Planning & Strategic Initiatives Committee
Agenda

Monday, February 7, 2022, 7:00 p.m. - 11:00 p.m.
Electronic Meeting

Due to COVID-19 and recommendations by Waterloo Region Public Health to exercise physical distancing, City Hall is open for select services. Members of the public are invited to participate in this meeting electronically by accessing the meeting live-stream video at kitchener.ca/watchnow.

While in-person delegation requests are not feasible at this time, members of the public are invited to submit written comments or participate electronically in the meeting by contacting delegation@kitchener.ca. Please refer to the delegations section on the agenda below for registration deadlines. Written comments will be circulated prior to the meeting and will form part of the public record.

Accessible formats and communication supports are available upon request. If you require assistance to take part in a city meeting or event, please call 519-741-2345 or TTY 1-866-969-9994.

Chair: Councillor D. Chapman
Vice-Chair: Councillor P. Singh

Pages

1. **Commencement**

2. **Consent Items**
   The following matters are considered not to require debate and should be approved by one motion in accordance with the recommendation contained in each staff report. A majority vote is required to discuss any report listed as under this section.

   2.1. **None.**

3. **Delegations**
   Pursuant to Council's Procedural By-law, delegations are permitted to address the Committee for a maximum of five (5) minutes. Delegates must register by 5:00 p.m. on February 7, 2022, in order to participate electronically.

3.1. Item 5.1

3.1.a. Dave Galbraight, IBI Group

3.2. Item 5.2

3.2.a. Kevin Muir, GSP Group

3.2.b. Paulina Fauchon

3.2.c. Barb Trotter

3.2.d. Cam Trotter

3.2.e. Hélène Beaulieu

3.2.f. Maureen Ferraro

3.2.g. Allen Toews

3.2.h. Meghan Hennessey

3.2.i. Amy Stahlke

3.2.j. Norman Emptage

3.2.k. Mac Summers

3.2.l. Jim Barlow

3.2.m. Derek Koehler

3.2.n. John Hoffman

3.2.o. Mike Newbigging

3.2.p. Alex Bielak

3.2.q. Frank Millerd

3.2.r. Ernie Ginsler

3.2.s. Geoffrey Laflamme

3.2.t. Kurtis McBride, MiovisionTechnologies + Catalyst 137

3.2.u. Jeff MacIntyre

3.2.v. Linda Oliver

3.2.w. Ruth Cruikshank

3.2.x. Kevin Stewart

3.2.y. Sue Savor

3.2.z. Dan Driedger, MennoHomes

4. Discussion Items

4.1. None.

5. Public Hearing Matters under the Planning Act

This is a formal public meeting to consider applications under the Planning Act. If a person or public body does not make oral or written submissions to the City of Kitchener before the proposed applications are considered, the person or public body may not be entitled to appeal the decision to the Ontario Land Tribunal and may not be added as a party to a hearing of an appeal before the Ontario Land Tribunal.

5.1.	134 and 152 Shanley Street Official Plan Amendment and Zoning By-law Amendment - DSD-2022-033 *(Staff will provide a 10 min. presentation on this matter.)*	30 m	4
5.2.	OPA20-004-B-JVW and ZBA20-012-B-JVW (660 Belmont Ave. W.) - DSD-2022-041 *(Staff will provide a 5 min. presentation on this matter.)*	210 m	101

6. Information Items

6.1. None.

7. Adjournment

Daniela Mange
Committee Administrator

REPORT TO:	**Planning and Strategic Initiatives Committee**
DATE OF MEETING:	**February 7, 2022**
SUBMITTED BY:	**Bustamante, Rosa - Director of Planning, 519-741-2200 ext. 7319**
PREPARED BY:	**Dumart, Craig – Senior Planner, 519-741-2200 ext. 7073**
WARD(S) INVOLVED:	**Ward 10**
DATE OF REPORT:	**January 5, 2022**
REPORT NO.:	**DSD-2022-033**
SUBJECT:	**Official Plan Amendment OPA/21/002/S/JVW Zoning By-law Amendment ZBA/21/004/S/JVW 134 and 152 Shanley Street 2701098 Ontario Inc.**

RECOMMENDATION:

That Official Plan Amendment Application OPA/21/002/S/JVW for 2701098 Ontario Inc. requesting a change in designation from Low Rise Residential (134 Shanley Street) and Low Rise Residential with Specific Policy Area No. 18 (152 Shanley Street) to Medium Rise Residential with Specific Policy Area No. 18 to permit an eight (8) storey multiple dwelling on the lands specified and illustrated on Schedule 'A' and Schedule 'B', be adopted, in the form shown in the Official Plan Amendment attached to Report DSD-2022-033 as Appendix 'A', and accordingly forwarded to the Region of Waterloo for approval; and

That Zoning By-law Amendment Application ZBA21/004/S/JVW for 2701098 Ontario Inc. be approved in the form shown in the 'Proposed By-law', and 'Map No. 1', attached to Report DSD-2022-033 as Appendix 'B'; and further

That in accordance with Planning Act Section 45 (1.3 & 1.4), applications for minor variances shall be permitted for lands subject to Zoning By-law Amendment Application ZBA 21/004/S/JVW.

REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide a planning recommendation to approve the Official Plan Amendment and Zoning By-law Amendment applications for properties located at 134 and 152 Shanley Street.
- Community engagement included:
  - circulation of a preliminary notice letter to owners of property within 120m of the subject site;
  - installation of notice signage on the property;
  - follow up one-on-one correspondence with members of the public;
  - a Neighbourhood Information Meeting (June 17, 2021);

    - Public site walk of the subject lands followed by small group engagement sessions (August 17, 2021):
    - notice letter advising of the public meeting was circulated to all property owners within 240 metres of the subject site, those who responded to the preliminary circulation; and those who attended the Neighbourhood Meeting;
    - notice of the public meeting was published in The Record on January 14, 2022.
- This report supports the delivery of core services.

EXECUTIVE SUMMARY:

The owner of the properties addressed as 134 and 152 Shanley Street is proposing to change the Official Plan designation from Low Rise Residential (134 Shanley Street) and Low Rise Residential with Specific Policy Area No. 18 (152 Shanley Street) to Medium Rise Residential with Specific Policy Area No. 18 and the zoning from Residential Five Zone (R-5) with Special Regulation Provision 129U (134 Shanley Street) and Residential Six Zone (R-6) with Special Regulation Provision 128R (152 Shanley Street) in Zoning By-law 85-1 to Medium Rise Residential Six Zone (RES-6) in Zoning By-law 2019-051 with a Site Specific Provision to further regulate parking, permit an increased floor space ratio, building heights, setbacks and a Holding Provision to regulate site contamination. Staff recommend that the applications be approved.

BACKGROUND:

2701098 Ontario Inc. has made an application to the City of Kitchener for an Official Plan Amendment and Zoning By-law Amendment proposing to change the designation and zoning of the lands at 134 and 152 Shanley Street to permit the lands to be developed with an 8 storey multiple residential building with surface and underground parking. The lands are designated Low Rise Residential (134 Shanley Street) and Low Rise Residential with Site Specific Policy Area No. 18 (154 Shanley Street) in the City of Kitchener Official Plan and zoned Residential Five Zone (R-5) with Special Regulation Provision 129U (134 Shanley Street) and Residential Six Zone (R-6) with Special Regulation Provision 128R (152 Shanley Street) in Zoning By-law 85-1.

Existing zoning permissions include:

- Residential Six Zone (R-6): Permits single detached, semi-detached and multiple dwellings
- Residential Five Zone (R-5): Permits single detached, semi-detached and multiple dwellings
- 129U: Prohibits multiple dwellings having a maximum of 3 dwelling units (triplexes) on lots with less the 15.0 metre in lot width.
- Special Regulation Provision128R: Permits a maximum building height of 14.0 metres and a maximum Floor Space Ratio (FSR) of 2.0

Site Context

The subject lands at 134 and 152 Shanley Street are located at the corner of Duke Street West and Shanley Street and have a combined lot area of 4,252 square metres with 79.5 metres of frontage along Shanley Street and 54.2 metres of frontage along Duke Street West. 134 Shanley Street contains a single detached dwelling and 152 Shanley Street is currently vacant which was formerly occupied by the four (4) storey Electrohome facility, which was recently demolished in 2020 due to health and safety concerns. The surrounding neighbourhood consists of existing low-rise residential uses including single detached dwellings, semi-detached dwellings, and multiple dwelling buildings as well as small commercial/industrial uses.



Figure 1 - Location Map: 134 and 152 Shanley Street

152 Shanley Street Vision Statement

On April 28, 2018 the City held a design charette with 66 members of the public in attendance to engage with the community about the vision for the future redevelopment of the 152 Shanley Street. People were asked the following questions; What is great about your neighbourhood?; What if anything is missing in your neighbourhood?; What is the most important feature of the site? And then people were asked to develop a design for the redevelopment of the site. At the end of the session there were some agreed upon basic design principles that the community had come up with that then formed the vision statement for the redevelopment of 152 Shanley Street. The design principles and vision statement for future development on the site were presented to the Planning and Strategic Initiatives Committee for approval on November 5, 2018. The Council endorsed vision statement includes the following principles:

- The New Building will be predominantly residential and encourage non-residential ground floor retail, service, and community uses;
- A six (6) storey building height (approximately 22 metres);
- Cultural Heritage will be respected (noted that the structure will likely not be retained but some components could be incorporated into the new design);
- Underground parking with limited surface parking directed to the rear of property and on west side of lot;
- Two vehicular access points on Shanley and Duke with clear demarcation with decorative entrance feature;
- Enhanced public realm, including landscaping, lighting, street furniture, public art, building step backs and active streetscapes; and
- Outdoor amenity area to be provided which may include patios, roof top amenities and highly landscaped streetscape to promote walkability.

While the proposed eight (8) storey building is taller than the six (6) storey building that was envisioned for the site during the charette, the massing is comparable. The six (6) storey vision

statement building was approximately 22.0 metres from the ground to the ceiling of the 6th floor and approximately 25 metres from the ground to the ceiling of the mechanical penthouse. In comparison, the proposed development includes both residential units and mechanical uses on the 8th floor with a height of 27.5 metres. Furthermore, the proposed building includes step backs on both the western and northern façade to provide transition to the adjacent areas. To demonstrate that the massing of the six (6) storey building in the vision statement and the proposed eight (8) storey building are similar, the applicant prepared shadow studies comparing the two buildings which show there are minimal impacts from the marginal increase in height. Staff is of the opinion that the proposed eight (8) storey, 27.5 metre tall building aligns with the vision statement as the massing is similar in height to the community's vision, provides adequate amenity space, respects the cultural heritage of the site and includes a high-level of urban design with parking screened by the building and located underground.

REPORT:

The applicant is proposing to develop the subject lands identified in Figure 1 with an eight (8) storey, 166 unit multiple dwelling building with 133 surface and underground parking spaces. The building is proposed to be an 'L-shaped' building that has been oriented along both Shanley Street and Duke Street West, with the majority of the proposed massing located along Shanley Street. The principal entrance to the building is located in the southeast corner of the building at the intersection of Duke and Shanley. The development proposes ground floor residential units facing both Shanley and Duke, with each unit having a dedicated entrance from the street. These units will also contain private outdoor amenity areas and covered/canopied entryways which reflect the existing character of the street and surrounding single detached dwellings.

The original development concept included 172 units (1 and 2 bedrooms only) with 128 parking spaces. In response to comments provided by Planning staff and the public, the applicant has amended the proposed development to achieve a development with a mix of unit types that is compatible with the existing neighbourhood and further aligns with the Council endorsed Vision Statement for 152 Shanley Street.

Tables 1 provides a comparison of the development concepts, while Table 2 highlights how the proposed development aligns with the Council endorsed vision statement.

Table 1. Development Concept Comparison Table

	Original Development Concept	**Revised Development Concept**
Number of Units	172 residential units	166 residential units
Parking Spaces	128 (0.74 spaces per unit)	133 (0.8 spaces per unit)
Unit Types	1 bedroom units 2 bedroom units	1 bedroom units 2 bedroom units (7) 3 bedroom units
Ground Floor Unit Design	Units provided at grade. No raised outdoor amenity or covered entries.	Units provided at grade ('townhouse-style') include covered entries (located below balconies above) and raised outdoor patio areas for outdoor amenity.

Non-residential uses	Not included in the proposed zoning by-law amendment.	The proposed Site Specific Provision allows non-residential uses at grade to allow for flexibility for ground level commercial units in the future
Visual Barrier to screen parking to adjacent single detached homes.	1.8 metre visual barrier (6 feet)	2.44 metre visual barrier (8 feet)



Figure 2 – Revised Development Rendering

The revised development concept includes 6 fewer dwelling units than originally proposed, includes additional on-site parking for residents and visitors, a broader mix of unit types (including, seven 3 bedroom units), and ground floor townhouse style units designed to activate the street and enhance the public realm. Furthermore, a 2.44 metre (8 foot) visual barrier will be provided to screen the parking and vehicular access to adjacent single detached dwellings. Staff is supportive of the proposed revised development concept.

Table 2. Vision Statement/Development Concept Comparison Table

152 Shanley Vision Statement	Proposed Development	Aligns with Vision Statement
Building will be predominantly residential and encourage non-residential ground floor	The Zoning By-law allows for non-residential uses at grade. 4.5 metre tall ground floor units are proposed to allow for flexibility for ground level commercial units in the future.	Yes

retail, service, and community uses		
Six (6) storey building height (approximately 22 metres)	The six (6) storey vision statement building was approximately 22.0 metres to the ceiling of the 6th floor and approximately 25 metres to the ceiling of the mechanical penthouse. In comparison, the proposed development includes residential units and mechanical uses on the 8th floor. The building heights and massing are comparable.	Similar massing is proposed. Yes
Cultural Heritage will be respected (noted that the structure will likely not be retained but some components could be incorporated into the new design)	A Salvage, Reuse and Commemoration Plan is required through the site plan process which requires the applicant to incorporate materials from the original Electrohome building.	Yes
Underground parking with limited surface parking directed to the rear of property and on west side of lot.	Majority of the parking is located underground (113 spaces), with the surface parking screened from the street by the building and adjacent single detached dwellings screened by a 2.44 metre (8 foot) visual barrier.	Yes
Enhanced public realm, including landscaping, lighting, street furniture, public art, building step backs and active streetscapes.	Townhouse-style units with covered entries are provided at grade and include raised outdoor patio areas with enhanced landscaping. The principal entrance to the building is located in the southeast corner of the building at the intersection of Duke and Shanley with a large landscaped/hardscaped entrance. Numerous building stepbacks are provided at various building heights.	Yes
Outdoor amenity area to be provided which may include patios, roof top amenities and highly landscaped streetscape to promote walkability.	All residential units will have balconies, terraces or patio areas. Ground floor patios are raised with enhanced landscaping. A common outdoor amenity area/rooftop patio area is proposed on the eighth floor which will also have a green roof component.	Yes
Two vehicular access points on Shanley and Duke with clear demarcation with decorative entrance feature	Consideration was given to having a second access point to the site. Ultimately this entrance location was not advanced for many reasons: 1. There is a bend in Duke Street just north of the property, which could create issues maneuvering into the site. 2. The northern portion of the property does not align with Wilhelm Street meaning the entrance would not be aligned either. This would create maneuvering issues for those entering or leaving the site to/from Wilhelm.	Not Feasible

	3. An entrance from the north end of Duke Street is higher grade which would create challenges in accessing the underground parking.	

Staff is of the opinion that the proposed development aligns with the vision statement as the building massing is similar in height, the development provides adequate amenity space, respects the cultural heritage significance of the site, includes a high level of urban design, and the surface parking will be screened by the building with the majority of the required parking located underground.

To facilitate the redevelopment of 134 and 152 Shanley Street with the proposed concept, the owner has made an application to the City of Kitchener for an Official Plan Amendment and Zoning By-law Amendment proposing to change the designation and zoning of the subject lands. The lands are currently designated Low Rise Residential (134 Shanley Street) and Low Rise Residential with Specific Policy Area No, 18 (152 Shanley Street) in the City of Kitchener Official Plan and zoned Residential Five Zone (R-5) with Special Regulation Provision 129U (134 Shanley Street) and Residential Six Zone (R-6) with Special Regulation Provision 128R (152 Shanley Street) in Zoning By-law 85-1.

The owner is proposing to change the Official Plan designation of both 134 and 152 Shanley Street to Medium Rise Residential with amended Specific Policy Area No. 18 to apply to both properties with a permitted building height of 27.75 metres and an FSR of 3.0. Whereas Specific Policy Area No. 18 now permits a building height of 14.0 metres and a FSR of 2.0.

The owner is proposing to change the zoning to Medium Rise Residential Six Zone (RES-6) with Site Specific Provision (189) and Holding Provision (24H) in Zoning By-law 2019-051, to permit a reduced parking rate, an increase in the maximum permitted Floor Space Ratio (FSR), an increase in the maximum permitted building height, alternate building setbacks, require a visual barrier with a height of 2.44 metres (8 feet) and add a Holding Provision to the zone to prevent the development of the site with sensitive uses, including residential uses, until the site contamination can be remediated.

Tables 3 and 4 below provide a comparison of land use designation and zoning permissions for the proposed Official Plan Amendment and Zoning By-law Amendment.

