

No	Comment	Commentary/Response	Addressed with addendum submission	Comment noted for consideration at future approval stage
Municipal Comprehensive Review				
	The Region has completed their review of employment lands and conversions as part of the MCR that is currently in process. In April 2021, Regional Council endorsed the proposed Regional Employment Area (“REA”) as only that portion of the Site including and south of the hydro corridor – being Blocks 8 and 9 of Draft Plan of Subdivision 30T-21401. Once the Region completes their review and the lands identified REA are identified on a schedule to the Regional Official Plan, those lands north of the hydro corridor may be further evaluated at a local municipal level for possible re-designation in the City’s Official Plan to permit the conversion from exclusively employment uses to a mix of both employment and non-employment uses.	Lands south of Hydro Corridor have been excluded from subject applications	✓	
	At this time, and based on available information, the City is generally supportive of this proposed re-designation of the northern portion of the Site to allow a mix of employment and non-employment uses, subject to: • An amendment to the Regional Official Plan; • Reaching agreement on the designation of these lands on the various Schedules of the City’s Official Plan – discussed further below • Reaching agreement on the special policies of a Specific Provision Area that would be applied to the entire Site to guide and regulate redevelopment – discussed further below.	Regional Official Plan, including recommendation regarding non-employment designation, adopted on August 25, 2022	✓	
Specific Provision Area (SPA)				
	Staff are supportive of applying an SPA, being a site-specific policy framework, to the entire subdivision lands. The policy framework may approach certain aspects of the development on a comprehensive basis, including parking, and phasing the development and mix of land uses. The SPA is expected to reflect and reinforce the approved Master Plan & Design Guidelines document, and may require other studies to be completed to inform the fine grain design of each building and/or stage of development and the placement of certain sensitive land uses.	Details of OPA, including Special Policy Area, included as part of March resubmission	✓	
Designations, Land Uses & Development Policies				
	<u>NORTH OF THE HYDRO CORRIDOR</u> Staff are supportive of introducing non-residential uses to the lands north of the hydro corridor, being Blocks 1 through 7 inclusive on the Draft Plan of Subdivision, through a re-designation of the lands and the removal of the deferral status, subject to a number of further consideration set out below: • The Official Plan requires re-designation of lands to a higher density designation to consider the criteria in policy 10.1.1 (12) (a) to (l). Although most criteria appear to be met, ○ it will be important to secure the additional turn lane recommended by the TIS; ○ the Minor Corridor limits must be expanded to include all lands north of the hydro corridor; and ○ the implementing SPA and zoning by-law must set limits on surface parking.	Details of OPA, including Special Policy Area, included as part of March resubmission	✓	
	<u>NORTH OF THE HYDRO CORRIDOR</u> • For the subject lands, the following policy considerations must be acknowledged and addressed: ○ While a portion of the site has been recommended for conversion by the Region’s MCR process, the underlying planned function of the site and adjacent areas remains for employment. ○ While an expansion of uses to include mixed-use development may increase the vibrancy and facilitate transit oriented development, the underlying employment function should not be lost in the development. Policies in the SPA should prioritize the employment function of the site and ensure that some employment is developed as a requirement before mixed-use developments are introduced.	Details of OPA, including Special Policy Area, included as part of March resubmission. Mixed-Use High Density Residential designation proposed.	✓	

	The creation of a new mixed-use community located within Station Area may help facilitate the overall policy direction of the Official Plan. However, the intent and goals of the Station Area Plans and the Official Plan overall will only be achieved the site includes adequate community amenities, park and open space and can contribute to and overall sense of place.			
