*.”

- c. Part C, Section 12, Policy 12.C.1.25 is amended as follows:

"A Heritage Impact Assessment, and Heritage Conservation Plan, and/or other heritage studies required by the City must be prepared by a qualified person in accordance with the minimum requirements as provided outlined in the City of Kitchener's Terms of Reference for Heritage Impact Assessments, and Heritage Conservation Plans, or other heritage studies. The City may conduct a peer review of any submissions in accordance with policy 17.E.10.8."

- d. Part C, Section 12 is amended by adding the following policy after policy 12.C.1.48 and before policy 12.C.1.49 and renumbering subsequent policies accordingly:

"12.C.1.49 The City may prepare heritage conservation guidelines for the city as a whole or for specific geographic areas, land uses, or built form typologies to implement cultural heritage related policies of this Plan."

- e. Part C, Section 13.C.4 – Street System, Policy 13.C.4.20 b) is amended as follows:

"b) The City will restrict new vehicular access points to Baxter Place, Cressman Avenue and Limerick Drive from new or expanded development on lands designated as Strategic Growth Area and Commercial."

- f. Part D, Section 15 is amended by deleting Policy 15.D.12.6 in its entirety.
- g. Part D, Section 15 is amended by deleting Policy 15.D.12.19 in its entirety.
- h. Part D, Section 15, Policy 15.D.12.38 is amended as follows:

"15.D.12.38 Block Line and Courtland

a) ~~Notwithstanding the Mixed Use land use designation and policies, on lands legally described as Plan 1206 Pt Blk F Plan 1221 Pt Blk F RP 58R-12301 PART 1, the Floor Space Ratio may be increased to a maximum of 8.5, in exchange for the provision of community benefits. Further, the maximum FSR and the value of the community benefits may be regulated further in the City's Zoning By-law. Some portions of land within the boundary of this Special Policy Area may be zoned to permit a lower maximum FSR.~~

a) b) i. That the subject lands be designated as a Class 4 Noise Area pursuant to the Ministry of the Environment, Conservation and Parks Publication NPC300 Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning. For the purpose of Stationary Noise Assessment (Steady and Impulsive), the following uses shall include receptor-based mitigation measures, where required:

*Day Care Facility
Duplex Dwelling
Dwelling Unit
Educational Establishment
Health Clinic
Health Office*

Hospice
Hotel
Lodging House having 9 residents or more
Medical Laboratory
Multiple Dwelling
Religious Institution
Residential Care Facility
Single Detached Dwelling
Street Townhouse Dwelling
Tourist Home

Day Care Facility
Dwelling Units
School
Health Clinic
Health Office
Hospice
Hotel
Lodging House
Place of Worship
Large Residential Care Facility
Small Residential Care Facility

- ii. Notwithstanding the Class 4 Area classification, any daycare use shall satisfy the Environmental Noise Guideline NPC-300 Class 1 area acoustical environment noise level objectives.
- b) e) i. A Holding Provision shall be applied to the subject lands in the site specific zoning with regards to the use of geothermal energy systems.
- ii. Prior to passing of a by-law to remove the holding (H) symbol, the owner of the lands shall submit any required technical study(ies), to the satisfaction of the Region of Waterloo, to evaluate the use of geothermal energy systems in accordance with Policy 8.A.4. of the Regional Official Plan.
- c) d) i. A Holding Provision shall be applied to the subject lands in the site specific zoning with regards to sensitive land uses, as defined in this Plan.
- ii. Prior to passing of a by-law to remove the holding (H) symbol, the owner of the lands shall submit any required technical study(ies), plans, reports, and/or drawings, to address land use compatibility and railway safety with the adjacent railway and rail yard use, prior to final site plan approval, to the satisfaction of the City of Kitchener and Region of Waterloo.
- i. Part D, Section 15 is amended by deleting Policy 15.D.12.57 in its entirety.
- j. Part D, Section 15, Policy 15.D.12.59 is amended as follows:
"15.D.12.59. 4396 King Street East & 25 Sportsworld Drive

Notwithstanding the Mixed-Use Strategic Growth Area C land use designation and the policies of the lands located at 4396 King Street East and 25 Sportsworld Drive:”

- k. Part D, Section 15, is amended by adding new Policy 15.D.12.81 as follows:

“15.D.12.81 *Block Line, Fairway, and Sportsworld Protected Major Transit Station Areas (Growing Together East)*

Notwithstanding the Strategic Growth Area A, Strategic Growth Area B, or Strategic Growth Area C land use designations and policies which apply on lands within the Block Line, Fairway, and Sportsworld Protected Major Transit Station Areas:

Permitted Uses

- a) Notwithstanding Policy 15.D.2.14, automotive repair, auto service stations (which may include car washes, gas stations, and/or gas bars), propane retail outlets, and *drive-through facilities* may be permitted as accessory to the principal use on the lot within the Fairway and Sportsworld Protected Major Transit Station Areas without an amendment to this Plan, subject to the criteria of Policy 15.D.2.14.