Table 3. Official Plan Designation Comparison Table

	In Effect 2014 Official Plan Designation	**Proposed Official Plan Amendment**
Land Use Designation	Low Rise Residential (134 Shanley Street) Low Rise Residential with Specific Policy Area No. 18 (152 Shanley Street)	Medium Rise Residential with Specific Policy Area No. 18
Maximum FSR	2.0	3.0
Maximum Building Height	14.0 metres	27.75 metres

Table 4. Zoning By-law Comparison Table

	Existing Zoning Permissions (Zoning By-law 85-1)	Proposed Zoning Permissions (Zoning By-law 2019-051)
Zone Category	R-6 with 128R R-5 with 129U	RES–6 (189), (24H)
Maximum Floor Space Ratio (FSR)	2.0	3.0
Maximum Building Height of multiple dwellings	14 metres (4 storeys)	27.75 metres (8 storeys)
Minimum Front Yard Setback (Duke Street)	4.5 metres	4.1 metres (Duke Street)
Minimum Exterior Side Yard Setback (Shanley Street)	4.5 metres	5.8 metres (Shanley Street)
Minimum Side yard setback	1.2 metres	3.0 metres for buildings up to 5 storeys. 9.0 metres for any portion of the building 6 or more storeys.
Minimum Rear Yard Setback	7.5 metres	9.0 metres for buildings up to 2 storeys. 12.0 metres for any portion of the building 3 or more storeys.
Required parking	1.25 spaces per unit 0.165 spaces for each dwelling less than 51 square metres	0.8 spaces per unit (0.7 spaces per unit plus 0.1 visitor parking)
Bicycle parking	Not required by the By-law	0.5 Class A (internal) bicycle spaces per unit 6 Class B Bicycle Parking Stalls
Electric Vehicle Parking	Not required by the By-law	A minimum of 20 percent of the parking spaces required for multiple dwellings shall be designed to permit the future installation of electric vehicle supply equipment.
Minimum and Maximum Visual Barrier Height	1.8 metres (6 feet)	2.44 metres (8 feet)
Non-residential uses	Not permitted.	• artisans' establishment, studio and craftsman shop; • convenience commercial; • day care facilities; • health offices; • personal services;

		• offices; • restaurants/cafés; • social service establishments

While the proposed medium density land use designation and RES-6 zoning will allow for a taller, denser development than what the current land use designation and zoning allows for, the proposed designation and zoning will result in a development that is compatible with the neighbourhood and sympathetic to adjacent single detached dwellings as the proposed zoning includes increased building setbacks and building steps back, requires a taller visual barrier and requires that electric vehicle ready parking spaces and adequate bicycle parking are provided. The proposed zoning will also facilitate non-residential ground floor retail, service, and community uses.

Planning Analysis:

Provincial Policy Statement, 2020:

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 1.4.3(b) of the PPS promotes all types of residential intensification, and sets out a policy framework for sustainable healthy, liveable and safe communities. The PPS promotes efficient development and land use patterns, as well as accommodating an appropriate mix of affordable and market-based residential dwelling types with other land uses, while supporting the environment, public health and safety. Provincial policies promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

To support provincial policies relating to the optimization of infrastructure, transit and active transportation, the proposed designation and zoning facilitate a compact form of development which efficiently uses the lands, is in close proximity to transit options including bus, rapid transit, and makes efficient use of both existing roads and active transportation networks. The lands are serviced and are in proximity to parks, trails and other community uses. Provincial policies are in support of providing a broad range of housing. The proposed multiple dwelling development represents an attainable form of market-based housing.

Planning staff is of the opinion that the proposed application will facilitate the intensification of the subject property with a multiple dwelling development that is compatible with the surrounding community and will make use of the existing infrastructure. No new public roads would be required for the proposed development and Engineering staff have confirmed there is capacity in the sanitary sewer to permit intensification on the subject lands.

Based on the foregoing, staff is of the opinion that this proposal is in conformity with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan):

The Growth Plan supports the development of complete and compact communities that are designed to support healthy and active living, make efficient use of land and infrastructure, provide for a range and mix of housing types, jobs, and services, at densities and in locations which support transit viability and active transportation. Policies of the Growth Plan promote growth within strategic growth areas including major transit station areas, in order to provide a focus for investments in transit and other types of infrastructure.

Policy 2.2.6.1(a) states that municipalities will support housing choice through the achievement of the minimum intensification and density targets in this plan by identifying a diverse range and mix of

housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents.

The Growth Plan supports planning for a range and mix of housing options and, in particular, higher density housing options that can accommodate a range of household sizes in locations that can provide access to transit and other amenities.

The subject lands are located within the City's delineated built up area, and within a Major Transit Station Area. The lands are identified as a MTSA in the 2014 Kitchener Official Plan. In the City's Official Plan on Map 2 – Urban Structure the lands appear within the MTSA circle for the Central station. The Region of Waterloo commenced the Regional Official Plan Review project and as part of that work, revised MTSA boundaries were endorsed by Regional Council and these lands are within the MTSA. The proposed development represents intensification and will help the City achieve density targets in the MTSA. The proposed designation and zoning will support a higher density housing option that will help make efficient use of existing infrastructure, parks, roads, trails and transit. The multiple dwelling development is also proposed to include several unit types with direct access to Duke Street and Shanley Street, increasing the variety of housing options for future residents. Planning staff is of the opinion that the applications conform to the Growth Plan.

Regional Official Plan (ROP):

Urban Area policies of the ROP identify that the focus of the Region's future growth will be within the Urban Area. The subject lands are designated Built-Up Area in the ROP. The proposed development conforms to Policy 2.D.1 of the ROP as this neighbourhood provides for the physical infrastructure and community infrastructure to support the proposed residential development, including transportation networks, municipal drinking-water supply and wastewater systems, and a broad range of social and public health services. Regional policies require Area Municipalities to plan for a range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents.

Regional staff have indicated that they have no objections to the proposed applications (Appendix 'D'). Planning staff are of the opinion that the applications conform to the Regional Official Plan.

City of Kitchener Official Plan and proposed Official Plan Amendment:

The subject lands are designated 'Low Rise Residential' (Map 3) in the 2014 Official Plan with Specific Policy Area No. 18 applying to 152 Shanley Street. The existing Low Rise Residential land use designation permits a full range of low-density housing types which may include single detached dwellings, semi-detached dwellings, street townhouse dwellings, and low-rise multiple. Specific Policy Area No. 18 applies to 152 Shanley street and allows for a maximum building height of 14.0 metres, and a maximum Floor Space Ratio (FSR) of 2.0.

The applicant is proposing to change the land use designation to Medium Rise Residential and to amend Specific Area Policy No. 18. The Medium Rise Residential designation permits medium density housing types including townhouse dwellings in a cluster development, multiple dwellings and special needs housing. The applicant is proposing to apply Site Specific Policy Area No. 18 to both 134 and 152 Shanley Street and to amend Policy 15.D.12.18 to allow for a maximum Floor Space Ratio (FSR) of 3.0 and a maximum building height of 27.75 metres whereas the Medium Rise Residential policies permit a maximum Floor Space Ratio of 2.0 and a maximum building height of 8 storeys or 25 metres. The increase in building height is to accommodate taller 4.5 metre ground floor units that could be converted into non-residential uses in the future.

Urban Structure

The Official Plan establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. Intensification Areas are targeted throughout the Built-up Area as key locations to accommodate and receive the majority of development or redevelopment for a variety of land uses. Primary Intensification Areas include the Urban Growth Centre, Major Transit Station Areas, Nodes and Corridors, in this hierarchy, according to Section 3.C.2.3 of the Official Plan. The subject lands are located within a Major Transit Station Area. The planned function of the Major Transit Station Areas is to provide densities that will support transit, and achieve a mix of residential, office, institutional and commercial uses. They are also intended to have streetscapes and a built form that is pedestrian-friendly and transit-oriented.

Policies also require that development applications in Major Transit Station Areas give consideration to the Transit-Oriented Development policies contained in Section 13.C.3.12 of the Official Plan. Generally, the Transit-Oriented Development policies support a compact urban form, that supports walking, cycling and the use of transit, by providing a mix of land uses in close proximity to transit stops, to support higher frequency transit service and optimize transit rider convenience. These policies also support developments which foster walkability by creating safe and comfortable pedestrian environments and a high-quality public realm. Staff is of the opinion that the proposed development will help to increase density in an area well served by nearby transit and rapid transit while being context sensitive to surrounding lands and provides excellent access to off-road pedestrian and cycling facilities.

Staff is of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment will support a development that not only complies with the City's policies for a Major Transit Station Area but also contributes to the vision for a sustainable and more environmentally friendly city.

Urban Design Policies:

The City's urban design policies are outlined in Section 11 of the City's OP. In the opinion of staff, the proposed development satisfies these policies including: Streetscape; Safety; Universal Design; Site Design; Building Design, and Massing and Scale Design. To address these policies, an Urban Design Brief was submitted and has been reviewed by City staff. The Urban Design Brief is acceptable and outlines the vision and principles guiding the site design and informs the proposed zoning regulations.

Streetscape – A key design feature of the proposed development are street fronting townhouse style units fronting onto Duke Street and Shanley Street. The ground floor units are proposed to incorporate balconies, porches and raised patio areas along Duke and Shanley Street. The raised patios included enhanced landscaping plantings. These units will have direct pedestrian connections to the sidewalk to animate both streets.

Safety – As with all developments that go through site plan approval, staff will ensure Crime Prevention through Environmental Design (CPTED) principles are achieved and that the site meets emergency services policies.

Universal Design – The development will be designed to comply with Accessibility for Ontarian's with Disabilities Act and the Ontario Building Code.

Site Design, Building Design, Massing and Scale – The subject site is designed to have a building that will be developed at a scale that is compatible with the existing and planned surroundings. The front yard setbacks of the proposed building are compatible with existing adjacent properties. Building stepbacks are provided to mitigate overlook issues with adjacent residential properties. Townhouse-style units with covered porches (below upper unit balconies) and raised patios are

proposed in the front and exterior side yards of the site to enhance the human scale within the development along Shanley Street and Duke Street. Enhanced screening such as landscaping and a 2.44 metre tall fence (8 foot visual barrier) will be required where the surface parking is adjacent to low-rise residential uses and public spaces.

Transportation Policies:

The Official Plan provides for an integrated transportation system which incorporates active transportation, allows for the movement of people and goods and promotes a vibrant, healthy community using land use designations and urban design initiatives that make a wide range of transportation choices viable. The subject lands are located close to public transit routes, and within 800 metres (about a 10-minute walk) of a rapid transit station. The building has excellent access to cycling networks, including existing on and off-street cycling facilities, including the Spur Line Trail. The location of the subject lands in the context of the City's integrated transportation system supports the proposal for transit-oriented development on the subject lands.

Policy 3.C.2.22 states that until such time as Station Area Plans are completed and this Plan is amended accordingly, in the interim, any development application submitted within a Major Transit Station Area will be reviewed generally in accordance with the Transit-Oriented Development Policies included in Section 13.C.3.12

The proposed Official Plan Amendment and Zone Change applications supports a more dense residential development. The location of the proposed building, secured through the proposed site specific provisions, will result in a built form that fosters walkability with pedestrian-friendly environments that allow walking to be a safe, comfortable, barrier-free and convenient form of urban travel.

At future site plan approval processes, the design of the buildings will have to feature a high quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities. Additionally, secured and visitor bicycle parking is required as part of the Zoning By-law.

Cultural Heritage

The subject property is not listed or designated under the Ontario Heritage Act (OHA) but is identified on the Heritage Kitchener Inventory of Historic Buildings as a property of interest and is located within the Mt. Hope/Breithaupt/Gruhn/Gildner Green Neighbourhood, a Cultural Heritage Landscape (CHL), as described in appendix 5 of the 2014 Cultural Heritage Landscape Study approved by Council in 2015. The CHL Study identifies the neighbourhood as a Cultural Heritage Landscape of Considerable Value and Significance. Phase 2 of the City's CHL Study has not been completed for this CHL, so appropriate conservation tools (e.g. designation under the OHA) have not yet been identified. As a result, based on definitions in the Planning Act and PPS, the CHL does not meet the definition of a protected heritage property. But it is still a significant CHL.

A Salvage, Reuse and Commemoration Plan is required through the site plan process which requires the applicant to incorporate materials from the original Electrohome building. The applicant has retained original building materials from the former Electrohome building which will be incorporated into the new building.

Housing Policies:

Section 4.1.1 of the City's Official Plan contains policies with the primary objective to provide for an appropriate range, variety and mix of housing types and styles, densities, tenure and affordability to satisfy the varying housing needs of our community through all stages of life. The proposed

development increases the range of dwelling units available in the city. The development is contemplated to include a range of unit types including, one, two and three bedroom units. Furthermore 'townhouse-style' ground floor units will be designed to have direct access to the sidewalks along Duke and Shanley street, and the range of units will appeal to a variety of households.

Conclusion

The subject applications request that the land use designation as shown on Map 3 of the 2014 Official Plan be changed from Low Rise Residential (134 Shanley Street) and Low Rise Residential with Specific Policy Area No. 18 (152 Shanley Street) to Medium Rise Residential with amended Specific Policy Area No.18. Based on the above policy and planning analysis, staff is of the opinion that the proposed Official Plan Amendment represents good planning and recommend that the proposed Official Plan Amendment be approved in the form shown in Appendix "A".

Proposed Zoning By-law Amendment:

The subject lands are zoned Residential Five Zone (R-5) with Special Regulation Provision 129U (134 Shanley Street) and Residential Six Zone (R-6) with Special Regulation Provision 128R (152 Shanley Street) in Zoning By-law 85-1. The existing zoning permits a range of residential uses including multiple dwellings up to 14.0 metres in height with a maximum permitted Floor Space Ratio (FSR) of 2.0.

The applicant has requested an amendment to Zoning By-law 85-1 to change the zoning from Residential Five Zone R-5 with Special Regulation Provision 129U (134 Shanley Street) and Residential Six Zone R-6 with Special Regulation Provision 128R (152 Shanley Street) in Zoning By-law 85-1 to Medium Rise Residential Six Zone RES-6 with Site Specific Provision (189) and Holding Provision (24) in Zoning By-law 2019-051.

Official Plan policies indicate that where special zoning regulations are requested for residential intensification or a redevelopment of lands, the overall impact of the site specific zoning regulations will consider compatibility with existing built form; appropriate massing and setbacks that support and maintain streetscape and community character; appropriate buffering to mitigate adverse impacts, particularly with respect to privacy; avoidance of unacceptable adverse impacts by providing appropriate number of parking spaces and an appropriate landscaped/amenity area.

Staff offer the following comments with respect to the proposed site-specific Provision (189):

a) On-site Parking shall be provided as follows:
    i) Parking for multiple dwellings shall be provided at a rate of 0.7 spaces per unit plus 0.1 visitor spaces per unit.

The purpose of this regulation is to provide a parking rate which is appropriate for the development. Zoning By-law 2019-051 requires a parking rate of 1.1 spaces per unit (inclusive of visitor spaces). The applicant has provided a parking justification report in support of the proposed parking rates. The subject lands are in an MTSA, have good access to public transit and rapid transit, pedestrian and cycling facilities. Planning and Transportation Services staff is of the opinion that the parking rate is appropriate for the subject lands.

b) That the minimum and maximum height of the required visual barrier shall be 2.44 metres.

The purpose of this regulation is to increase the required visual barrier height to screen the surface parking lot from adjacent low rise residential properties and reduce visual impacts of the proposed development on adjacent properties.

c) The maximum building height shall be 27.75 metres.

The purpose of this regulation is to ensure the building does not exceed 8 storeys in height. The base RES-6 zone permits a building height of 25 metres. The additional 2.75 metres is required to allow for 4.5 metre tall ground floor units to allow for flexibility for ground level commercial units in the future.

d) That the maximum Floor Space Ratio shall be 3.0

The purpose of this regulation is to cap the Floor Space Ratio and ensure development does not exceed the density presented in the concept plans.

e) The minimum front yard setback (Duke Street frontage) shall be 4.1 metres.

The purpose of this regulation is to ensure the building setback is consistent with adjacent low rise residential dwellings on Duke Street.

f) The minimum exterior side yard setback (Shanley Street frontage) shall be 5.8 metres.

The purpose of this regulation is to ensure the buildings setback is consistent with the adjacent low-rise residential dwellings on Shanley Street.

g) The minimum side yard setback shall be:

i. 3.0 metres for buildings up to 5 storeys.
ii. 9.0 metres for any portion of the building 6 or more storeys.

The purpose of this regulation is to regulate the building step backs and to ensure that there is an appropriate transition in height to the adjacent low rise residential properties.

h) The minimum rear yard setback shall be:

i. 9.0 metres for buildings up to 2 storeys.
ii. 12.0 metres for any portion of the building 3 or more storeys.

The purpose of this regulation is to regulate the building step backs and to ensure that there is an appropriate transition in height to the adjacent low rise residential properties. Furthermore, this regulation ensures there is adequate site access that can accommodate the drive aisle and landscaping.

i) The following uses shall also be permitted on the ground floor.
- artisans' establishment, studio and craftsman shop;
- convenience retail;
- day care facilities;
- health offices;
- personal services;
- offices;
- restaurants/cafés; and
- social service establishments.

The purpose of this regulation is to permit small scale commercial uses for residents and the neighbourhood that are compatible with the surrounding residential dwellings and community.

The proposed limited non-residential uses are in conformity with Section 15.D.3.27 of the Official Plan which provides that limited non-residential uses can be provided within a residential land use designation so long as they are "complementary and serve the needs of residents, at appropriate locations in the residential land use designations to support the development of a walkable and complete community". Given the extent of non-residential uses adheres to the uses set out in the Official Plan, no relief from the Official Plan is required to permit the additional non-residential uses.

j) Geothermal Energy Systems shall be prohibited.

The Region of Waterloo has indicated Geothermal Energy Systems shall be prohibited to mitigate the risks associated with contaminants that will remain beneath the site when the property is redeveloped.

Staff offer the following comments with respect to the Holding Provision (24H):

Official Plan policies indicate that holding provisions will be applied in those situations where it is necessary or desirable to zone lands for development or redevelopment in advance of the fulfillment of specific requirements and conditions, and where the details of the development or redevelopment have not yet been fully resolved. A Holding provision may be used in order to implement this Plan. The City will enact a by-law to remove the holding symbol when all the conditions set out in the holding provision have been satisfied, permitting development or redevelopment in accordance with the zoning category assigned.

> Holding Provision (24H): No redevelopment shall be permitted until such time as a Record of Site Condition is submitted and approved to the satisfaction of the Ministry of the Environment and Climate Change. This Holding Provision shall not be removed until the Region of Waterloo is in receipt of a letter from the MOECC advising that a Record of Site Condition has been completed to the satisfaction of the Ministry of the Environment and Climate Change.