	<u>NORTH OF THE HYDRO CORRIDOR</u> The proposed Mixed-use High-Density Residential (“MUHDR”) designation would allow stand-alone residential buildings and restricts other supporting commercial, and employment uses to 15% of the total floor area and not exceeding a certain floor area cap. The master plan reinforces an overwhelming proportion of the floor area upon build out – at approximately 92.9% being residential space, 0.7% being commercial space, and 6.4% being employment (excluding floor area devoted to parking).	Details of OPA, including Special Policy Area, included as part of March resubmission	✓	
	<u>NORTH OF THE HYDRO CORRIDOR</u> Planning staff is not supportive of MUHDR as the proposed land use designation, as it does not ensure the underlying planned function of the lands, does not align with the station area policies, and does not contemplate an appropriate balance and mix of land uses.	Mixed-Use High Density Residential designation proposed. Details of OPA, including Special Policy Area, included as part of March resubmission	✓	
	<u>NORTH OF THE HYDRO CORRIDOR</u> Rather, it is recommended that the underlying land use designation be Business Employment, consistent with the adjacent and surrounding lands, with an expanded range of non-employment uses being introduced through the Specific Provision Area policy framework. This would preserve the underlying planned function being employment.	Mixed-Use High Density Residential designation proposed. Details of OPA, including Special Policy Area, included as part of March resubmission	✓	
	<u>NORTH OF THE HYDRO CORRIDOR</u> The SPA may introduce a phasing approach which balances and controls the mix of employment and non-employment uses as the Site is built out. For example a certain number of residential units may be permitted to be constructed, either concurrent with or once a certain amount of other employment floor space has been constructed. Staff would also recommend setting minimum floor area requirements for community uses to ensure there is space created for these uses as the site is built out.	Details of OPA, including Special Policy Area, included as part of March resubmission	✓	
	<u>NORTH OF THE HYDRO CORRIDOR</u> The SPA should require all buildings and/or towers containing residential uses to be mixed use, with dwelling units located on storeys above the ground floor. Podiums should contain other non-residential uses, with active uses along primary street frontages and no parking permitted on the ground floor. This policy framework will ensure the ground level activation of all buildings within the District, to be further implemented through the site-specific zoning by-law.	Mixed-Use High Density Residential designation proposed; Non-residential uses proposed as part of Block 1 and Block 3 (not proposed to be applied to each building) Details of OPA, including Special Policy Area, included as part of March resubmission	✓	
	<u>NORTH OF THE HYDRO CORRIDOR</u> Drive-through facilities and other auto oriented facilities are generally discouraged within the Station Areas. The SPA and Zoning frameworks may impose a prohibition on drive-throughs altogether. They may only be considered through an Official Plan Amendment.	Drive through facilities are not proposed	✓	
	<u>NORTH OF THE HYDRO CORRIDOR</u> The current maximum height contemplated in this location is 27 metres. The applicant is requesting to increase the height within Area B to 81 metres, which is approximately 25 storeys, through the re-designation of the lands to MUHDR. Within Area A or Blocks 1 and 2 of Draft Plan of Subdivision 30T-21401, the Applicant is requesting additional building height of up to 35 storeys through the OPA and ZBA. Staff have considered the request and offer the following in response: - For this particular application, while the request to increase height from 27 metres to 81 metres is not considered bonusing, any increase above the maximum 81 metres is. - In relation to the request for additional height greater than 81 metres, the following planning comments and policy framework shall be acknowledged and considered:	Details of OPA, including Special Policy Area, included as part of March resubmission; Includes a maximum building height of 35 storeys	✓	

	- While the subject site is located in a Station Area, it is not located in “Area A” or “Area B” as indicated on Schedules ‘J1’- ‘J5’ of the Official Plan. Areas A and B are the sites in closest proximity to the LRT stop and therefore where the greatest height and density should be directed, in order to encourage pedestrian and transit oriented activity as per policies 3.8.1 (5)- (6). For areas outside of Area A or B, the Station Area policy 3.8.1 (7) in the OP states: (7) Lands within a Station Area that are furthest from the LRT stop, shall generally be planned as transit-supportive nodes of the least intensity, relative to other lands within the Station Area, while retaining a focus on connectivity to the stop... - Therefore, while increased density to the Station Area is supported by the Official Plan and Station Area plans, the greatest density and height, should still be directed to areas closer to the LRT stop. As currently proposed, the location of the tallest building which is above the Official Plan maximum of 81m would be located over 800 metres from the Conestoga LRT stop. - If an increase in height above the 81 metres were to be contemplated, it should more likely be located in a Major Node (not a Minor Corridor) or directly adjacent to an LRT stop (within 250 metres or less). Schedule ‘B1’ of the Official Plan directs the tallest buildings to Major Nodes, Major Corridors and areas immediately adjacent to the LRT stops. For the subject area, the Major Nodes and Major Corridor areas are located along Northfield Drive, on the west side of Highway 85 and along King Street, adjacent to the LRT stop and Conestoga Mall – not the subject site. Currently, the Official Plan contemplates a height of 27 metres for the subject site, as it is identified as a “Minor Corridor”. - Increasing the height from the contemplated 27 metres to 81 metres is already a significant potential increase in height, especially given the site is not located in a Major Node or Corridor. Increasing the height beyond 81 metres, is not contemplated by the Official Plan and the Station Area policy framework. The City Structure as noted on Schedule ‘B’ and ‘B1’ does not support an increase in height beyond 81 metres. - In consideration of the above, Planning staff has reservations about supporting additional height above 81 metres on any blocks north of the hydro corridor. The overall development is capable of achieving high densities without additional height permissions. A landmark building or buildings of the highest design is expected regardless of the request for additional height. At this time, it is not clear what community benefit is being offered in exchange for the additional height.			