Transportation and Noise

- b) *Development* within the Fairway and Sportsworld Protected Major Transit Station Areas will support access management and improve pedestrian and cyclist safety by consolidating the number of vehicle access points and aligning driveways opposing on either side of the street, where feasible. New private driveways on Fairway Road and King Street East will be discouraged and only permitted if no alternative means of access is available.
- c) *Development* within the Block Line, Fairway and Sportsworld Protected Major Transit Station Areas will protect for existing and planned transit system infrastructure and transit vehicle movement and routing in consultation with the Region of Waterloo.
- d) *Development applications* within the Block Line, Fairway, and Sportsworld Protected Major Transit Station Areas will be required to demonstrate to the satisfaction of the City, through the completion of a *Transportation Demand Management Strategy*, that the proposal incorporates:
- i) A range of infrastructure improvements, strategies, and programs to increase *active transportation* and transit use and reduce single occupancy vehicle use;

- ii) Quantitative multi-modal transportation assessments and site-related traffic mitigation measures to demonstrate sufficient and safe transportation infrastructure to service the proposed development;
 - iii) A range of parking management strategies that minimize the need for auto parking supply in conjunction with new *developments* and that prioritize facilities and programs for car-share, carpool, bike-share, on-street bicycle parking, shared parking, and low-emissions vehicles; and
 - iv) Phasing of *Transportation Demand Management* measures to support development through all phases of development.
- e) Development within the Fairway and Sportsworld Protected Major Transit Station Areas will be designed to facilitate pedestrian and cyclist access and connectivity to public transit and the *active transportation* network through publicly accessible streets and mid-block connections, typically every 150 metres or less.
- f) Non-residential uses and parking structures within the Block Line, Fairway, and Sportsworld Protected Major Transit Station Areas will be located adjacent to railways where feasible, to address land use compatibility between sensitive and non-sensitive land uses.

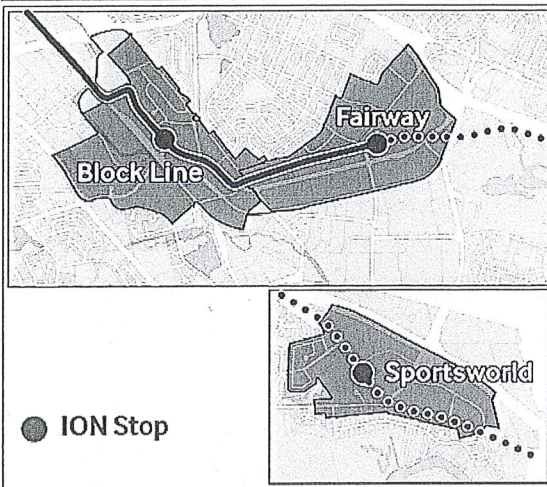
Non-Residential Uses

- g) Non-residential uses, including community facilities, within the Block Line, Fairway, and Sportsworld Protected Major Transit Station Areas may be permitted within the upper stories of a freestanding commercial or *mixed-use building*.
- h) Where *development* within the Block Line, Fairway, and Sportsworld Protected Major Transit Station Areas is proposed to proceed in phases or to address coordination between landowners, a phasing plan will be required as part of a *complete application* which demonstrates how the *development* will prioritize:
- i) The provision of non-residential uses in the first phase of *development* or retention of *existing commercial* uses on the site until such time as new non-residential uses are built.
 - ii) *Development* on surface parking lots and portions of the lot abutting *priority streets* as part of the first phase of *development*.