The Region of Waterloo has identified that there are known and high environmental threats located on the subject lands due to past land uses in accordance with the Region's Threats Inventory Database (TID). A Record of Site Condition (RSC) and Ministry Acknowledgement Letter shall be required in accordance with the Region's Implementation Guidelines. Until such time that the RSC and Ministry Acknowledgement letter have been received by the Region, redevelopment of the site is not permitted.

Staff is of the opinion that the proposed RES-6 Zone together with Site Specific Provision 189 will provide for a form of development that is compatible with the neighbourhood, which will add visual interest and enhanced landscaping that will contribute to the streetscape, which will appropriately accommodate on-site parking needs, and which represents good planning. Staff recommend that the proposed Zoning By-law amendment be approved as shown in Appendix "B".

Department and Agency Comments:

Circulation of the OPA and ZBA was undertaken April 2021 to applicable City departments and other review authorities. No major concerns were identified by any commenting City department or agency and necessary revisions and updated were made. Copies of comments are found in Appendix "D" of this report.

The following Reports and studies were considered as part of this proposed Official Plan Amendment and Zoning By-law Amendment:

- Planning Justification and Urban Design Report

Prepared by: IBI Group, March 22, 2021

- Planning Justification and Urban Report Addendum
  Prepared by: IBI Group, October 14, 2021

- Functional Servicing and Preliminary Stormwater Management Report
  Prepared by: Walter Fedy, October 1, 2021

- Transportation Impact, Transportation Demand Management and Parking Justification Study
  Prepared by: Salvini Consulting March, 2021

- Pedestrian Wind Assessment
  Prepared by: SLR, March 23, 2021

- Stationary Noise Impact Study
  Prepared by: Acoustic Engineering Ltd, March 9, 2021

- Vegetation Management Plan
  Prepared by: GSP Group, January 2021

Community Input & Staff Responses

Staff received written responses from 34 residents with respect to the proposed development. These may be found in Appendix 'E'. A Neighbourhood Information Meeting was held on June 17, 2021 and was attended by 64 residents. In addition, staff had follow up one-on-one correspondence with members of the public and led a group site walk/engagement session of the subject lands. A summary of what we heard, and staff responses are noted below.

What We Heard	**Staff Comment**
Three (3) bedroom units should be provided rather than just one (1) and two (2) bedroom units.	In direct response to public comments, the applicant has revised the development to included seven, 3 bedroom units.
Concerns that 8 storey building and surface parking will impact privacy to adjacent properties.	The location of the buildings have been revised and are now situated to have minimal overlook into adjacent properties. In addition, the site-specific regulation is required for an 8ft high (2.44 metre) visual barrier (fence) to screen the surface parking lot from adjacent properties.
Too many units are being proposed and not enough on-site parking which will result in cars parking on the street.	The original development proposal included 172 residential units and 128 parking spaces. The revised development concept includes 166 residential units and 133 parking spaces. The number of units was decreased and the number of parking spaces has increased.
Electric Vehicle Parking should be required.	The proposed zoning by-law requires 20% of the required parking to be electric vehicle ready parking spaces
An eight (8) storey building is too tall and does not fit in the neighbourhood with single detached dwellings. The building needs to fit the neighbourhood character.	Building step backs are provided to mitigate overlook issues with adjacent residential properties. Townhouse-style units with covered porches are provided along Shanley Street and Duke Street with setbacks that are consistence with adjacent low-rise residential properties.

Concerns that 134 Shanley is a designated heritage house that will be demolished.	134 Shanley Street is not a designated heritage property nor does the property or building have any cultural heritage significances or features that would support designation. The subject property is located within the Mt. Hope/Breithaupt/Gruhn/Gildner Green Neighbourhood, a Cultural Heritage Landscape (CHL), as described in Appendix 5 of the 2014 Cultural Heritage Landscape Study approved by Council in 2015. The CHL Study identifies the neighbourhood as a Cultural Heritage Landscape of Considerable Value and Significance. Phase 2 of the City's CHL Study has not been completed for this CHL, so appropriate conservation tools (e.g. designation under the OHA) have not yet been identified. As a result, based on definitions in the Planning Act and PPS, the CHL does not meet the definition of a protected heritage property.
The development will result in traffic congestion on local streets and at intersections. The development will result in a significant increase in traffic resulting in unsafe conditions for drivers and residents	Shanley Street and Duke Street have current volumes below, or on the low end on what is expected on a minor collector street. Based on the Salvini Consulting Transportation Study, trip generation estimates this site will add approximately 62 trips in the AM peak and 76 trips in the PM peak (or approximately one additional every 52 seconds). This increase is not expected to result in roadway capacity issues for the roads in this neighbourhood. Given the low traffic volumes currently seen on adjacent roads.
Commercial uses, such as a pub or restaurant should be permitted.	The proposed zoning will permit non-residential uses at grade by requiring 4.5 metre tall ground floor units to allow for flexibility for ground level commercial units in the future.

Planning Conclusions

In considering the foregoing, staff are supportive of the proposed Official Plan Amendment and Zoning By-law Amendment to permit 134–152 Shanley Street to be developed with an eight (8) storey multiple dwelling building. Staff is of the opinion that the subject applications are consistent with policies of the Provincial Policy Statement (2020), conform to Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, and the City of Kitchener Official Plan and represent good planning. It is recommended that the applications be approved.

ALIGNMENT WITH CITY OF KITCHENER STRATEGIC PLAN:

The recommendation of this report supports the achievement of the City's strategic vision through the delivery of core service.

FINANCIAL IMPLICATIONS:

There are no financial implications associated with this recommendation.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

Capital Budget – The recommendation has no impact on the Capital Budget.

Operating Budget – The recommendation has no impact on the Operating Budget.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City's website with the agenda in advance of the council / committee meeting. Notice signs were posted on the property and information regarding the application posted to the City's website in the spring of 2021. Following the initial circulation referenced below, an additional Courtesy Notice of the public meeting was circulated to all property owners within 240 metres of the subject lands, those responding to the preliminary circulation and who attended the Neighbourhood Information Meeting, and Notice of the Public Meeting was posted in The Record on January 14, 2022 (a copy of the Notice may be found in Appendix C).

CONSULT – The proposed Official Plan Amendment and Zoning By-law Amendment were circulated to property owners within 120 metres of the subject lands on May 10, 2021. In response to this circulation, staff received written responses from 34 households, which were summarized as part of this staff report.

PREVIOUS REPORTS/AUTHORITIES:

- DSD-18-143 Vision Statement for 152 Shanley Street
- Planning Act, R.S.O. 1990, c. P.13
- Growth Plan, 2020
- Provincial Policy Statement, 2020
- Regional Official Plan, 2015
- City of Kitchener Official Plan, 2014
- City of Kitchener Zoning By-law 85-1
- City of Kitchener Zoning By-law 2019-051

REVIEWED BY: Stevenson, Garett – Manager of Development Review, Planning Division

APPROVED BY: Readman, Justin - General Manager, Development Services

APPENDIXS:

Appendix A – Proposed Official Plan Amendment
Appendix B – Proposed Zoning By-law Amendment
Appendix C – Newspaper Notice
Appendix D – Department and Agency Comments
Appendix E – Public Comments

AMENDMENT NO. XX TO THE OFFICIAL PLAN

OF THE CITY OF KITCHENER

CITY OF KITCHENER

134-152 Shanley Street

AMENDMENT NO. XX TO THE OFFICIAL PLAN

OF THE CITY OF KITCHENER

CITY OF KITCHENER
134-152 Shanley Street

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APPENDIX 2	Minutes of the Meeting of Planning & Strategic Initiatives Committee
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SECTION 1 – TITLE AND COMPONENTS

This amendment shall be referred to as Amendment No. XX to the Official Plan of the City of Kitchener (2014). 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 amend:

- Map 3 -Land Use by redesignating lands from Low Rise Residential to Medium Rise Residential..
- Map 5 - Specific Policy Areas to add the lands at 134 Shanley Street to Specific Policy Area No. 18.
- Site Specific Policy 15.D.12.18. to permit a maximum Floor Space Ratio (FSR)of 3.0 and a maximum Building Height of 27.75 metres:

SECTION 3 – BASIS OF THE AMENDMENT

Planning Analysis:

Provincial Policy Statement, 2020:

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 1.4.3(b) of the PPS promotes all types of residential intensification, and sets out a policy framework for sustainable healthy, liveable and safe communities. The PPS promotes efficient development and land use patterns, as well as accommodating an appropriate mix of affordable and market-based residential dwelling types with other land uses, while supporting the environment, public health and safety. Provincial policies promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

To support provincial policies relating to the optimization of infrastructure, transit and active transportation, the proposed designation and zoning facilitate a compact form of development which efficiently uses the lands, is in close proximity to transit options including bus and rapid transit, and makes efficient use of both existing roads and active transportation networks. The lands are serviced and are in proximity to parks, trails and other community uses. Provincial policies are in support of providing a broad range of housing. The proposed multiple dwelling development represents an attainable form of market-based housing.

Planning staff is of the opinion that the proposed application will facilitate the intensification of the subject property with a multiple dwelling development that is compatible with the surrounding community and will make use of the existing infrastructure. No new public roads would be required for the proposed development and Engineering staff have confirmed there is capacity in the sanitary sewer to permit intensification on the subject lands.

Based on the forgoing, staff is of the opinion that this proposal is in conformity with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan):

The Growth Plan supports the development of complete and compact communities that are designed to support healthy and active living, make efficient use of land and infrastructure, provide

for a range and mix of housing types, jobs, and services, at densities and in locations which support transit viability and active transportation. Policies of the Growth Plan promote growth within strategic growth areas including major transit station areas, in order to provide a focus for investments in transit and other types of infrastructure.

Policy 2.2.6.1(a) Municipalities will support housing choice through the achievement of the minimum intensification and targets in this plan by identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents.

The Growth Plan supports planning for a range and mix of housing options and, in particular, higher density housing options that can accommodate a range of household sizes in locations that can provide access to transit and other amenities.

The subject lands are located within the City's delineated built up area, and within a Major Transit Station Area. The lands are identified as a MTSA in the 2014 Official Plan. In the Official Plan on Map 2 – Urban Structure the lands appear within the MTSA circle for the Central station. The Region of Waterloo commenced the Regional Official Plan Review project and as part of that work, the MTSAs boundaries were endorsed by Regional Council and these lands are within the MTSA. The proposed development represents intensification and will help the City achieve density targets. The proposed designation and zoning will support a higher density housing option that will help make efficient use of existing infrastructure, parks, roads, trails and transit. The multiple dwelling development is also proposed to include several unit types with direct access to Duke Street and Shanley Street, increasing the variety of housing options for future residents. Planning staff is of the opinion that the applications conform to the Growth Plan.

Regional Official Plan (ROP):

Urban Area policies of the ROP identify that the focus of the Region's future growth will be within the Urban Area. The subject lands are designated Built-Up Area in the ROP. The proposed development conforms to Policy 2.D.1 of the ROP as this neighbourhood provides for the physical infrastructure and community infrastructure to support the proposed residential development, including transportation networks, municipal drinking-water supply and wastewater systems, and a broad range of social and public health services. Regional policies require Area Municipalities to plan for a range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents.

Regional staff have indicated that they have no objections to the proposed applications (Appendix 'D'). Planning staff are of the opinion that the applications conform to the Regional Official Plan.

City of Kitchener Official Plan and proposed Official Plan Amendment:

The subject lands are designated 'Low Rise Residential' (Map 3) in the 2014 Official Plan with Specific Policy Area No. 18 applying to 152 Shanley Street. The existing Low Rise Residential land use designation permits a full range of low-density housing types which may include single detached dwellings, semi-detached dwellings, street townhouse dwellings, and low-rise multiple. Specific Policy Area No. 18 applies to 152 Shanley street and allows for a maximum building height of 14.0 metres, and a maximum Floor Space Ratio (FSR) of 2.0.

The applicant is proposing to change the land use designation to Medium Rise Residential and to amend Specific Area Policy No. 18. The Medium Rise Residential designation permits medium density housing types including townhouse dwellings in a cluster development, multiple dwellings and special needs housing. The applicant is proposing to apply Site Specific Policy Area No. 18 to both 134 and 152 Shanley Street and to amend Policy 15.D.12.18 to allow for a maximum Floor Space Ratio (FSR) of 3.0 and a maximum building height of 27.75 metres whereas the Medium Rise Residential policies permit a maximum Floor Space Ratio of 2.0 and a maximum building height of 8 storeys or 25 metres. The increase in building height is to accommodate taller 4.5 metre ground floor units that could be converted into non-residential uses in the future.

Urban Structure

The Official Plan establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. Intensification Areas are targeted throughout the Built-up Area as key locations to accommodate and receive the majority of development or redevelopment for a variety of land uses. Primary Intensification Areas include the Urban Growth Centre, Major Transit Station Areas, Nodes and Corridors, in this hierarchy, according to Section 3.C.2.3 of the Official Plan. The subject lands are located within a Major Transit Station Area. The planned function of the Major Transit Station Areas is to provide densities that will support transit, and achieve a mix of residential, office, institutional and commercial uses. They are also intended to have streetscapes and a built form that is pedestrian-friendly and transit-oriented.

Policies also require that development applications in Major Transit Station Areas give consideration to the Transit-Oriented Development policies contained in section 13.C.3.12 of the Official Plan. Generally, the Transit-Oriented Development policies support a compact urban form, that supports walking, cycling and the use of transit, by providing a mix of land uses in close proximity to transit stops, to support higher frequency transit service and optimize transit rider convenience. These policies also support developments which foster walkability by creating safe and comfortable pedestrian environments and a high-quality public realm. Staff is of the opinion that the proposed development will help to increase density in an area well served by nearby transit and rapid transit while being context sensitive to surrounding lands and provides excellent access to off-road pedestrian and cycling facilities.

Staff is of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment will support a development that not only complies with the policies for a Major Transit Station Area but also contributes to the vision for a sustainable and more environmentally friendly city.

Urban Design Policies:

The City's urban design policies are outlined in Section 11 of the City's OP. In the opinion of staff, the proposed development satisfies these policies including: Streetscape; Safety; Universal Design; Site Design; Building Design, and Massing and Scale Design. To address these policies an Urban Design Brief was submitted and has been reviewed by City staff. The Urban Design Brief is acceptable and outlines the vision and principles guiding the site design and informs the proposed zoning regulations.

Streetscape – A key design feature of the proposed development are street fronting townhouse style units fronting onto Duke Street and Shanley Street. The ground floor units are proposed to

incorporate balconies, porches and raised patio areas along Duke and Shanley Street. The raised patios included enhanced landscaping plantings. These units will have direct pedestrian connections to the sidewalk to animate both streets.

Safety – As with all developments that go through site plan approval, staff will ensure Crime Prevention through Environmental Design (CPTED) principles are achieved and that the site meets emergency services policies.

Universal Design – The development will be designed to comply with Ontario Building Code and Accessibility for Ontarian's with Disabilities Act.

Site Design, Building Design, Massing and Scale – The subject site is designed to have a building that will be developed at a scale that is compatible with the existing and planned surroundings. The front yard setbacks of the proposed building are compatible with existing adjacent properties. Building stepbacks are provided to mitigate overlook issues with adjacent residential properties. Townhouse-style units with covered porches (below upper unit balconies) and raised patios are proposed in the front and exterior side yards of the site to enhance the human scale within the development along Shanley Street and Duke Street. Enhanced screening such as landscaping and a 2.44 metre tall fence (8 foot visual barrier) will be required where the surface parking is adjacent to low-rise residential uses and public spaces.

Transportation

The Official Plan provides for an integrated transportation system which incorporates active transportation, allows for the movement of people and goods and promotes a vibrant, healthy community using land use designations and urban design initiatives that make a wide range of transportation choices viable. The subject lands are located close to public transit routes, and within 800 metres (about a 10-minute walk) of a rapid transit station. The building has excellent access to cycling networks, including existing on and off-street cycling facilities, including the Spur Line Trail. The location of the subject lands in the context of the City's integrated transportation system supports the proposal for transit-oriented development on the subject lands.

Cultural Heritage

The subject property is not listed or designated under the Ontario Heritage Act (OHA) but is identified on the Heritage Kitchener Inventory of Historic Buildings as a property of interest, and is located within the Mt. Hope/Breithaupt/Gruhn/Gildner Green Neighbourhood, a Cultural Heritage Landscape (CHL), as described in appendix 5 of the 2014 Cultural Heritage Landscape Study approved by Council in 2015. The CHL Study identifies the neighbourhood as a Cultural Heritage Landscape of Considerable Value and Significance. Phase 2 of the City's CHL Study has not been completed for this CHL, so appropriate conservation tools (e.g. designation under the OHA) have not yet been identified. As a result, based on definitions in the Planning Act and PPS, the CHL does not meet the definition of a protected heritage property. But it is still a significant CHL.

A Salvage, Reuse and Commemoration Plan is required through the site plan process which requires the applicant to incorporate materials from the original Electrohome building. The applicant has retained original building materials from the former Electrohome building which will be incorporated into the new building.

Housing

The City's primary objective with respect to housing is to provide for an appropriate range, variety and mix of housing types and styles, densities, tenure and affordability to satisfy the varying housing needs of our community through all stages of life. The proposed development increases the range of dwelling units available in the city. The development is contemplated to include a

range of unit types including, one, two and three bedroom units. Furthermore 'townhouse-style' ground floor units will be designed to have direct access to the sidewalks along Duke and Shanley street, and the range of units will appeal to a variety of households.

Conclusion

The amendment as proposed herein is consistent with the objectives of the Provincial Policy Statement, conform with Policies of the Growth Plan for the Greater Golden Horseshoe, and conforms to the Regional Official Plan and policies of the City's Official Plan. Staff are of the opinion that the proposed Official Plan Amendment represents good planning, and recommends that the proposed Official Plan Amendment be approved.