	<u>HYDRO CORRIDOR</u> Rather than designate the hydro corridor lands, being Block 9 of the Draft Plan of Subdivision, as Open Space on Schedule A and Parks and Other Green Space on Schedule A3, staff recommend these lands retain their current Business Employment designation. The reason for this being that the lands are within the Regional Employment Area, the predominate use of the lands as shown on the Master Plan is parking for the employment uses on lands to the south, with other ancillary open spaces, and other hydro corridor lands on the opposite side of Conestogo Road West and the Expressway are also designated Business Employment.	Hydro Corridor lands excluded from subject applications	✓	
	<u>HYDRO CORRIDOR</u> Specific policies should be introduced to prohibit the construction of any buildings or structures within the hydro corridor. A policy regarding the creation of open spaces on this block may be introduced to reflect the Master Plan and limit the amount of overall surface parking across the Kraus District. All matters relating to the hydro corridor lands shall be to the review and satisfaction of Hydro One and in accordance with Hydro One requirements and regulations	Hydro Corridor lands excluded from subject applications	✓	
	<u>SOUTH OF HYDRO CORRIDOR</u> Staff support retaining the Business Employment designation of the lands south of the hydro corridor, being Block 8 on Draft Plan of Subdivision 30T-21401. Staff are unclear why lands within the hydro corridor and south of the hydro corridor, which are within the Regional Employment Area, are proposed to be designated MUHDR, and are labelled	Lands south of Hydro Corridor excluded from subject applications	✓	

	on the Draft Plan as Mixed Use / Office. Staff do not support the redesignation of these lands to any designation that contemplates residential uses.			
	<u>SOUTH OF HYDRO CORRIDOR</u> An approved SPA may apply policies to guide the planned function of these lands including, but not limited to: • Limitations to surface parking (to promote on site structured parking). • Minimum requirements for landscaped open space / green open space. • Minimum building height and/or storey requirements.	Lands south of Hydro Corridor excluded from subject applications	✓	
Other SPA Considerations				
	The City remains supportive of the proposed construction of an enhanced pedestrian connection between the Kraus District and the Northfield LRT station on the opposite side of the Conestogo Expressway. Please keep the City informed and/or involved in future conversations on this matter with the Region and MTO. The alignment of the bridge is still up for further discussion.	Business Case, Kraus Northfield Pedestrian Overpass, prepared by GSP Group and provided to City and Region in January 2023	✓	
	Several blocks within the draft plan of subdivision are land-locked, in that they do not have direct access to a municipal road but rather gain road access through a private road network internal to the subdivision. The SPA may include language which recognizes this private road network. It is encouraged that consideration be given to creation of a condominium to recognize the internal roadway as a condominium road and/or common element to the development.	Revised Draft Plan of Subdivision now includes municipal right of way; No provisions required for future draft plan of condominiums	✓	
	Staff note that Schedule A5 of the Official Plan will be amended through the City's Municipal Comprehensive Review process to reflect the new GRCA-accepted limits of the Candidate Two Zone Policy Area ("C2ZPA"), as proposed by the EIS submitted. Within the C2ZPA, development or site alteration is not permitted, with some exceptions. Where it is determined through the additional evaluation requested by staff that the intermittent/ephemeral feature along the western edge of the site is a watercourse with buffering requirements, the City may apply an Open Space designation to the buffer areas and the C2ZPA, and apply corresponding zoning. In this case, the City may be open to introducing special policies to allow these lands to be included in density calculation on related blocks.		✓	
	The City is requesting the dedication of a block of land for a Municipal Park within the limits of Draft Plan of Subdivision 30T-21401. This Park should be designated Open Space on Schedule A and Parks and Other Green Space on Schedule A3.	Revised Draft Plan of Subdivision includes future, large central public park/open space block (identified as POPs)	✓	