- iii) Connections to the *active transportation* and transit networks throughout all phases of *development*.
- i) The City may establish a *Community Improvement Plan* in accordance with Section 17.E.9 of this Plan within the Block Line, Fairway, and Sportsworld Protected Major Transit Station Areas to support the following objectives which include but are not limited to:
 - i) Providing affordable commercial and *retail* spaces which support local entrepreneurialism.
 - ii) Retaining jobs during *redevelopment*.
 - iii) Improving substandard building conditions.
 - iv) Supporting small businesses on the ground floor of buildings.
 - v) Retrofitting existing commercial spaces and buildings to prevent the loss of commercial floor area.
- j) Where a *development application* or *redevelopment* proposes to reduce the existing non-residential *gross floor area* on a lot within the Block Line, Fairway, and Sportsworld PMTSAs, a Retail Impact Study will be required as part of a *complete application* which addresses:
 - i) The retention or replacement of *existing food stores*.
 - ii) Within the Fairway and Sportsworld Protected Major Transit Station Areas, that the future on-site and local populations are adequately served and that regionally significant non-residential uses are not diminished.
 - iii) Within the Block Line Protected Major Transit Station Area, that the future on-site and local populations are adequately served for daily and weekly needs.”

NOTICE OF A PUBLIC MEETING

proposing changes to land use and zoning in
Kitchener's Protected Major Transit Station Areas



Have Your Voice Heard!

Planning & Strategic Initiatives Committee

Date: **April 14, 2025**
Location: **Council Chambers**
Kitchener City Hall
200 King Street West
or Virtual Zoom Meeting

Go to kitchener.ca/meetings

- current agendas and reports
(posted 10 days before meeting)
- appear as a delegation
- watch meeting



Land Use &
Zoning



Growth &
Change



Built Form

Adam Clark, Senior Urban Designer
519.783.8931
growing.together@kitchener.ca

To learn more, visit:
www.engagewr.ca/growingtogether

The City of Kitchener will consider city-initiated applications to amend the Official Plan and Zoning By-law for Protected Major Transit Station Areas (PMTSAs) east of the expressway and lands adjacent to PMTSAs still within the 85-1 By-law and bring these lands into the City's new Zoning By-law. These amendments will introduce new land uses and zoning to guide growth and change in Kitchener's Block Line, Fairway and Sportsworld PMTSAs.

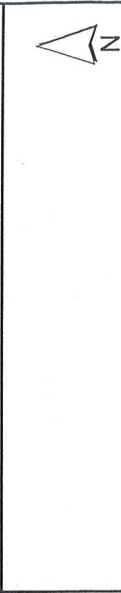
APPENDIX 2


Minutes of the Meeting of Planning and Strategic Initiatives Committee – April 14, 2025