SECTION 4 – THE AMENDMENT

The City of Kitchener Official Plan (2014) is hereby amended as follows:

a) Amend Map No. 3 – Land Use by:

   i. Designating the Area of Amendment as 'Medium Rise Residential' instead of 'Low Rise Residential', as shown on the attached Schedule 'A';

b) Amend Map No. 5 – Specific Policy Areas by:

   i. Adding Specfic Policy Area No. 18 to the Area of Amendment, as shown on the attached Schedule 'B'; and

c) Amend Site Specific Policy 15.D.12.18 as follows:

18. **134 and 152 Shanley Street**

Notwithstanding the Medium Rise Residential land use designation and policies of the lands located at 134 and152 Shanley Street:

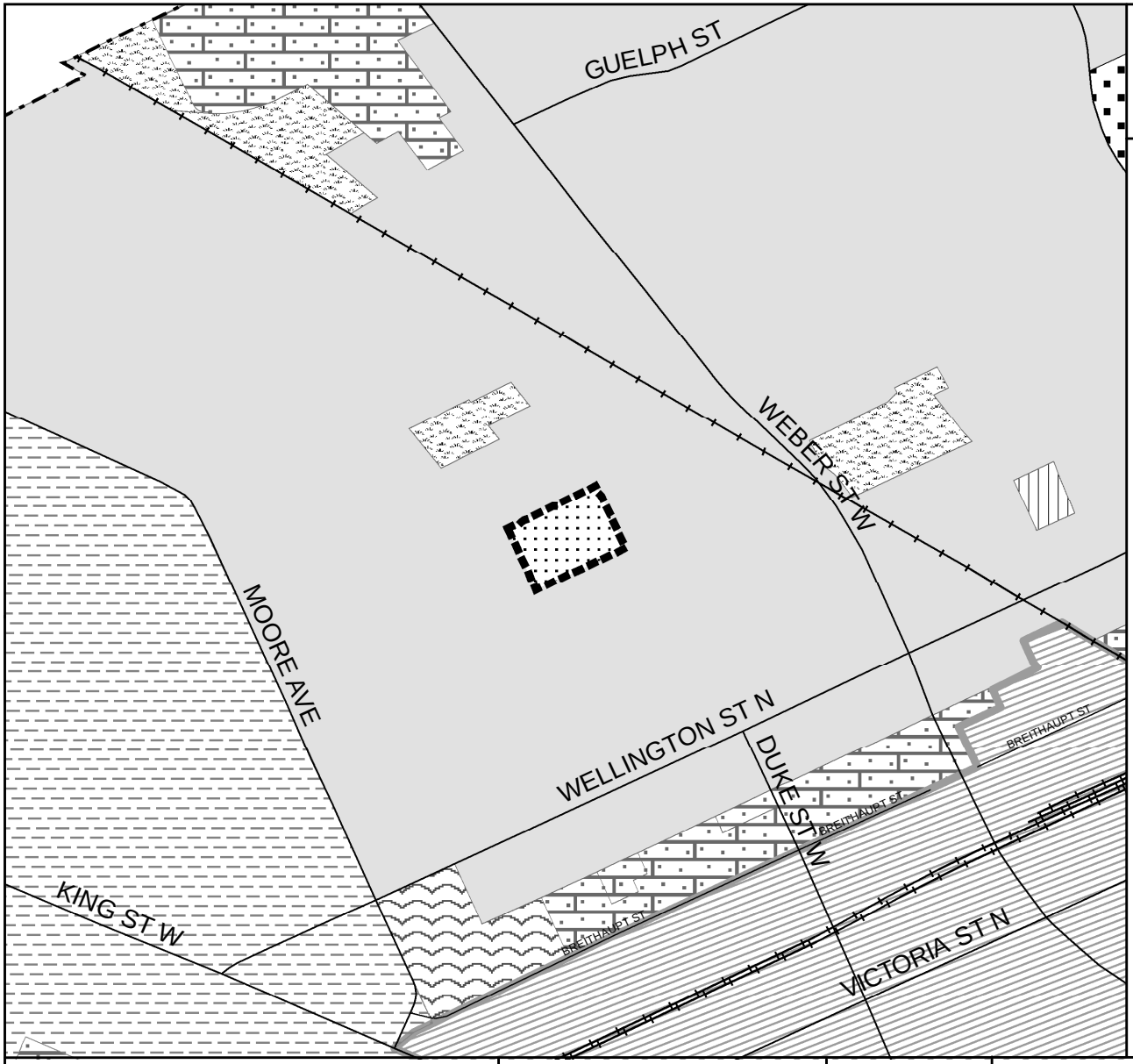
a) the maximum Floor Space Ratio will be 3.0;
b) the maximum building height will be 28 metres; and
c) A Holding provision pursuant to Section 17.E.13 will apply to residential uses, day care uses and other sensitive uses. The Holding provision will not be removed until such time as a Record of Site Condition has been acknowledged by the Province and a release has been issued by the Region.

APPENDIX 1: Notice of the Planning & Strategic Initiatives Committee Meeting (February 7, 2022)

PROPERTY OWNERS AND INTERESTED PARTIES ARE INVITED
TO ATTEND A PUBLIC MEETING TO DISCUSS
PROPOSED OFFICIAL PLAN & ZONING BY-LAW AMENDMENTS
UNDER SECTIONS 17, 22 & 34 OF THE PLANNING ACT

APPENDIX 2: Minutes of the Planning & Strategic Initiatives Committee Meeting (February 7, 2022)

APPENDIX 3 - Minutes of the Meeting of City Council



CITY OF KITCHENER
OFFICIAL PLAN
AMENDMENT TO MAP 3
LAND USE

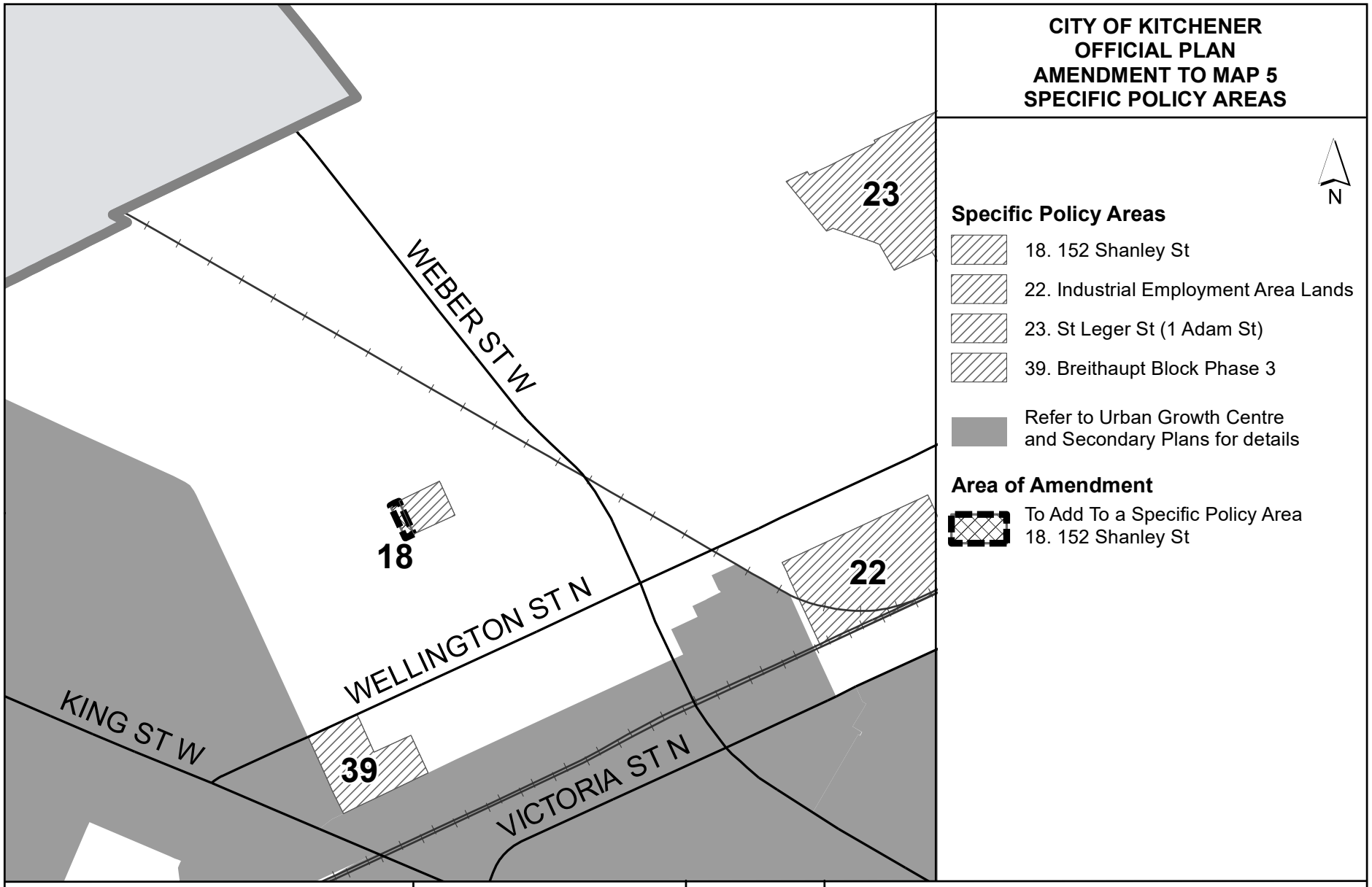
- Low Rise Residential
- High Rise Residential
- Mixed Use
- General Industrial Employment
- Institutional
- Open Space
- Refer to Secondary Plan For Detail
- Urban Growth Centre (Downtown) Refer to Map 4

Area of Amendment

- From Low Rise Residential To Medium Rise Residential

N

SCHEDULE 'A'	0 200 METRES	REVISED:	OFFICIAL PLAN AMENDMENT OPA21/002/S/JVW
APPLICANT: 2701098 ONTARIO INC.	SCALE 1:6,000		ZONING BY-LAW AMENDMENT ZBA21/004/S/JVW
134-152 SHANLEY ST.	DATE: APRIL 29, 2021		**City of Kitchener** DEVELOPMENT SERVICES DEPARTMENT, PLANNING — FILE: OPA20007LES_SchA .mxd



SCHEDULE 'B'	0 250 METRES	REVISED:	OFFICIAL PLAN AMENDMENT OPA21/002/S/JVW
APPLICANT: 2701098 ONTARIO INC.	SCALE 1:8,000		ZONING BY-LAW AMENDMENT ZBA21/004/S/JVW
134-152 SHANLEY ST.	DATE: APRIL 29, 2021		**City of Kitchener** DEVELOPMENT SERVICES DEPARTMENT, PLANNING — FILE: OPA20004BJVW_Map5.mxd

PROPOSED BY – LAW

_____ 2022

BY-LAW NUMBER ___

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to amend By-law 85-1, as amended and By-law 2019-051, as amended, known as the Zoning By-laws for the City of Kitchener
– 2701098 Ontario Inc. – 134 and 152 Shanley Street)

WHEREAS it is deemed expedient to amend By-law 85-1 and By-law 2019-051 for the lands specified above;

NOW THEREFORE the Council of the Corporation of the City of Kitchener enacts as follows:

1. Schedule Number 83 of Appendix “A” to By-law Number 85-1 is hereby amended by removing the zoning applicable to the parcel of land specified and illustrated as Area 1 on Map No. 1, in the City of Kitchener, attached hereto.

2. Schedule Number 83 of Appendix “A” to By-law Number 85-1 is hereby amended by removing the zoning applicable to the parcel of land specified and illustrated as Area 2 on Map No. 1, in the City of Kitchener, attached hereto.

3. Schedule Number 83 of Appendix “A” to By-law Number 85-1 is hereby further amended by removing the zone boundaries as shown on Map No. 1 attached hereto.

4. Zoning Grid Schedule Number 83 of Appendix “A” to By-law Number 2019-051 is hereby further amended by adding thereto the lands specified and illustrated as Area 1 on Map No. 1, in the City of Kitchener, attached hereto, and by zoning the Area 1 lands thereafter as Medium Rise Residential Six Zone (RES-6) with Site Specific Provision (189) and Holding Provision (24).

5. Zoning Grid Schedule Number 83 of Appendix “A” to By-law Number 2019-051 is hereby further amended by adding thereto the lands specified and illustrated as Area 2 on Map No. 1, in the City of Kitchener, attached hereto, and by zoning the Area 2 lands thereafter as Medium Rise Residential Six Zone (RES-6) with Site Specific Provision (189) and Holding Provision (24).

6. Zoning Grid Schedule Number 83 of Appendix “A” to By-law Number 2019-051 is hereby further amended by incorporating additional zone boundaries as shown on Map No. 1 attached hereto.

7. Section 20 of By-law 2019-51 is hereby amended by adding Holding Provision (24) thereto as follows:

   “(24). Notwithstanding Section 7, of this By-law within the lands zoned RES-6 and shown as being affected by this subsection on Zoning Grid Schedule Number 83 of Appendix “A”, no redevelopment shall be permitted until such time as a Record of Site Condition is submitted and approved to the satisfaction of the Ministry of the Environment, Conservation and Parks or any successor Ministry (“MECP”). This Holding Provision shall not be removed until the Region of Waterloo is in receipt of a letter from the Ministry of the Environment, Conservation and Parks advising that a Record of Site Condition has been completed to the satisfaction of the MECP.”

8. Section 19 of By-law 2019-51 is hereby amended by adding Site Specific Provision (189) thereto as follows:

   “(189). Notwithstanding Sections 4.18, 4.19, 5.6, table 5-5, 7.2 table 7-1, and 7.3 table 7-6 of this By-law within the lands zoned RES-6 and shown as being affected by this subsection on Zoning Grid Schedule Number 83 of Appendix “A”, the following special regulations shall apply:

   a) On-site Parking shall be provided as follows:

      Parking for multiple dwellings shall be provided at a rate of 0.7 spaces per unit plus 0.1 visitor spaces per unit.

b) Minimum and maximum height of the required visual barrier shall be 2.44 metres.

c) The maximum building height shall be 27.75 metres.

d) The maximum floor space ratio shall be 3.0.

e) The minimum front yard setback (Duke Street frontage) shall be 4.1 metres.

f) The minimum exterior side yard setback (Shanley Street frontage) shall be 5.8 metres.

g) The minimum side yard setback shall be:

i. 3.0 metres for buildings up to 5 storeys.
ii. 9.3 metres for any portion of the building 6 or more storeys.

h) The minimum rear yard setback shall be:

i. 9.0 metres for buildings up to 2 storeys.
ii. 12.0 metres for any portion of the building 3 or more storeys.

i) The following uses shall also be permitted on the ground floor:

- artisans' establishment, studio and craftsman shop;
- convenience retail;
- day care facilities;
- health offices;
- personal services;
- offices;
- restaurants;
- social service establishments.

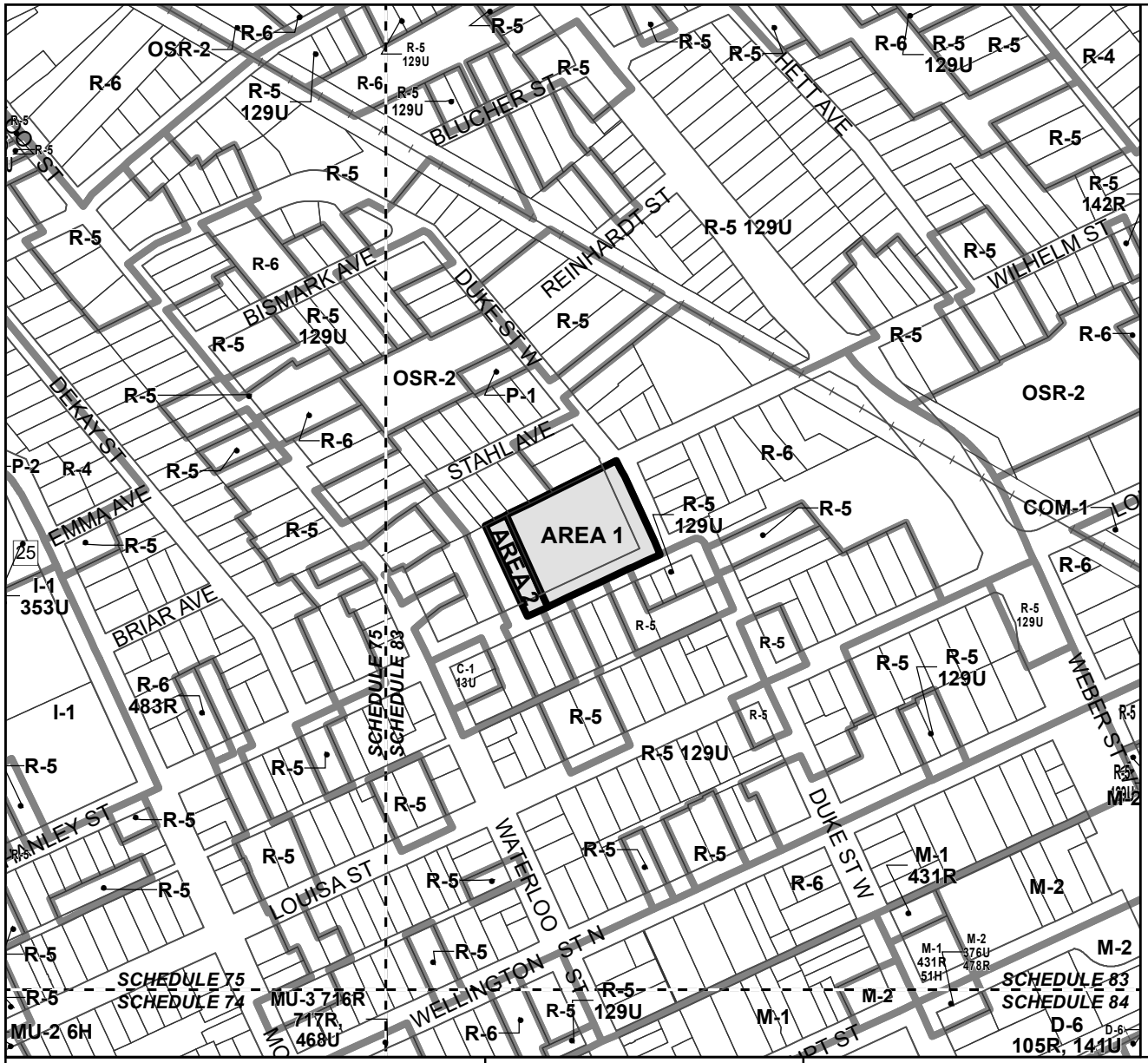
j) Geothermal Energy Systems shall be prohibited."