	The City requests the rationale for proposing to prohibit child care centres, spiritual uses and community uses within buildings with frontages on Conestogo Road West, north of the hydro corridor.	Prohibitions removed from revised OPA	✓	
Zoning By-law				
	Staff are supportive of applying a zoning exception area to the entire Site as a Schedule to the City's Parent Zoning By-law 2018-050. Similar to and aligning with the recommended Official Plan Specific Provision Area, the zoning framework may approach certain aspects of the development on a comprehensive basis, including parking, and the development and mix of land uses. The site specific regulations are expected to reflect and reinforce the approved Master Plan & Design Guidelines document, and reinforce the planned function of this Site within the Conestoga Station Area.	Details of ZBA, including proposed site specific exceptions, included as part of resubmission package	✓	
	<u>NORH OF HYDRO CORRIDOR</u> The underlying planned function of the Site and adjacent areas is for employment uses, within transit supportive developments, and this design and function needs to be protected through the zoning framework. Therefore, staff do not support the proposed Residential Mixed Use – 81 zone on the lands north of the hydro corridor, being Blocks 1 to 7 inclusive on the Draft Plan of Subdivision, as it is not considered an appropriate zone for the lands. RMU-81 is fundamentally a residential zone that permits stand alone residential buildings at a high density and does not permit stand alone office buildings. This position is in alignment with the Official Plan comments included above.	Proposed Residential Mixed-Use Zone (RMU-81) with site specific exceptions to permit increased building height and flexibility of setbacks	✓	
	<u>NORH OF HYDRO CORRIDOR</u> Instead, staff are supportive of a zone category on the lands which align with the existing Business Employment designation, with the inclusion of Specific Provision Area policies to introduce transit supportive mixed uses, as	Proposed Residential Mixed-Use Zone (RMU-81) with site specific exceptions to	✓	

	described above. On this basis, staff recommend applying a zone category that is a hybrid between the Station Area Business Employment Two (E2B) Zone and the Station Area Mixed Use Office (C4A) Zone. This hybrid zone would utilize the regulations from the C4A zone and blend the list of uses from the E2B and C4A zones to create a new Station Area Mixed Use Business Employment Two Zone. A site specific exception may need to be applied to address certain unique requirements, including but not limited to: a) Interior lot line setbacks to reflect the internal private roads & promenade spaces. This is particularly important if and where a separate block or blocks are not provided for the roads. b) Expand on General Regulation 6.1.4 to allow parking spaces to have direct access to a street, through a Private Road. c) Setbacks to reflect the areas restricted by the Ministry of Transportation. Holding Provisions applied for various purposes, such as: relating to servicing availability, transportation related improvements, noise study & agreement requirements, record of site condition requirements, other development agreement requirements, etc. e) Maximum surface parking permissions, over which parking must be accommodated within a structure. f) Landscaped Open Space, Coverage and/or Impervious Area requirements that reflect good urban design practices and are in alignment with the stormwater management strategy. g) Minimum clearances between grade and underground structures to ensure sufficient soil depths for tree growth. h) Limitations on drive-through facilities. i) Phasing requirements to establish a balanced approach to development. This could include a minimum requirement for the creation of employment building floor area prior to the creation of commercial floor area and/or residential units. More specifically, each phase may require a certain percentage of each building, or a minimum number of storeys within each building, as non-residential. j) A minimum requirement for the number of 3 bedroom units, within each building, specific to storeys under a certain height. k) Additional height, above the maximum 81 metres, has been proposed. If this is advanced and approved, specific details related to the community benefits provided in exchange for the additional height will be included.	permit increased building height and flexibility of setbacks.		