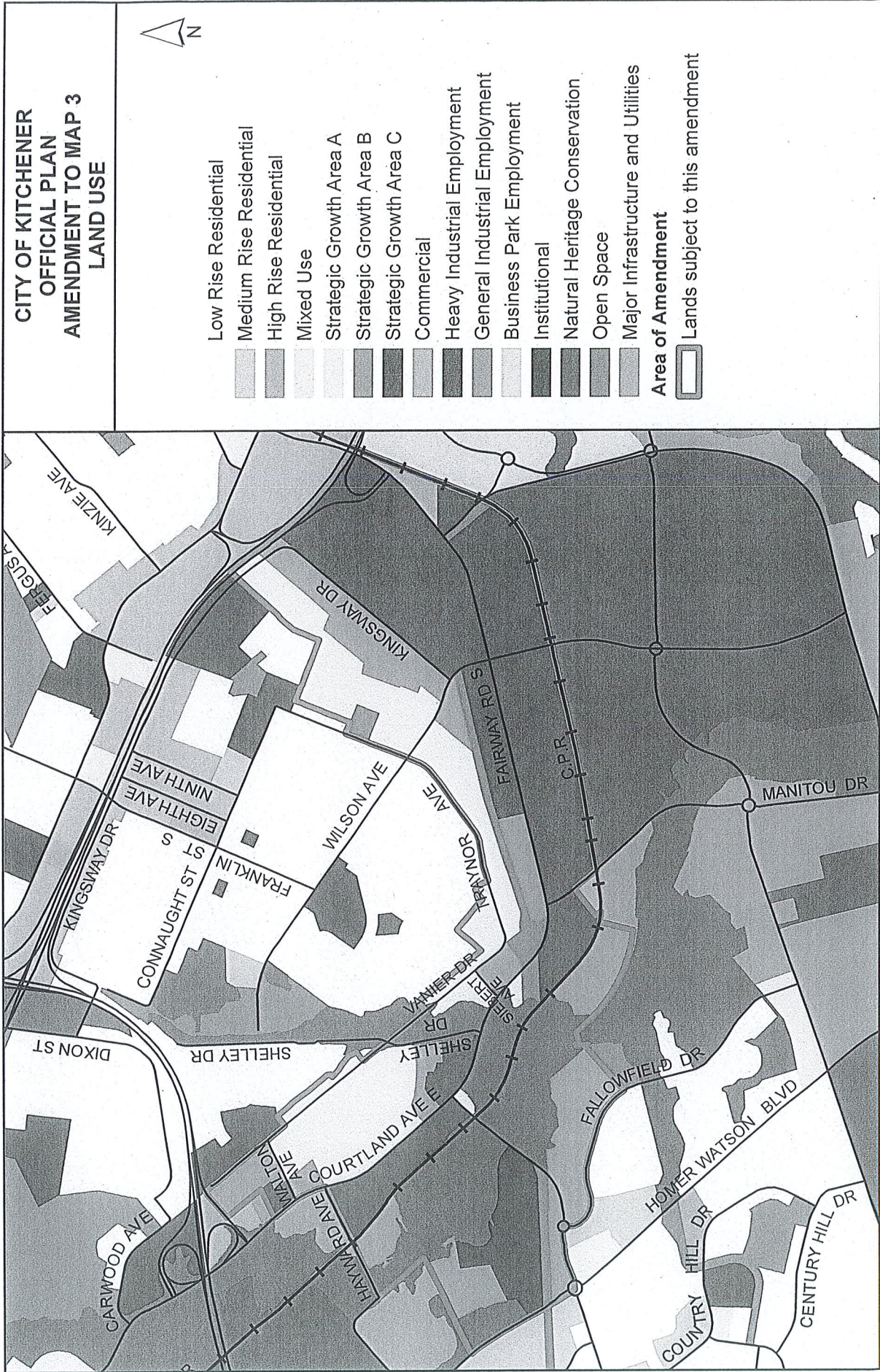
APPENDIX 3

Minutes of the Meeting of City Council – May 5, 2025

**CITY OF KITCHENER
OFFICIAL PLAN
AMENDMENT TO MAP 3
LAND USE**



- 
- Low Rise Residential
 Medium Rise Residential
 High Rise Residential
 Mixed Use
 Strategic Growth Area A
 Strategic Growth Area B
 Strategic Growth Area C
 Commercial
 Heavy Industrial Employment
 General Industrial Employment
 Business Park Employment
 Institutional
 Natural Heritage Conservation
 Open Space
 Major Infrastructure and Utilities
Area of Amendment
 Lands subject to this amendment



SCHEDULE 'A'