9. This By-law shall become effective only if Official Plan Amendment No. __ (134-152 Shanley Street) comes into effect, pursuant to Section 24(2) of The Planning Act, R.S.O. 1990, c. P. 13, as amended.

PASSED at the Council Chambers in the City of Kitchener this day of , 2022.

_____
Mayor

_____
Clerk



SUBJECT AREA(S)

N

AMENDMENT TO BY-LAW 85-1 AND 2019-051

AREA 1 -
FROM RESIDENTIAL SIX ZONE (R-6)
UNDER BY-LAW 85-1
WITH SPECIAL REGULATION PROVISION 128R
TO MEDIUM RISE RESIDENTIAL SIX ZONE
(RES-6) UNDER BY-LAW 2019-051
WITH SITE SPECIFIC PROVISION (189)
AND HOLDING PROVISION (24)

AREA 2 -
FROM RESIDENTIAL FIVE ZONE (R-5)
UNDER BY-LAW 85-1
WITH SPECIAL USE PROVISION 129U
TO MEDIUM RISE RESIDENTIAL SIX ZONE
(RES-6) UNDER BY-LAW 2019-051
WITH SITE SPECIFIC PROVISION (189)
AND HOLDING PROVISION (24)

BY-LAW 85-1
C-1 CONVENIENCE COMMERCIAL ZONE
D-6 WAREHOUSE DISTRICT ZONE
I-1 NEIGHBOURHOOD INSTITUTIONAL ZONE
M-1 INDUSTRIAL RESIDENTIAL ZONE
M-2 GENERAL INDUSTRIAL ZONE
MU-2 MEDIUM INTENSITY MIXED USE CORRIDOR ZONE
MU-3 HIGH INTENSITY MIXED USE CORRIDOR ZONE
P-1 PUBLIC PARK ZONE
P-2 OPEN SPACE ZONE
R-4 RESIDENTIAL FOUR ZONE
R-5 RESIDENTIAL FIVE ZONE
R-6 RESIDENTIAL SIX ZONE

BY-LAW 2019-051
COM-1 LOCAL COMMERCIAL ZONE
OSR-2 OPEN SPACE: GREENWAYS ZONE
RES-6 MEDIUM RISE RESIDENTIAL SIX ZONE

ZONE GRID REFERENCE
SCHEDULE NO. 83
OF APPENDIX 'A'
KITCHENER ZONING BY-LAW 85-1 AND 2019-051

ZONE LIMITS

MAP NO. 1

2701098 ONTARIO INC.

134-152 SHANLEY ST.

0 50 100
METRES

SCALE 1:4,000

DATE: JANUARY 12, 2022

ZONING BY-LAW AMENDMENT ZBA21/004/S/JVW

OFFICIAL PLAN AMENDMENT OPA21/002/S/JVW

City of Kitchener
DEVELOPMENT SERVICES DEPARTMENT, PLANNING

FILE: ZBA21004SJVW_MAP1.mxd

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood

134 - 152 Shanley Street

KITCHENER



Concept drawing



Increase in Building Height



Reduced Parking



Site Specific Building Setbacks

Have Your Voice Heard!

Date: **February 7, 2022**

Time: **7:00 p.m.**

Location: **Virtual Zoom Meeting**

To view the staff report, agenda, find meeting details or to appear as a delegation, visit: **kitchener.ca/meetings**

To learn more about this project, including information on your appeal rights, visit: **www.kitchener.ca/planningapplications**

or contact:

Craig Dumart, Senior Planner
519.741.2200 x 7073
craig.dumart@kitchener.ca

The owner of the properties addressed as 134 and 152 Shanley Street is proposing to change the Official Plan designation from Low Rise Residential (134 Shanley Street) and Low Rise Residential with Specific Policy Area No. 18 (152 Shanley Street) to Medium Rise Residential with Specific Policy Area No. 18 and the zoning from Residential Five Zone (R-5) with Special Regulation Provision 129U (134 Shanley Street) and Residential Six Zone (R-6) with Special Regulation Provision 128R (152 Shanley Street) in Zoning By-law 85-1 to Medium Rise Residential Six Zone (RES-6) in Zoning By-law 2019-051 with a Site Specific Provision to further regulate parking, permit an increased floor space ratio, building heights, setbacks and a Holding Provision to regulate site contamination to permit the development of an 8 storey, 166 unit multiple dwelling.

Craig Dumart

From: Dave Seller
Sent: Friday, May 21, 2021 11:57 AM
To: Juliane vonWesterholt
Subject: ZBA/OPA COMMENTS: 134-152 Shanley Street

Follow Up Flag: Follow up
Flag Status: Flagged

City of Kitchener

ZONING BY-LAW AMENDMENT COMMENTS

Project Address: 134-152 Shanley Street

Application Type: ZBA & OPA

Comments Of: Transportation Services
Commenter's Name: Dave Seller
Email: dave.seller@kitchener.ca
Phone: 519-741-2200 ext. 7369
Date of Comments: May 21, 2021

a. After reviewing the Transportation Impact, Transportation Demand Management and Parking Justification report that was submitted by Salvini Consulting (March 2021) for this development, Transportation Services offer the following comments.

The site is expected to generate approximately 62 AM and 76 PM peak hour vehicle trips. Shanley Street is estimated to operate at 1525 vehicles per day, which is common for a Local street which typically has less than 2000 vehicles per day. The estimated traffic per day includes site generated traffic and forecasted Shanley Street traffic. Shanley Street was analyzed at the site access and is expected to provide vehicular traffic with an acceptable level of service, delay and queuing. Also, a left turn lane analysis was completed along Shanley Street at the site access and it was determined that a left turn lane is not warranted.

Another aspect of the analysis included alternative modes of transportation, whether for tenants or visitors to the site. Based on the conversations with Salvini Consulting, bicycle parking spaces are being provided for the development and will incorporate 90 Class A secure bicycle parking spaces and the City of Kitchener's requirement for Class B bicycle parking spaces will also be satisfied. The Class A and Class B bicycle parking being applied to the site would follow the intent of the City of Kitchener future zoning by-law. The existing and future cycling infrastructure in the area will service tenants or visitors and provide an enhanced user experience, coupled with the other alternative modes of transportation that are also available to tenants or visitors, the existing ION and GRT routes in the area. Vehicle parking for this development will be unbundled and charged as a separate cost a tenant and vehicular parking for visitors is being provided on-site.

Melissa Mohr <MMohr@regionofwaterloo.ca>
To Craig Dumart
Cc Amanda Kutler; Sean Anderson

Reply | Reply All | Forward

Fri 9/24/2021 1:16 PM

You forwarded this message on 1/19/2022 3:25 PM.

Good Afternoon,

Regional staff understand that the applicant of OPA 21/02 and ZBA 21/04 (134-152 Shanley Street) has proposed a geothermal energy system within the development at 134-152 Shanley Street and the City of Kitchener has no concerns with this approach. Regional staff do have concerns with this aspect of the application and are not in support of geothermal energy systems on the subject lands due to the following:

A Risk Assessment (RA) approach is being used to achieve a Record of Site Condition (RSC) for 152 Shanley Street, **which means that contamination will remain at the site even after the RSC is filed**. The main contaminant of concern in groundwater is trichloroethylene (TCE). Due to it being denser than water (i.e., a DNAPL), TCE represents a significant threat to deep aquifers used for drinking water in the Region. Free-phase TCE has been historically measured at the property and **high levels of TCE will continue to be present in groundwater after the RSC is filed.** The RA has proposed an ongoing allowable level for TCE in groundwater of 168,000 µg/L, which is five orders of magnitude higher than the generic site condition standard of 1.6 µg/L.

The MECP has approved the use of a regulatory mechanism called "Non-Standard Delineation" for the purposes of the RA based on concerns raised by the environmental consultant (Stantec) that deep drilling to assess the vertical extent of impacts could potentially carry contaminants (including TCE) downward through the aquitard. **Deep drilling for the purposes of installing a geothermal system could also potentially carry contaminants downward through the aquitard.**

The RA has proposed Risk Management Measures (RMMs) to mitigate the risks associated with TCE and other contaminants that will remain beneath the site when the property is redeveloped. This includes a "restriction prohibiting the installation of groundwater wells for potable, or non-potable, use at the Site" which will be registered on title through a Certificate of Property Use (CPU). It is unclear whether this restriction would include the proposed geothermal system.

Based on the above, Regional staff are not in support of the use of a geothermal system on this site and request a prohibition on the use of geothermal energy systems be implemented through the Zoning By-law Amendment for this proposal based on the following:

- City of Kitchener's Private Well Prohibition By-law
- The Region's position paper on geothermal systems

Should you have any questions regarding the above or wish to discuss further, please do not hesitate to ask.

Kind Regards,

Melissa

Melissa Mohr, MCIP, RPP
Principal Planner
Planning, Development and Legislative Services
Region of Waterloo
150 Frederick Street, 8th Floor, Kitchener ON N2G 4J3
Cell: 1-226-752-8622

Therefore, based on the justification and analysis that was included within the Salvini Consulting report, Transportation Services can support the proposed parking reduction being sought.

Dave Seller, C.E.T.
Traffic Planning Analyst | Transportation Services | City of Kitchener
519-741-2200 ext. 7369 | TTY 1-866-969-9994 | dave.seller@kitchener.ca



City of Kitchener - Comment Form

Project Address: 134 - 152 Shanley Street
Application Type: Official Plan and Zoning By-law Amendment

Comments of: Environmental Planning (Sustainability) – City of Kitchener
Commenter's name: Carrie Musselman
Email: carrie.musselman@kitchener.ca
Phone: 519-741-2200 x 7068

Written Comments Due: June 7, 2021
Date of comments: May 19, 2021

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1. Plans, Studies and/or Reports submitted and reviewed as part of a complete application:

- Preliminary Sustainability Statement, 134 – 152 Shanley Street, Kitchener. March 22, 2021. IBI Group.

2. Comments & Issues:

I have reviewed the documentation (as listed above) to support an Official Plan and Zoning By-law Amendment to facilitate the development of an 8 storey apartment building (172 dwelling units) at 30 Francis St. S. and provided the following:

- It is very encouraging to know that this particular development will be investigating sustainability measures such as LEED, Net Zero or Passive House that can be incorporated into its design and will be going beyond the minimum requirements of the Ontario Building Code (OBC).
- Although the Ontario Building Code (OBC) is advanced, going forward all developments will need to include robust energy conservation measures as the City (and Region of Waterloo) strive to achieve our greenhouse gas reduction target.

➢ The details of the proposed development are preliminary, and an updated sustainability statement will need to be provided through the site plan process.

➢ **Based on my review the Sustainability Statement provided in support of the Official Plan and Zoning Bylaw Amendment is acceptable.**

3. Policies, Standards and Resources:

- Kitchener Official Plan Policy 7.C.4.5. The City will encourage and support, where feasible and appropriate, alternative energy systems, renewable energy systems and district energy in

accordance with Section 7.C.6 to accommodate current and projected needs of energy consumption.

- Kitchener Official Plan Policy 7.C.6.4. In areas of new development, the City will encourage orientation of streets and/or lot design/building design with optimum southerly exposures. Such orientation will optimize opportunities for active or passive solar space heating and water heating.
- Kitchener Official Plan Policy 7.C.6.8. Development applications will be required to demonstrate, to the satisfaction of the City, energy is being conserved or low energy generated.
- Kitchener Official Plan Policy 7.C.6.27. The City will encourage developments to incorporate the necessary infrastructure for district energy in the detailed engineering designs where the potential for implementing district energy exists.

4. Advice:

- As part of the Kitchener Great Places Award program every several years there is a Sustainable Development category. Also, there are community-based programs to help with and celebrate and recognize businesses and sustainable development stewards (Regional Sustainability Initiative - http://www.sustainablewaterlooregion.ca/our-programs/regional-sustainability-initiative and TravelWise - http://www.sustainablewaterlooregion.ca/our-programs/travelwise).
- The ENERGY STAR® Multifamily High-Rise Pilot Program for new construction is a new five-year certification program in Ontario that recognizes buildings that are at least 15% more energy-efficient than those built to the provincial energy code and meet other program requirements. More information can be found online at https://www.nrcan.gc.ca/energy-efficiency/buildings/new-buildings/energy-starr-multifamily-high-rise-pilot-program/21966

- The 'Sustainability Statement Terms of Reference' can be found on the City's website under 'Planning Resources' at ...
    a. https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_Sustainability_Statement_Standard_Terms_of_Reference.pdf

City of Kitchener

Zone Change/OPA Re Circulation Comments

Project Address:152 Shanley St

Application Type:ZBA & OPA

Comments Of: Urban Design Development Review

Commenter's Name:Sandro Bassanese

Email: sandro.bassanese@kitchener.ca

Phone: 519-741-2200 ext. 7305

Date of Comments: November 17, 2021

1. Site Specific Comment:

The comments provided below are related to specific documents/plans resubmitted in support of the zone change application.

Urban Design Brief:

- The design brief has sufficiently addressed and achieved the intent of the Mid-rise design guidelines as per the Urban Design Manual.
- The shadow analysis provided with the proposed height has minimal additional shadow impacts. The shadow study as submitted is acceptable.

Tree Management Plan/Arborist Letter:

- All trees to be removed in common ownership will require consent from the adjacent property owners prior to approval in principle.
- The updated arborist letter provides a replacement value of trees to be removed in common ownership as per current ISA standards which is acceptable to staff.
- The length of the monitoring program is to be further defined, currently prior to, during and after construction monitoring is noted however no time period has been provided for this monitoring (i.e. 1, year 2 years). The time period for monitoring is to be as per current ISA standards.
- Tree #3:
    - Further discussion will be required around posting of the LOC and who it will be returned to. An amount is to be added to the LOC for removal and disposal of the tree if it goes into decline. These items are to be confirmed prior to approval in principle.
- The compensation notes on the Vegetation Management Plan (L 0.0) below

NOTE: COMPENSATION CALCULATED FOLLOWING THE TRUNK FORMULA METHOD:

1. AVERAGE DIAMETER OF TREES REMOVED IN GOOD CONDITION = 16"
2. AVERAGE CROSS SECTIONAL AREA = 201" SQUARED
3. COST PER TREE REMOVED = $8,173.00
4. TOTAL COST OF REMOVALS BEFORE PLANTING COMPENSATION, INCLUDING LOCATION AND SPECIES DEVALUATION (0.55 X 0.65) = $20,453.29

Are to be replaced with the note from the revised arborist letter below as they provide a better understanding of compensation value.

Prior to finalizing compensation planting layout in the Landscape Plan, the following Trunk Formula Valuation Method calculations were done to determine the total monetary value of trees in good condition or better, being removed due to construction impact.

Trunk Formula Method:

1. Average diameter of trees in good condition removed = (50+20+45+20+20+70+60) / 7

= 40.7cm OR **16.23inches**

2. Average cross-sectional trunk area = (16.23 x 16.23 x 0.7854) = **201 inches squared**

3. Solving for average value. Cost of replacement tree = $250, cross-sectional trunk area of replacement tree = 6.15 inches squared.

   Average value of tree removed = (201 x 250 / 6.15) = $8,173

4. Devaluation based on location (0.55 multiplier) and species (0.65 multiplier)

= $8.173 x 0.55 x 0.65
= $2,921.84

Average value of tree in good condition being removed is $2,921.84

Seven trees in good condition are being removed which amounts to a total of $20,453.29

- Consent for compensation planting will be required prior to approval in principle.
- Compensation plantings offsite on adjacent private properties is noted, a compensation planting plan and details of warranty and maintenance period are to be provided prior to approval in principle.
- A letter of credit for 100% of the cost to replace the trees on private property is to be provided by the developer and will be held by City staff until the warranty period has been completed and certified by the project landscape architect at which time the LOC will be returned to the developer. Details of the LOC will be finalized through the site plan approval process.

Landscape Concept Plan:

- Soil volume noted for trees over slab meets Urban Design Manual standards.
- The streetscape plan as provided will be the basis for review and approval of plantings in the ROW moving forward. The applicant is advised as part of future site plan submissions that a stand alone streetscape plan noting works fully within the ROW is to be prepared and to be circulated to Parks and Operations staff for review. Parks and operations staff will review approve and confirm the securities, certification and maintenance requirements of planting through the site plan process.

Internal memo

Development Services Department

KITCHENER

www.kitchener.ca

Date: November 17, 2021

To: Craig Dumart, Senior Planner

From: Victoria Grohn, Senior Heritage Planner

cc:

Subject: Resubmission No. 1
Official Plan Amendment OPA21/002/S/JVW
Zoning By-law Amendment ZBA21/004/S/JVW
134-152 Shanley Street
Revised Heritage Planning Comments

Heritage Planning staff have reviewed the amended Planning Justification and Urban Design Report ("Report") for 134 & 152 Shanley Street prepared by IBI Group and dated October 14, 2021.

Overall, the updated Report appears to address comments previously provided by Heritage Planning staff with respect to the inclusion of additional details regarding adherence to the Vision Statement. Heritage Planning staff note that while non-residential uses are not contemplated at this time, flexibility in the proposed Zoning By-law Amendment has been provided for the inclusion of non-residential uses in the future. Heritage Planning staff continue to encourage that non-residential uses be incorporated into the development at grade. Heritage Planning staff also reiterate the comments provided on June 4, 2021 regarding an appropriate height that would respect the historic façade of the former Electrohome building. However, the overall massing and density of the current proposal is similar to what was endorsed through the vision statement for this site. The development proposal should provide front yard setbacks that are consistent with the adjacent properties on Duke Street and Shanley Street and that maximum and minimum front yard setbacks should be outlined in the ZBA.