	<u>NORH OF HYDRO CORRIDOR</u> Where a new Municipal Park Block is created north of the hydro corridor, this block would be zoned Parks & Recreation (OS1) Zone. Subject to further discussions with, and acceptance by, Staff a special zoning exception would be required to permit underground parking below a park block. Where the block is impacted by certain noise levels, the City may not accept those lands as contributing towards the parkland requirement, pursuant to the City's Parkland By-law.	Proposed Residential-Mixed Use Zone (RMU-81) with site specific exceptions to permit increased building height and flexibility of setbacks Future central park to be provided as Privately-Owned Public space (POPs)	✓	
	<u>HYDRO CORRIDOR</u> Staff recommends the hydro corridor lands, being Block 9 on the Draft Plan of Subdivision, are zoned Station Area Business Employment Two (E2B). This is consistent with the City's preferred Business Employment designation within the Official Plan, is consistent with the proposed zoning of the lands south of the hydro corridor, and recognizes their location within the Regional Employment Area. This zone would allow for the proposed use of the lands as surface parking associated with the employment uses on Block 8 south of the hydro corridor. Please note parking located on lands zoned E2B shall only be associated with uses permitted in the E2B zone. Site-specific exceptions for these lands may include: a) Prohibition of the construction of any buildings or structures. b) Allowing a Parking Facility in the form of surface parking (currently a Parking Facility in this zone is restricted to Structure Parking).	Hydro Corridor lands excluded from subject applications.	✓	

	c) Landscaped Open Space, Coverage and/or Impervious Area requirements that reflect good urban design practices and are in alignment with the stormwater management strategy.			
	Staff recommends the lands south of the hydro corridor, being Block 8 on the Draft Plan of Subdivision, are zoned Station Area Business Employment Two (E2B). This is consistent with the existing Business Employment designation within the Official Plan, recognizes their location within a Station Area which has a strong focus on transit supportive design and design excellence, and recognizes their location within the Regional Employment Area. The proposed height of 27 metres is appropriate and supported by staff. A site specific exception for these lands may need to be applied to address certain unique requirements, including: a) Setbacks to reflect the areas restricted by the Ministry of Transportation. b) Holding Provisions applied for various purposes, such as: relating to servicing availability, transportation related improvements, noise study requirements, record of site condition requirements, etc. In some instances, these matters may be secured through conditions of draft approval, subdivision agreement and/or other development agreements. c) Maximum surface parking permissions, over which parking must be accommodated within a structure. d) Landscaped Open Space, Coverage and/or Impervious Area requirements that reflect good urban design practices and are in alignment with the stormwater management strategy. e) Minimum height requirement of 2 storeys.	Hydro Corridor lands excluded from subject applications.	✓	
Site-Wide Considerations – Active Frontages & Street Line Building Facades				
	If the internal road configuration is advanced as currently proposed, a site-specific schedule would be required to identify all internal private streets. A regulation would be required to clarify that where these are not created as Common Element Roads, they would be considered a Private Road under the definition of the By-law.	Revised Draft Plan of Subdivision now includes municipal right of way	✓	
	That Schedule A2 of the Zoning By-law be amended to identify certain street frontages along the perimeter and potentially along internal private roads/common element roads as “active frontages”. This would enable the active frontage regulations to apply to the proposed hybrid Station Area Mixed Use zone.	Proposed development concept includes non-residential commercial and retail uses associated with Blocks, 1, 3, and 7	✓	
	A site-specific regulation would be needed to expand the definition of STREET LINE BUILDING FAÇADE for the purposes of this Site, to include: a. Any exterior wall or face of the BUILDING facing a PRIVATE ROAD; and b. Any exterior wall or face of the building facing a COMMON ELEMENT ROAD	Proposed ZBA includes site specific exception to permit reduced street setback.	✓	