APPLICANT: CITY OF KITCHENER

CITY OF KITCHENER

REVISED: 0 500

METRES

SCALE 1:20,000

DATE: APRIL 14, 2025

OFFICIAL PLAN AMENDMENT OPA24/010/COK/MR












ZONING BY-LAW AMENDMENT ZBA24/020/COK/MR

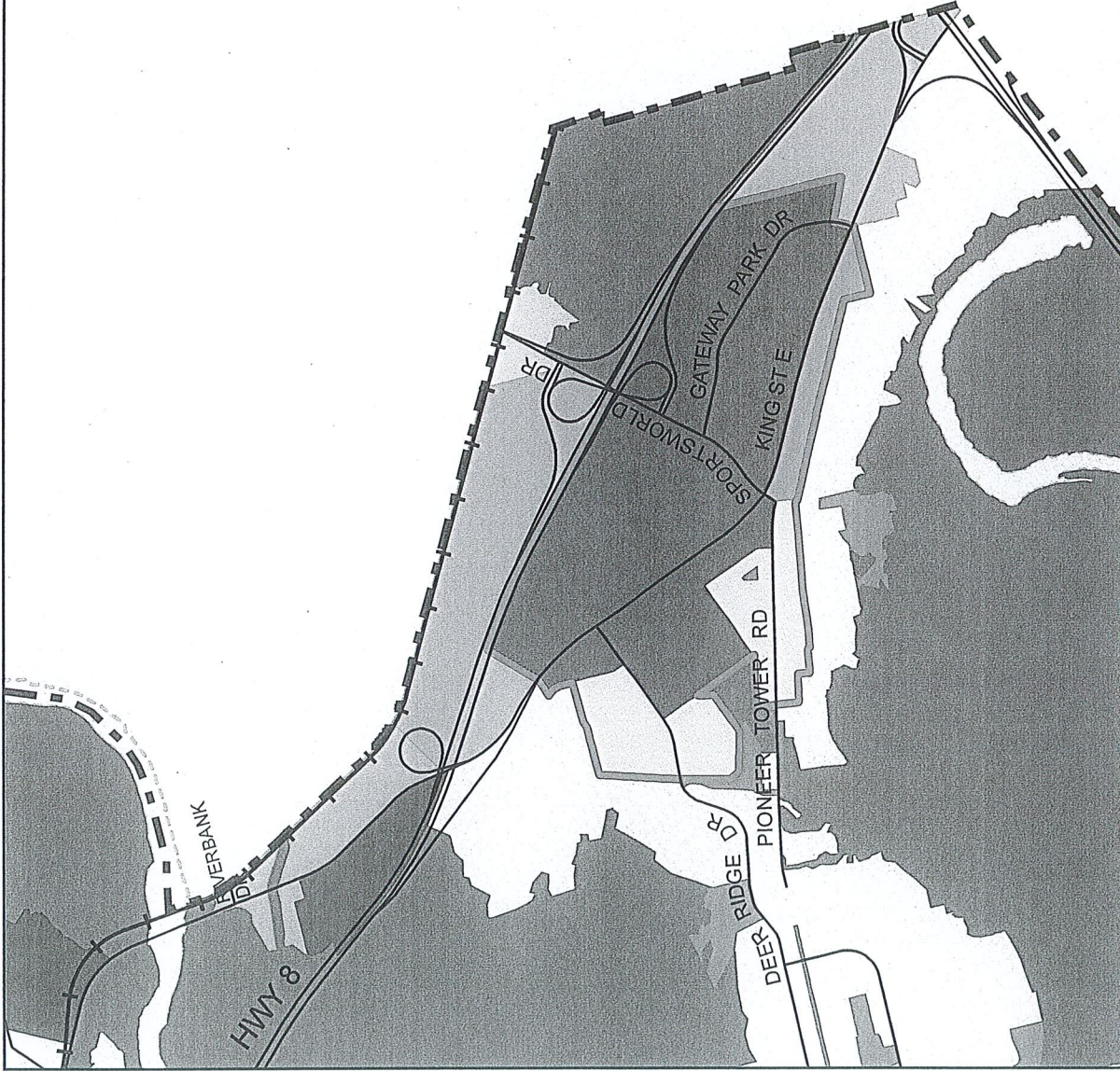
City of Kitchener
DEVELOPMENT SERVICES DEPARTMENT, PLANNING

City of Kitchener
DEVELOPMENT SERVICES DEPARTMENT, PLANNING

**CITY OF KITCHENER
OFFICIAL PLAN
AMENDMENT TO MAP 3
LAND USE**



- | | |
|---|------------------------------------|
|  | Low Rise Residential |
|  | Strategic Growth Area A |
|  | Strategic Growth Area B |
|  | Strategic Growth Area C |
|  | Commercial |
|  | Business Park Employment |
|  | Institutional |
|  | Natural Heritage Conservation |
|  | Open Space |
|  | Major Infrastructure and Utilities |
| Area of Amendment | |
|  | Lands subject to this amendment |



OFFICIAL PLAN AMENDMENT OPA24/010/COK/MR

ZONING BY-LAW AMENDMENT ZBA24/020/COK/MR

City of Kitchener

City of Kitchener
DEVELOPMENT SERVICES DEPARTMENT, PLANNING

FILE: OPA24010COKMR_MAP3.mxd

REVISÉ:



METRES

SCALE 1:20,000










DATE: APRIL 14, 2025

SCHEDULE 'B'


APPLICANT: CITY OF KITCHENER

CITY OF KITCHENER



- | | |
|---|--------------------------------------|
|  | 2. Hidden Valley |
|  | 20. 65 Hanson Ave and 300 Ardelt Ave |
|  | 30. 1011 and 1111 Homer Watson Blvd |
|  | 33. 1215 and 1225 Courtland Ave E |
|  | 38. Block Line Rd & Courtland Ave E |
|  | 48. 110, 130 & 136 Fergus Ave |
|  | 56. 142 & 146 Fergus Ave |
|  | 63. 1157 & 1175 Weber St E |
|  | 68. 2934 King St E |

Area of Amendment

-  To Remove Specific Policy Area
19. Fallowfield Dr
 -  To Add Specific Policy Area
81. Block Line/Fairway/Sportsworld
PMTSAs

SCHEDULE 'C'

APPLICANT: CITY OF KITCHENER

CITY OF KITCHENER

REVISÉ:



SCALE 1:20,000

DATE: APRIL 14, 2025

OFFICIAL PLAN AMENDMENT OPA24/010/COK/MR

ZONING BY-LAW AMENDMENT ZBA24/020/COK/MR

City of Kitchener

DEVELOPMENT SERVICES DEPARTMENT, PLANNING

FILE: OPA24010COKMR_MAP5.mxd