As a point of clarification, page 57 of the Report states that the subject lands are not located within a cultural heritage landscape (CHL). The subject lands are located within the Mt Hope/Breithaupt Neighbourhood CHL.

Heritage Planning staff will provide additional comments through the Site Plan process with respect to the new construction being designed to commemorate the cultural heritage significance of the former Electrohome building and site. A Salvage, Reuse and Commemoration Plan will be required as part of a future Site Plan application.

Craig Dumart

From: Angela Mick
Sent: Monday, November 15, 2021 6:11 PM
To: Jason Brule; Craig Dumart
Cc: Sandro Bassanese; Victoria Grohn
Subject: Re: 152 Shanley OPA/ZBA Resubmission

No comments

Sent from my Bell Samsung device over Canada's largest network.

From: Jason Brule <Jason.Brule@kitchener.ca>
Sent: Monday, November 15, 2021 9:07:53 AM
To: Craig Dumart <Craig.Dumart@kitchener.ca>
Cc: Sandro Bassanese <Sandro.Bassanese@kitchener.ca>; Victoria Grohn <Victoria.Grohn@kitchener.ca>; Angela Mick <Angela.Mick@kitchener.ca>
Subject: RE: 152 Shanley OPA/ZBA Resubmission

Hi Craig,

I have reviewed the documents and don't have any concerns. I will let Angela provide KU's comments straight to you seeing as she was directly involved in the circulation from Planning.

Let me know if you need anything else from me at this time.

Regards,
Jason Brûlé, C.E.T.
519-741-2200 ext.7419

From: Craig Dumart <Craig.Dumart@kitchener.ca>
Sent: Tuesday, November 09, 2021 3:02 PM
To: Sandro Bassanese <Sandro.Bassanese@kitchener.ca>; Victoria Grohn <Victoria.Grohn@kitchener.ca>; Jason Brule <Jason.Brule@kitchener.ca>; Angela Mick <Angela.Mick@kitchener.ca>
Subject: RE: 152 Shanley OPA/ZBA Resubmission

Hi everyone,

If you haven't had a chance to review the re submission material yet could you review this week and provide comments to me by Monday of next week ☺

Craig

From: Craig Dumart
Sent: Tuesday, October 19, 2021 11:39 AM
To: Sandro Bassanese <Sandro.Bassanese@kitchener.ca>; Victoria Grohn <Victoria.Grohn@kitchener.ca>; Jason Brule <Jason.Brule@kitchener.ca>; Angela Mick <Angela.Mick@kitchener.ca>
Cc: Michelle Drake <michelle.drake@kitchener.ca>; Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: 152 Shanley OPA/ZBA Resubmission

Craig Dumart

From: Trevor Heywood <theywood@grandriver.ca>
Sent: Thursday, May 6, 2021 1:07 PM
To: Juliane vonWesterholt
Cc: Jenn Simons
Subject: [EXTERNAL] RE: Circulation for Comment - OPA/ZBA (134-152 Shanley Street)

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane,

134-152 Shanley Street is not regulated by the GRCA and we have no comment. Thanks,

Trevor Heywood
Resource Planner
Grand River Conservation Authority
theywood@grandriver.ca

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Thursday, May 6, 2021 10:34 AM
To: Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; DSD - Planning Division <DSDPlanningDivision@kitchener.ca>; Feds <vped@feds.ca>; Trevor Heywood <theywood@grandriver.ca>; Chris Foster-Pengelly <cfosterpengelly@grandriver.ca>; Jenn Simons <jsimons@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Linda Cooper <Linda.Cooper@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Parmi Takk <Parmi.Takk@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; UW - SA <Steven.amirikah@uwaterloo.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine_burns@wrdsb.ca) <elaine_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: Circulation for Comment - OPA/ZBA (134-152 Shanley Street)

Please see attached. Comment or questions should be directed to **Juliane von Westerholt** (copied on the mail).

Christine Kompter
Administrative Assistant | Planning Division | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-741-2200 ext. 7425 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca

Region of Waterloo

PLANNING, DEVELOPMENT
AND LEGISLATIVE SERVICES
Community Planning
150 Frederick Street 8th Floor
Kitchener Ontario N2G 4J3 Canada
Telephone: 519-575-4400
TTY: 519-575-4608
Fax: 519-575-4466
www.regionofwaterloo.ca

Melissa Mohr 226-752-8622
File: D17/2/21002
C14/2/21004
July 14, 2021

Craig Dumart, BES, MCIP, RPP
Planner
City of Kitchener
200 King Street West, 6th Floor
P.O. Box 1118, Kitchener, ON
N2G 4G7

Dear Mr. Dumart,

Re: Proposed Official Plan Amendment OPA 21/02 and Zoning By-law Amendment ZBA 21/04
134-152 Shanley Street
IBI Group (C/O David Galbraith) on behalf of 2701098 Ontario Inc. (C/O Shannondale Developments)
CITY OF KITCHENER

IBI Group on behalf of 2701098 Ontario Inc. has submitted an Official Plan Amendment and Zoning By-law Amendment for a development proposal at 134-152 Shanley Street in the City of Kitchener.

The purpose and effect of the proposed Official Plan and Zoning By-law Amendment is to construct an eight (8)-storey building that includes an internal parking structure and rooftop amenity terrace. The building will contain 172 residential dwelling units comprised of townhouse and apartment style residences. The proposed building is situated at the corner of Shanley Street and Duke Street West, with a principal entrance from Duke Street West and individual access points to at grade units fronting on Shanley Street. Underground parking and a rooftop amenity area is also proposed.

To facilitate the redevelopment, the owner has requested an Official Plan Amendment to redesignate the lands from Low Rise Residential to Medium Density Residential with a special policy area to permit a floor space ratio of 3.0 and a maximum height of 27.5 metres. In addition, the applicant requires a Zoning By-law Amendment to add a special regulation provision to allow for the increased height and density as well as reduced building setbacks and a reduction in parking requirements.

The Regional Municipality of Waterloo has had the opportunity to review the proposal and offers the following:

Regional Comments

Consistency with Provincial Legislation and Regional Official Plan Conformity
The subject lands are designated "Urban Area" and "Built Up Area" on Schedule 3a of the Regional Official Plan (ROP) and the site is located designated Low Rise Residential with Special Policy Area 18 in the City of Kitchener Official Plan. Furthermore, the subject lands are zoned Residential Six (R6) with Special Regulation 128.

The Urban Area designation of the ROP has the physical infrastructure and community infrastructure to support major growth and social and public health services (ROP Section 2.D). The ROP supports a Planned Community Structure based on a system of Nodes, Corridors and other areas that are linked via an integrated transportation system (ROP objective 2.1 and 2.2). Components of the Planned Community Structure include the Urban Area, nodes, corridors and other development areas including Major Transit Station Areas (MTSA's).

This Planned Community Structure reflects the intent of the Regional Growth Management Strategy and provides a framework for decision-making on a wide range of issues, including land use and transportation planning among others. Mostly all of the Region's future growth will occur within the Urban Area and Township Urban Area designations, with a substantial portion of this growth directed to the existing Built-Up Area of the Region through reurbanization. Focal points for reurbanization include Urban Growth Centres, Township Urban Growth Centres, Major Transit Station Areas, Reurbanization Corridors and Major Local Nodes (ROP Section 2.B).

Regional staff understand that the proposal is for a medium rise residential development that is located within 600-800 metres of the Central ION stop in Kitchener. Regional staff have no objection to increased density proposed on site as this type of residential development supports the Planned Community Function of the Regional Official Plan.

In addition to the above, the Region wishes to advise the applicant of the following technical comments related to the proposal:

Record of Site Condition
There are known and high environmental threats located on the subject lands due to past land uses in accordance with the Region's Treats Inventory Database (TID). A Record of Site Condition (RSC) and Ministry Acknowledgement Letter shall be required in accordance with the Region's Implementation Guidelines. **The Region shall accept a holding zone until such time that the RSC and Ministry Acknowledgement letter have been received.**

Stationary Noise Comments
The stationary noise report entitled "Stationary Noise Impact Study 152 Shanley Street" prepared by JJ Acoustics Engineering Limited is currently under review and comments will be provided separately. **It is recommended that these comments be received prior to the City proceeding with a recommendation.**

Housing Services
The Region supports the provision of a full range of housing options, including affordable housing. The Region's 10-Year Housing and Homelessness Plan contains an affordable housing target for Waterloo Region. The target is for 30% of all new residential development between 2019 and 2041 to be affordable to low and moderate income households. Staff recommend that the applicant consider providing a number of affordable housing units on the site. Staff further recommend meeting with Housing Services to discuss the proposal in more detail and to explore opportunities for partnerships or programs.

In order for affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, there should be an agreement in place with conditions establishing the income levels of the people who can rent or own the homes as well as conditions on how long those units need to remain affordable. A security should be registered on title to ensure the affordable units are maintained over the term of the agreement.

For the purposes of evaluating the affordability of an ownership unit (based on the definition in the Regional Official Plan), the purchase price is compared to the least expensive of:

Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households	$368,000
Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area	$487,637

*Based on the most recent information available from the PPS Housing Tables (2020).
In order for an owned unit to be deemed affordable, the maximum affordable house price is $368,000.

For the purposes of evaluating the affordability of a rental unit (based on the definition of affordable housing in the Regional Official Plan), the average rent is compared to the least expensive of:

A unit for which the rent does not exceed 30 per cent of the gross annual household income for low and moderate income renter households	$1,420

A unit for which the rent is at or below the average market rent (AMR) in the regional market area	Bachelor: $863 1-Bedroom: $1,076 2-Bedroom: $1,295 3-Bedroom: $1,359 4+ Bedroom: $1,359

*Based on the most recent information available from the PPS Housing Tables (2020)

In order for a unit to be deemed affordable, the average rent for the proposed units must be at or below the average market rent in the regional market area, as listed above.

Fees

By copy of this letter, the Region of Waterloo acknowledges receipt of the Region's Official Plan and Zoning By-law Amendment review fees totalling $6,900.00.

General Comments

Any future development on the lands subject to the above-noted application will be subject to the provisions of Regional Development Charge By-law 19-037 or any successor thereof.

Comments relating to the Stationary Noise Study will be provided separately. It is recommended that these comments be received prior to the city proceeding with a recommendation. In addition, the Region requests a Holding Zone be implemented on the subject lands until a Record of Site Condition (RSC) and Ministry Acknowledgment Letter related to the RSC have been received (to the satisfaction of the Regional Municipality of Waterloo).

Please accept this letter as our request for a copy of the decision pertaining to this application. Should you have any questions, please do not hesitate to contact me.

Yours truly,

Melissa Mohr, MCIP, RPP
Principal Planner

C. 2701098 Ontario Inc. C/O Shannondale Developments (Owner)
IBI Group C/O David Galbraith (Applicant)

Building comments
From: Mike Seiling <Mike.Seiling@kitchener.ca>
Sent: Thursday, May 6, 2021 11:23 AM
To: Christine Kompter <Christine.Kompter@kitchener.ca>; Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: RE: Circulation for Comment - OPA/ZBA (134-152 Shanley Street)

HI ladies,

Hope you are well.

When happened to the former 1 pager comment sheet that staff or other would sign off and send back to Planning? I liked it VS sending back an email.

On this project Building has no concerns and a RSC will be required.

Mike

Craig Dumart

From: Melissa Mohr <MMohr@regionofwaterloo.ca>
Sent: Wednesday, December 29, 2021 3:09 PM
To: Craig Dumart
Cc: Shilling Yip
Subject: [EXTERNAL] Stationary Noise Comments regarding OPA21/02 and ZBA 21/04 (134-152 Shanley Street)
Attachments: DOCS_ADMIN-#3910416-v1-JJ-00276-NIS1_152 _Shanley_Street_Noise_Impact_Study_pdf_-_updated.PDF

Importance: High

Good Afternoon Craig,

Regional Staff have reviewed the attached noise study entitled, "Stationary Noise Impact Study, 152 Shanley Street, Kitchener, Ontario" (JJ Acoustic Engineering Ltd., March 9, 2021). The report conclusions and recommendations are acceptable. Significant on-site noise sources identified within the report include a sidewall belt drive exhaust fan, fluid cooler and emergency generator; and recommends mitigation in the form of a silencer added to the exhaust fan assembly and a rooftop noise barrier around the fluid cooler and emergency generator. With these mitigation measures, it is expected predicted noise levels will meet the Ministry of the Environment, Conservation and Parks NPC-300 noise limit criteria (for these sources) for the daytime and nighttime periods at both on-site and off-site noise receptors.

Section 4 of the report addresses the impact of off-site noise sources on the development. The report notes these off-site noise sources include small HVAC units and have been included in Attachment D. However, we note Attachment D only includes the signed Owners Statement and not a listing of the HVAC units. Nevertheless, the modelled results of the off-site noise sources are shown in Figure 5 which concludes the modelled results of off-site noise sources are also expected to meet NPC-300 noise limit criteria at on-site noise receptors during the daytime and nighttime periods. Therefore, no mitigation is required in this regard.

Recommended Mitigation Measures
The recommended minimum 2.8 metre high rooftop acoustical barrier must surround the fluid cooler and generator on all sides, with a surface density of 20 kg/m2, and without holes, gaps or cracks. Any gaps at the bottom to allow for drainage must be minimal.

The exhaust fan for the parking garage shall require a silencer which meets the minimum insertion losses identified in the "Insertion Losses" table on p. 5 of the report.

Staff recommends, prior to the issuance of a building permit, that a Professional Engineer qualified to perform acoustical services certify that the mitigation measures noted comply with the recommendations of the noise study and noise the limit criteria in NPC-300.

The above accepted recommendations shall be implemented through the design of the building (the rooftop noise barrier for the mechanical equipment and silencer for the exhaust fan must be noted on the site plan) at the Site Plan Stage and implemented through an agreement between the Applicant/Owner/Developer and the City of Kitchener at a future Consent or Plan of Condominium Stage.

I trust the above is of assistance. Please do not hesitate to contact me should you have any questions.

Kind Regards,

Melissa

Melissa Mohr, MCIP, RPP
Principal Planner
Planning, Development and Legislative Services
Region of Waterloo

Craig Dumart

From: Elanor Waslander
Sent: Monday, August 16, 2021 1:45 PM
To: Craig Dumart
Subject: [EXTERNAL] Re: Re: 134-152 Shanley Street Site Walk/Development Discussion

Thanks Craig! This response is very helpful and appreciated.
Elanor

On Mon, Aug 16, 2021 at 1:37 PM Craig Dumart <Craig.Dumart@kitchener.ca> wrote:

Hi Elanor,

Comments are reviewed and considered by staff when making their recommendation. Common themes are identified and discussed with the applicant. Your concerns were among common themes identified and discussed at Neighbourhood Meeting. Public comments will form part of the public record as an attachment to the staff report. Tomorrow will be a great opportunity to discuss your comments more in depth with the developer and staff.

We look forward to meeting with you then.

Have a great afternoon.

Craig Dumart, BES, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
(519) 741-2200 ext 7073 | TTY 1-866-969-9994 | craig.dumart@kitchener.ca

To: Craig Dumart <Craig.Dumart@kitchener.ca>
Subject: [EXTERNAL] Re: 134-152 Shanley Street Site Walk/Development Discussion

Hi Craig,

Thank you kindly for your email and invitation to join the site walk. I look forward to discussing the development with you tomorrow.

I was wondering what happened to the comments we submitted in the previous consultation. Do these comments have an impact on the development? I attended the town hall as well and was quite disappointed with the format of the proceedings as I was not able to discuss my concerns and also felt like my previously emailed comments fell on deaf ears. Could you confirm receipt of my comments (signed by 4 residents in our neighbourhood)?

I am happy to continue to engage in this process as I'd like to see some changes made to the development, but also recognize that if there is no real opportunity to change the development at this stage that I'd like to be aware of that.

My main concerns are:

- the height of the building - 27m is far taller than any surrounding buildings and more than 2x as tall as the previous building

- the number of units that are not for families (1-2 bedroom rather than 2-3 bedroom)

- that units are not being bought/sold; rental community is more transient than current surrounding neighbourhood

- traffic volume concerns and unsafe intersections with inconsistent traffic rules in comparison with other 4 way stops in the area

Thanks for considering my requests above and reviewing my concerns, I look forward to your reply.

Much appreciated,

Elanor

Letter in support of re-zoning request for 134-152 Shanley Street

Public Meeting, February 7th at 7 pm

Councillor Chapman, fellow Councillors

I reside within 120 metres of this proposed development.

This brownfield site once contained a derelict, vandalized factory building vacant for over 25 years which was ordered demolished by the City. The developer has spent considerable time and money demolishing the building and offered a commitment to clean up the contamination and build a much-needed rental property on the site.

Prior to the sale of the building/the site, the City held a number of public meetings including a neighbourhood "charette" which resulted in a "visioning statement" where potential re-uses were explored. At the time of the charette, attended by 60 plus residents, the "vision" outlined a build similar to that proposed by the developer.

Over the past number of years, the developer has revised and adapted the original proposal based on significant feedback from residents. The re-zoning of the single-family home (134 Shanley) and the factory site (152 Shanley) is required in order to allow this build to proceed. I believe it will be a welcome addition to the neighbourhood once completed and will provide much needed "mid rise" rentals

The design of the street level apartments will give the renter access to street level green space and should be attractive to renters with children. This street level access with private green space will also do much to help integrate the new renters into the neighbourhood. The developer has been thoughtful in the design and committed to re-using some of the heritage aspects of the old factory – re-using reclaimed brick, factory beams in the new build. The stepped-back design of the upper floors will mitigate shadow impacts to neighbouring homes. The placement of the building on the site and its orientation has also been designed to minimize impact to the neighbouring properties. The proposed landscaping plans at ground level and the public amenity spaces on upper floors are in keeping with the City's desire to increase tree canopy. It is unusual, particularly in core neighbourhoods, to see an infill build with this amount of greenspace.

Personally, I am looking forward to having the completed building in the neighbourhood rather than living adjacent to a derelict, contaminated building. In fact, my perception is this new build will actually increase the value of existing homes surrounding the site.

I urge Councillors to approve this re-zoning request.

Sincerely

Catherine Owens

Craig Dumart

From: Catherine Owens
Sent: Monday, June 14, 2021 3:10 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 134-152 Shanley Street - Comments on the Proposed Development

Follow Up Flag: Follow up
Flag Status: Flagged

Attention: Planning Staff, PSIC Committee, The Mayor and Council

Kudos to Shannondale Developments for taking on the challenge of re-developing this contaminated brownfield site which has been a plight on our midtown neighbourhood for decades. I am pleased to see that this developer has created a very viable building design similar to, if not an improvement on, the design originally envisioned by the City and created after significant neighbourhood consultation prior to the building having to be demolished (known as "The Vision Statement"). I believe the build will actually add value to the immediate surrounding homes rather than detracting value being adjacent to a contaminated site.

The Vision statement originally proposed a two storey addition on what was then a four storey industrial building with higher than normal floor height. The proposed build is not only in keeping with the Vision Statement (approximately 3 metres higher) but is in fact an improved design in that the stepping of the lower floors diminishes the shadow impact on the existing single family residences surrounding the building. The eight storey building is, in my view, a viable compromise.

The build envisions 172 units (probably rental), many of which will be "family units" or at least will be larger that many of the units currently being built in central Kitchener. The site sits in the middle of a residential neighbourhood and the fact that the developer is planning street access to the main floor units will be a welcome addition to the neighbourhood and offer "more eyes on the street" and better integration of the residents into the neighbourhood. I live within 120 metres of the site and feel that the height/design will in fact add to the neighbourhood vibrancy.

I am fully supportive of the re-zoning and build and have no issues with

1. The height – only slightly higher than The Vision Statement
2. Reduced parking and higher density– its within 800 metres of a MTSA
3. Shadow – no significant shadow impact
4. Traffic – minimal traffic impact
5. Re-zoning/demolition of 134 Shanley – this home is not heritage designated and the homeowner opted to sell

Shannondale, to date, has been a very good neighbour – they surrounded the site with a high quality construction fence and ultimately sponsored a neighbourhood art project. We are assuming that the willingness of Shannondale to be a good neighbourhood is a testament to the way they will treat the site during the clean up and construction phases. They have also made a concerted effort to engage with the Ward Councillor and some of the immediate neighbours in order to ensure that they have a neighbourhood compatible design.

Looking forward to see this long abandoned site utilized for additional housing.

Sincerely

Craig Dumart

From: Juliane vonWesterholt
Sent: Thursday, June 24, 2021 5:26 PM
To: Craig Dumart
Subject: FW: [EXTERNAL] Feedback for Application OPA21/002/S/JVW / 152 Shanley St Property / Feedback

Here is an email for you Craig for Shanley.

From: Tanya Wright <
Sent: Tuesday, June 22, 2021 8:16 AM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>; Sarah Marsh <Sarah.Marsh@kitchener.ca>
Subject: [EXTERNAL] Feedback for Application OPA21/002/S/JVW / 152 Shanley St Property / Feedback

RE: We want your input: a private property owner is requesting permissions to develop an 8-storey building with a total of 172 residential dwelling units.
Applications involved: Official Plan Amendment Application OPA21/002/S/JVW
Zoning By-law Amendment Application ZBA21/004/S/JVW
Address: 134-152 Shanley Street
Owner: 2701098 Ontario Inc. (Shannondale Developments)

Hello,

I recently attended the Public meeting on Thursday June 17th to discuss the above noted property. I am providing my feedback in writing about the proposal. an adjacent property to the proposed building.

Design
I want to acknowledge that a considerable amount of thought went into the proposed design. I was impressed by that effort by both Superkul and Shannondale. It's a thoughtful design.

Height of building
I do not want an 8 storey (27M) building behind me. I have an issue with both the height and the number of units that are being proposed in what is largely a neighbourhood of single family homes and some low rise rental units. The Planning and Urban Design Report prepared by the IBI Group does reference the proposed design coming out of the Charette from a few years ago. I did attend the session but did not approve of the design that came out of the afternoon. I would only have approved of a 6 modern storey building. I also did not agree with unduly burdening a developer with having to save the old 4 storey building as the expense would have been considerable.

Loss of Privacy to my backyard
The higher the building, means there will be more units and the loss of morning sun into my house and in my yard. My biggest concern is the loss of privacy to my backyard.

I spend a considerable amount of time in my backyard from May to October. I have extensive gardens and take on new projects each year. A large part of the value comes from the privacy I have.

The proposed design by Shannondale will have **53 units (2nd floor through to 8th floor) that will have access to view my backyard once the existing trees are removed**. Even if/when new trees are planted **I lose my privacy for the next 10 to 15 years** and possibly never depending on the height of the building and where trees are planted. The loss of privacy will be a considerable loss to the value of my backyard. I'm not willing to agree to lose that value.

How do we balance Shannondale's right to profit with my privacy?
I appreciate Shannondale's right to make a profit on the development but that should not come at the permanent loss of my privacy or the loss of privacy to my neighbour's yards.

Parking
I have some secondary concerns about parking. I am worried that so few visitor parking spaces will create an issue of many cars using Stahl Ave to park. It's a little dead end street that is very narrow. This becomes a huge issue in the winter. If someone parks to the North east side of my driveway I cannot get out of my driveway because snow along the side of the road narrows the street so only a single car can get through. I would like the City to consider making Stahl Ave a No Parking street through the winter months.

Thanks,
Tanya Wright

Craig Dumart

From: Juliane vonWesterholt
Sent: Friday, June 25, 2021 9:45 AM
To:
Subject: RE: [EXTERNAL] Re: Proposed development of 152 Shanley

Good morning Mr. Richbell,

I can confirm that the city has received your email with your comments and concerns. Thank you.
Sincerely,

Juliane vonWesterholt
Senior Planner
City of Kitchener

From: Nick Richbell
Sent: Friday, June 25, 2021 9:24 AM
To: Sarah Marsh <Sarah.Marsh@kitchener.ca>; Craig Dumart <Craig.Dumart@kitchener.ca>; Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: [EXTERNAL] Re: Proposed development of 152 Shanley

Good morning,

Please can you acknowledge receipt of this email.

Thank you.

On Mon., Jun. 21, 2021, 7:37 a.m. Nick Richbell e:

Good morning,

I write with regards to the proposed development of 152 Shanley Street, Kitchener. I am a resident on Stah Avenue.

Firstly, I note that it was very disappointing that the developer was allowed to run over their allotted presentation time on June 17th. It was even more disappointing when the Q&A section that was being recorded, was cut short to move to the "open dialogue" section that was not recorded.

We oppose this proposed development as it was presented.

Why are there no business spaces on the first floor? We were told that residential units could not be placed there owing to the nature of the contaminated ground.

The proposed building does not fit in with the character of the neighborhood. Your senior planner noted that "character does not mean the same as". That's correct, however, this modern building is going to be an eyesore and zero historical research has been made by the developer.

What year was the traffic study conducted that was mentioned by your staff member? I can tell you that if you stand on Duke, Shanley, Louisa, or Wilhelm, you will see people speed along the streets like on a race track. I won't even start about the dangerous crossing at Shanley/Waterloo.

When asked about amenities the developer mentioned they may put in a ping pong table. Was he joking?

Why is a building of 100% rental being considered?

Have your team members stood in my front yard and reviewed the issue of less to zero sunlight coming on my property?

Once again, the City of Kitchener let a building get to the point where the only option was to demolish it.

This development is going to destroy our neighborhood, plain and simple.

Sincerely,

Nicholas (Nick) Richbell

Craig Dumart

From: meredith
Sent: Sunday, June 06, 2021 6:05 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 134-152 Shanley Street Plan and Zoning Application

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane -

My name is Meredith Pope and I reside [redacted] operty will back onto the proposed residential building at the address above (on its west side).

I support a residential building at the site in question, under a R8 re-zoning for the 152 Shanley property only. I understand the challenges in place with the remediation of the site.

I have several concerns regarding the 2 applications (OPA21/002/S/JVW and ZBA21/004/S/JVW), for simplicity I have listed them below:

1. Re-zoning of the 134 Shanley residential property will eliminate a well-maintained long standing single family century home, to create a paved driveway. This is not consistent with the goals of our community.

2. Parking ratio, and density/massing of units -- the modification of the proposed R8 plan is excessive
- the FSR increase to 3 and the DRASTICALLY poor parking ratio of 0.74 parking spaces / unit is unacceptable
- parking as per the R8 zoning is 220 spaces vs the 128 proposed. Although I am optimistic regarding the transit hub and use of cycling/walking etc -- almost 100 fewer spots than mandated by current zoning woefully provides for the proposed tenants -- I would expect this will lead to marked street parking on our neighbourhood roads which will impact our own use of these street spots and also increase vehicular traffic in our area (ie down our dead end street)
- adding > 172 new residents to our low density residential community will have a vast impact on our community with minimal additional value (no retail on floor 1, removal of trees, no public spaces we can access and the impact of > 172 new residents on our small local parks and trails).
- majority single bedroom rental units: I expect this will lead to a high proportion of short term rentals/airbnbs and possibly high turn-over of tenants who may not value or contribute to our community to the same degree as families/longer term owners. I am concerned about the "upkeep" of the terraces/patios etc

3. Height of building
- both a modification to the zoning (to R8) AND an additional allowance to 27m seems excessive in the heart of a residential community. Although the step backs are visually appealing, adding private terraces simply change the means by which renters will now look into our backyards, and these terraces increase the risk of tenant noise and eye-sore issues (laundry/bikes/storage). Can you provide examples of other residential areas where this zoning exception has been provided? I feel the height of the building, even in its "L shape" is excessive and an undue impact on the privacy of our backyards and impact on shadows of our yards.
- as the community had previously expressed, a building height of 6 standard stories in an L shape with the bulk towards the Shanley/Duke intersection would be an acceptable balance of the developers challenges/financial goals and impact on our properties

4. Traffic Study and Safety of Duke/Shanley intersection

- the traffic study was completed during the provincial "Emergency Lockdown" measures due to the ongoing COVID pandemic. At this time there were also multiple signs in the area (ie: on Waterloo St, Duke St, Wilhelm) indicating the roads were closed to local traffic only. I do not expect these factors have resulted in a reliable traffic study, and the conclusions drawn from this study would not be reliable in their interpretation. I am significantly concerned with the true impact of this development on our traffic volumes post-pandemic.
- given the unusual nature of the Duke/Shanley intersection (limited visibility for traffic travelling on Duke towards Wilhem, stop for traffic only on Shanley, unfortunately the speed at which vehicles travel on Duke) I would be concerned for pedestrian safety at this intersection with increased traffic. Is there consideration being given to modify this intersection (ie 3 way stop)?

5. Transformer location
- as per plans a large "transformer" will be located immediately adjacent to the back of our lot. What information can you provide regarding the noise this will cause, and the height of this structure and any possible odour/gas production? The provided noise assessment references only a belt drive exhaust fan, a cooler and a generator.

6. Tree removal
- the removal of the significant canopy at the rear aspect of the lot will serve to further impact the privacy of our backyards. I appreciate the effort made to avoid damage to trees and also compensate for tree loss for properties affected, however these measures cannot ameliorate the impact a 27m height building would have on our privacy.

Questions
- What is the proposed timeline of site construction?
- The proposal package makes reference to both a Shanley and Duke street vehicle access. It is unclear how removal of the Duke street access (as per drawings) will impact the conclusions drawn in the traffic study/wind study etc.
- Will there be a plan for parking for the numerous construction vehicles and personal vehicles of workers on site?

I will attend the June 17th "Neighbourhood meeting" but would also like to be added to your contact list for any updates regarding this property moving forward.

Thank you for your consideration -

Meredith Pope

Craig Dumart

From: Nick Richbell >
Sent: Thursday, May 13, 2021 2:08 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 134-152 Shanley Street West

Dear Juliane,

I write in response to your letter dated May 10, 2021 with respect to the requested permission to develop an 8-storey building with a total of 172 residential dwelling units.

We do not agree with this project.

This will destroy our neighborhood.

Traffic is already a serious concern. There is no parking. The local park is neglected. We do NOT need 172 new condos in this area. This will not bring anything good to the neighborhood.

How many new condo buildings does this city need? What kickbacks will the city be taking to approve this project? It's about time the City put its foot down and did what's right for its citizens!!

Nicholas Richbell

Craig Dumart

From: victoria maxwell)m>
Sent: Thursday, June 17, 2021 12:43 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 134-152 Shanley Street

Follow Up Flag: Follow up
Flag Status: Flagged

Hello:

this will not be a supportive email to your proposal.

The proposed site would normally be occupied by 10 houses? Those 10 houses may have as many as 2 cars each (20). What you are proposing is an increase of 172 and possibly 344 cars. Where would those cars be exiting and entering the underground parking lot? The streets are very narrow in our neighbourhood and we are already trying to reduce traffic and speeds. Is this not counterproductive?

One hundred and seventy-two units in an area that would normally house 10 family homes would mean 22 apartments on each floor. Is that correct? We have rental units in the neighbourhood on that block that already cause extraordinary noise in the summer evenings. Were family apartments considered with two and three bedrooms? A rooftop garden is a lovely concept providing parties are not allowed.

Where is the waste from 172 units going to be stored and removed? I can't imagine the shocking experience of an across-the-road neighbour having as many as 8 times 8 balconies (64) all letting out onto your front veranda. Yes, I have grave concerns that the residents would blend in with the quiet dog walking neighbourhood. So, that makes me think. Would there be 172 dogs and goodness knows how many cats occupying this tiny property?

The concept sketch is highly deceiving. Wide boulevards and open vistas do not capture the actual physical situation. This is an ill conceived project for this site. Townhouses would be a much more reasonable blend into the neighbourhood.

Victoria Maxwell

Craig Dumart

From: Caleb Neumeister
Sent: Monday, May 24, 2021 7:23 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 152 Shanley comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane,

I live at [redacted] is site and I often sit on my front porch and wonder how things will change with this new build. I've lived here for 5 years now and I was so happy to see the old electrohome building come down! Anything will be a welcome change from that decrepit eyesore.
I have read all the studies and information posted about Shannondales build on the city of Kitchener's website and I like what I see. The building won't cast a shadow on my house, traffic will not increase exponentially and the building itself won't add any noise to the neighborhood. I am mildy concerned about how adding that many people and density to my corner will affect the peaceful feel of the area. It seems like a lot of units to add to a small peice of land, but I guess that's what living in a city means.

Also, from what I was hearing before was that the ground was contaminated and residential units couldn't be on the main floor. Has this information changed?

I would love to be kept in the loop of future meetings and progress reports of this process and I appreciate the chance to voice my opinion.

Thanks,
Caleb

Craig Dumart

From:
Sent: Monday, June 14, 2021 2:15 PM
To: Juliane vonWesterholt
Cc: Sarah Marsh
Subject: [EXTERNAL] 152 Shanley St. - Our comments to Proposed Development

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane,

We apologize for the late e-mail, we thought today was the last day for comments.

My husband Richard FitzGerald and I, Claudia FitzGerald, live at
e have lived in our beautiful Century Home (1886 or earlier) for 27 years. We love our neighbourhood and feel proud to leave here, great community, friendly and respectful neighbours.

We are very concerned about the proposed 8 storeys building, we were told in a meeting with Shannondale at City Hall that the building wouldn't be much taller that previous building, possibly 5-6 storeys.
This would overcome our neighbourhood, and a huge increase in people leaving in a small area, we already deal with so much traffic on our street, we have called numerous times the City of Kitchener Transportation Dept., about cars driving so fast, that people in wheel chairs, scooters, and ourselves leaving or coming into our driveway have been almost hit by speeding cars.

Another concern we have is the proposed setback, it's too close to the sidewalk and it should be the same as the houses in neighborhood. Almost all of our homes have front porch, where we sit and socialized with passing neighbours.

We are also concerned about the water drain, we don't want our homes to be flooded constantly by so much water coming from there.

Please help us to preserve our beautiful neighborhood!

Sincerely,

Rich & Claudia FitzGerald

Craig Dumart

From: Katherine Spring >
Sent: Thursday, June 17, 2021 1:18 AM
To: Juliane vonWesterholt
Cc: Sarah Marsh
Subject: [EXTERNAL] 152 Shanley St.

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I apologize for the tardy submission of my comments regarding the proposal for development at 152 Shanley St. I hope that my submission can still be accounted for.

As a Kitchener resident who lives 3.5 blocks away from the development site at 152 Shanley St., I write to express my strongest opposition to the proposal for the construction of an 8-storey building on the lot.

The high-density capacity of the proposed building -- 172 residential units -- will increase automobile traffic to dangerous levels. The site is located at the intersection of two relatively quiet residential streets that are used heavily by pedestrians and cyclists, including young children like mine who walk to/from school during rush hours. The increased traffic around that corner of Duke St. and Shanley St. will put the safety of our community members at serious risk.

In addition, the proposed height of 8 storeys represents a 33% increase to the 6-storey building envisioned by the neighbourhood in 2018. This scale will further violate the aesthetic integrity and architectural consistency of one of Kitchener's most treasured neighbourhoods, which consists primarily of single-family homes and 2- or 2.5-storey residences.
Lastly, it's worth noting that the proposal does not reflect the neighbourhood vision statement in other ways, e.g., it lacks amenity space, it fails to dedicate space to community or retail use, and it lacks elements that reflect the heritage value of the site and the neighbourhood.

While I recognize and appreciate the urgent need for more housing in KW, a disruption to our community through the construction of an 8-storey building, which will tower over residential homes and increase traffic to dangerous levels, is not a viable solution.

I oppose the proposal in the strongest possible terms and urge the members of City Council to do the same. At that corner, 6 storeys is more than enough!

Thank you for your time.

Best wishes,

Katherine Spring

Craig Dumart

From: Catherine Owens <
Sent: Thursday, June 17, 2021 9:59 PM
To: Juliane vonWesterholt; Craig Dumart
Cc: Sarah Marsh
Subject: [EXTERNAL] 152 Shanley Street - Traffic issues

Glad to see a number of the traffic planning staff on the call/public meeting tonight re the Shannondale build.

Just to keep you in the loop ....

Three members of the Mt. Hope Breithaupt Park Development Committee have a meeting with Barry Cronkite next week to discuss all these traffic issues in Midtown. Our focus is on the portion of Ward 10 bounded by Victoria/King/Weber/Union so our discussions with Barry will cover the 152 Shanley Site. We have asked for a larger, more comprehensive traffic review due to Station Park, Google, Spur Line (Moore Ave in Waterloo), the Transit Hub (closure of Duke – and previously Waterloo St.), the proposed new highway 7 impacting Wellington ....

I know that ultimately you will be addressing these traffic concerns specific to the build but I just wanted to let you know that we have a bit of a "grass roots" investigation already occurring with the City.

Craig Dumart

From: Kathy Mortimer
Sent: Thursday, June 03, 2021 3:34 PM
To: Juliane vonWesterholt
Cc: Tara Zhang; Sarah Marsh
Subject: [EXTERNAL] 152 Shanley Street

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane,
I am sending you my comments, in your role as lead planner for the development at 152 Shanley Street in Kitchener. I've copied Tara to indicate I'd like to register for the presentation on the site June 17. Sarah, I've included you as I heard you would like to know what comments are being submitted by residents.

In my lifetime, Canada and the US have lost 1 in 3 birds. My concern for the development at 152 Shanley is the extent to which it will be "Bird Safe". As you may know, a growing number of Canadian cities (Ottawa, Markham, Toronto, Calgary) have guidelines or requirements for bird safe buildings, based on the CSA Bird-Friendly Building Design Standard. Bird collisions are the second largest cause of bird mortality in Canada, after predation by household and feral cats. Canadian research estimates that **25 million birds** are killed **each year** as a result of collisions with windows and other structures.

Glass, whether reflective or clear, is effectively invisible to birds. If windows reflect sky or vegetation, birds perceive only the reflected image, not the window itself. Any human-built structure that incorporates glass or reflective building material into the design can cause bird collisions during the day. Artificial light also acts as a threat to birds. Many birds migrate at night, relying on natural cues for guidance on direction including stars and moonlight. Artificial light can obscure those natural signals and cause birds to become disoriented or panic, often leading to a collision. Many of the new developments going up in Waterloo Region will pose a serious risk to our bird population, and the City can and should take steps to ensure these buildings are made to be bird safe.

Both Shannondale, the developer, and Superkul, the architect have written to me that they are aware of the requirements to make buildings bird safe, but know Kitchener has no requirements or guidelines in place. Were this building going up in a city with requirements, it would be designed to not kill birds.

I did a week of "bird patrol" in May, near the end of spring migration, and in 7 days, found 10 birds that struck a building. 6 of these were migratory birds, and one was a species listed as threatened in the Federal Species At Risk legislation. Kitchener needs to take steps to protect the remaining bird population. I encourage you to recommend bird-safe design or mitigation measures for the building. There are many resources online to learn more, I recommend birdsafe.ca as a starting point.

Warm regards
Kathy Mortimer

Craig Dumart

From: Tricia Dumais
Sent: Monday, June 07, 2021 12:08 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 152 Shanley Street

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for the invitation for neighbours to address the Neighbourhood Vision Statement items not reflected in the proposed development. I support development and density and look forward to additional housing. The drawings do not appear to reflect the actual street size but I do appreciate getting a sense of what this building will look like.

I understand from speaking with neighbours that 8 floors rather than 6 floors may not impact the height of the building as the ceilings will be lower. More floors will likely mean more residents. I was therefore disappointed to note that there is no ground floor retail, service or community use and no outdoor amenity space for the neighbourhood. Additional people will mean that there is a need for some of these things.

I am concerned for the people living beside 152 Shanley as the entrance for the parking will mean that they have traffic entering and exiting the parking garage regularly. A second entrance /exit may be beneficial.

Thank you for the considering our concerns and advocating on our behalf.

Regards,
Tricia Dumais

Craig Dumart

From: Elanor Waslander - n>
Sent: Friday, June 04, 2021 3:05 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Comments for 134-152 Shanley Street Development (official version)

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Juliane von Westerholt,

Thank you for providing the opportunity to comment on the development going in at 134-152 Shanley street. I am part of a local community group that has some concerns. The names included on this comment all agree on the requests below and thought sending one email would be more efficient. You may follow up with each individual or as a group.

Height of building: Our primary concern, by far, is the height of the building. We would request that the total height of the building be lowered to 5-6 storeys. This is because all the surrounding homes are maximum 3 storey. An eight storey building would tower above the houses and dramatically change the feel of the neighbourhood. It would also open the door for other taller developments to come into the area. If only one measure in this list is considered, we would strongly make this our top priority.

Improvement of road safety: The intersections at Duke and Louisa and at Shanley and Duke are incredibly unsafe. The surrounding intersections are 4 way stops, but these intersections are 2 way stops which is confusing. This is incredibly dangerous for drivers and pedestrians alike. With the increase in volume anticipated with this new development, these intersections need to be addressed. Children often cross at these intersections to get to Duke street park. A traffic light, 4 way stop, or crosswalk flashing light needs to be added to these two intersections.

Units: We would like to see a portion or all of the units in the building be buy-sell units to encourage long lasting tenants that will contribute to the vibrant Mount Hope neighbourhood. We would also like to see a portion be allocated to affordable housing so that the neighbourhood can remain diverse.

Parking: The request for relief from setbacks should be denied because the development only accounts for 0.72 parking spaces per unit. The overflow parking on Shanley will drastically change the flow of traffic in the area and cause additional issues for road safety. The city will need the extra space to accommodate parking and foot traffic. We request the alternative of wider sidewalks as seen at the on Louisa leading into King where a condo is located.

Community green space: Shannondale Development prides itself on being a community-minded developer, however this plan does not include any new infrastructure for the community. We request that the city and/or developer anticipate the increase in volume of children, families, young adults and dog-owners to the area and add a green space to the current project. In lieu of adding it to the existing design, improved infrastructure to Duke street park (without the removal of established trees) would help provide a healthy green space for the incoming tenants and owners (this could include: additional seating, splash pad, naturescaping the green space with native pollinators, naturalized playground features).

Thank you for considering our comments. Please let us know if we can clarify anything shared above.
Sincerely,
Elanor, Carol, Josh, Tanya and Gary

City of Kitchener
200 King Street West
Kitchener, ON, N2G 4V6

June 10, 2021

Ms. von Westerholt,

First of all, I agree that the development of the subject property at 152 Shanley Street should take place. I'm purposely excluding 134 Shanley Street for the moment and will discuss it below.

As with all the friends and neighbours we know in the area, we are opposed to the proposed building as recently laid out by the developer. The height is unreasonably high for our neighbourhood of low and medium rise dwellings, and the number of units proposed is mind-boggling.

We are not opposed to the development, as it has to occur to accommodate the influx of new residents which will help this city prosper. However, as a city and region, we do need to listen to the constituents of the affected area. I'm sure that none of the city staff nor elected officials would like the proposed building within 100m of their residence. Additionally, I would like to know how the proposed building and 172 units therein will affect the value of my home. I'm fairly certain it will negatively affect any future sale price. Again, how would city staff or our elected officials react to a decrease in property value? They wouldn't be happy. This is not nimbyism; this is about maintaining the integrity of our neighbourhood.

Below are some of my comments referencing specific documents as part of the application to the city. These are by no means in order of priority.

File 619929_152Shanley_ZBA_App

[...]

9. Proposed Zoning By-law Designation Chart

1. The request to allow maximum building height proposed is not acceptable to the neighbourhood. The charrette held in April 28, 2018, of which I was a part, proposed a building of **no greater than 6 stories**. Stahl Ave residents were firmly opposed to even a 6-storey building. An eight-storey building is not suitable for this area, Shanley and Duke. The developer's current proposal is more suited to a green field build, not a build in an existing and established neighbourhood of older homes.

2. Any relief from reducing existing set-backs should **not be granted** by city staff. If anything they should be **increased**. Any set back should be **grass** and not concrete.

3. As to parking, 0.74 spots is not practical and would cause excessive street parking, of which there is very little. The assumption that the residents of this proposed structure would not have a vehicle I

believe is incorrect. The lack of parking spots is more suitable to Toronto when residents have ample access to public transit. Not so for Kitchener. Street parking is already an issue with Shanley Street being narrow to begin with. Parking relief should not be granted. Also, has consideration been given to eliminating parking on Shanley Street between Duke and Waterloo altogether?

10. Site Conditions Application for Zoning By-law Amendment

b) Demolition of a detached dwelling at 134 Shanley. (Part of Lot 446 Registered Plan 376). This dwelling is in keeping with the character of the neighbourhood. It is important to **keep** this structure as it represents a home for a family, not a parking lot. The destruction of this structure would be a disappointment. This house is one of the original dwellings on this part of Shanley Street. If the city is determined to allow the tear-down, this area should be green space. The fact that the sale of this home was private between the owner and Shannondale could be an indication of back-room dealing.

g) The construction of an 8-storey apartment building with 130 single bedroom apartments and the balance two bedrooms would be better suited to the Toronto area. Shoehorning in that many residents would overwhelm the existing neighbourhood. The proposal of an apartment complex at 152 Shanley was not even considered at the charrette. Reducing the number of single bedroom apartments and increasing the number of multi-bedroom apartments would preferable. Even freehold apartments would be acceptable. Right now, after 2 decades of recovery from crack houses and derelict buildings, this neighbourhood is bringing families into the area. Affordable housing, as indicated in the charrette, is also desirable. Freehold townhouses, like those on Louisa east of Margaret (Victoria Commons) would be another ideal solution.

Referring back to the charrette again, "any new building [sh]ould enhance the public realm along Shanley Street" and Stahl and Duke Streets.

Drawing A020

These renderings are misleading in that the elevations provided give a false impression of a low density neighbourhood, but this is not the case. The omission of the surrounding structures provides a view biased towards the design of the proposed building. Wide and open streets do not exist on Shanley and Duke Streets.

Drawing A 030

Provides a good understanding of how the proposed building will cast shadow through the day and at June and September. I am sure, however, that the residents on Duke Street and Stahl Ave will not be enthused about a permanent shadow across their yards in the evening and afternoon respectively. This was brought up in the charrette. I also see this in a petition to Tina Malone-Wright.

Drawing A050

In reviewing the ground level plans, I see several points of issue.

1. The location of the vehicle entrance to the proposed building. An entrance off Shanley street is absolutely a non-starter. The charrette clearly indicated an entrance off Duke Street. The city, this year and last year, has put "local traffic only" signs on the road for Shanley and Duke. Is this proposed entrance on Shanley not running counter to the "local traffic only" signs? How is this entrance going to reduce traffic on Shanley? It will not!

2. What about the proposed closure of Duke Street at Victoria because of the new transit hub development? Was the resulting change in traffic flow taken into consideration by the city and/or the developer? And the Duke Street dogleg at Shanley with not one but two stop signs? How does a parking entrance off Shanley make any sense?

3. The location of the exhaust air venting is not acceptable. Why would this venting be placed within 15 feet of a residence? I would propose that this venting go in the above ground parking area.

File 619929_Transportation Impact, and Transportation Demand Mana and Parking Justification Study Report 152 Shanley Salvini Consulting March 2021

I will again refer to the "local traffic only" initiative. How is this intent by the city to reduce traffic on Shanley and Duke Streets aligning with the "62 and 76 vehicle trips?" The neighbourhood is not suited to this level of traffic. The authors of this report do not live here and have no feel for suitable levels of traffic.

The statement of a speed limit of 50km/h is correct but in many cases drivers race to get from stop sign to the next.

This increase in vehicular traffic is a fatality waiting to happen.

IBI Group Final Report

Section 2.2 Neighbourhood Context

"The subject lands are located within the midtown area of the City of Kitchener, which is an area comprised mainly of low and medium density residential development."

The proposed building does not fit with this description. The developer's own consultant described this area perfectly.

I would respectfully request that the city make every possible effort to reject the zoning by-law amendments and have the developer go back to the drawing board, using the charrette

recommendations as a guide. I also request that the city take note of how it treats its rate payers. An out-of-city developer has no stake in this city other than monetary, while we as residents have a long-term interest.

With regards,

David Johnston

Cheryl Massey

cc: Sarah Marsh

Craig Dumart

From: Matthew Buckley n>
Sent: Tuesday, June 15, 2021 2:27 PM
To: Juliane vonWesterholt; Sarah Marsh
Subject: [EXTERNAL] Development on 152 Shanley

Hi Juliane and Sarah,

I am reaching out to provide some feedback on the Shanley development that is proposed in the neighbourhood right now. I will be attending the meeting and look forward to hearing how the development plans to intertwine with the existing community stakeholders.

Development is a priority
- I believe that developing this property is in the best interests of the community, that being said I will get into some details that I am less enthused about with regard to the current proposal.

1. Amendments to the zoning regulations as set out by the city
- FSR - Maximum suggested is 2.0 and on application this is 3.0
- Height - 24m recommended by the city, proposed at 27.7m
- Parking - 128 spots for 172 units...183 is recommended by the city

*Other units in the area have found the current regulations profitable enough to develop and even retrofit. Could you provide me with an example of a building similar to the one that is being proposed in this area?

2. Housing For All
"Housing has become a key driver of growing socioeconomic inequality, increasing wealth for those who own housing and driving those who do not into greater debt and poverty."
- 172 Rental Units suggested while neighbourhood consultation suggested 143 Units - 130 are 1 bedroom units (75.6%) and 42 (24.4%) are two bedroom units
- What are the rental unit prices? If in line with the city's plan, these should be at $1300/month or less

Confusion
Parking seems all wrong - The new Zoning By-law (2019-051) requirement would be 1.0 spaces per unit for residents and 0.10 spaces per unit for visitors for a total of 1.2 spaces per unit or 189 spaces. PARTS Policy doc is 0.9.
--> The proposal includes 128 parking spaces or 0.74 spaces per unit including visitor parking --> 0.64 spaces per unit for residents.
Bicycles - The document makes it seem as though they are generous by providing 96 bike spots when the current zoning requests 50% of the 183 required parking spaces according to the Architectural Plan Table.

Overall...
This feels like a great opportunity for the developer if the amendments go through as the profitability of the property would be maximized. Increase the height, decrease the parking, add more rental units. On the citizen side, this feels like a gross overreach to ask for amendments to the city developed regulations for a building that is on no major roads and has other neighborhood condo developments that are profitable within the set regulations.

My guiding questions are WHY do these regulations need to be changed and WHO does it help by changing them? Neither answer involves the improvement of the community.

Looking forward to the meeting,

Craig Dumart

From: Leila S
Sent: Sunday, June 06, 2021 9:15 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Input on 134-152 Shanley Street

Follow Up Flag: Follow up
Flag Status: Flagged

To the city planner's,
We the owners o concerns with the development proposal by Shannondale. When we purchased our property we had a 4 story unused building with our neighbors a , a buffer. We would most likely have not bought our property had there been a building with a parking lot next to it. The old structure was 4 stories tall and built away from our property. Building a structure twice as tall and closer to our property will severely impact our privacy while using our backyard. We purchased our property in a relatively quiet neighborhood, we do not like the idea of having potentially dozens of people able to watch us from above while we are trying to enjoy our backyard. We enjoy a street with quiet calm traffic and adding 172 units would drastically change that. For 2 years the City of Kitchener has been trying to calm traffic in our area with slow street signs and closed street signs. How would the addition of this many units affect that program? We appose allowing relief for parking spots, as it will likely just cause the surrounding streets to end up filled with parked cars.
We have concerns about the noise, dust, and vibration from this development and how it will affect the structural stability of our 100 plus year old house being built so close to our existing structure. The proposal shows underground parking vents near the front corner of our house, will this release exhaust fumes near the front windows of our residence? Also how much noise will these vents produce? Reading through the transportation impact we are quite upset by the idea of 60-70 cars coming and going at peak morning and evening hour, that is a huge increase in traffic for our street.
We would like to see no more than 4 stories built to the standard setbacks and density requirements. We would also require a very tall solid fence for privacy regardless of the size of the new structure from the front of the property to the rear. We also find that the attached concept images appear stretched and compressed to make the new development appear lower than a 8 story structure would actually be in our neighbourhood. The view angle of the attached concept image appears as if it is being viewed from a distance away, not as if someone were to view it from the actual street corner or sidewalk. The images of the cars on the street show a much wider street than it actually is. This proposed concept image would be a tower over all the houses in the area. As owners of the now adjoining property we would like to be able to engage more in discussions with the developer. At this time we have had no direct contact with them. This development now directly affects our day to day life and we are requesting compensation and understanding of how this will affect our future life living a
Leila Szasz & Wayne Kropf

Craig Dumart

From: Ted Parkinson
Sent: Thursday, June 10, 2021 9:13 AM
To: Juliane vonWesterholt; Sarah Marsh
Subject: [EXTERNAL] My comments on 152 Shanley application

Follow Up Flag: Follow up
Flag Status: Flagged

Juliane: I have been writing about this property for over 10 years on our mhbpna.org website. It has been a long and winding road that brings us here. There were many times that neighbours wondered what disruptive concept the owner would introduce (like unlicensed businesses), if people were sleeping in the building, or if it was falling apart. It was strange and exciting to see it finally torn down and to have an experienced developer produce long term plans for removing the contamination and developing something that looks nice for that location.

I attended the charrette the City of Kithener organized and was pretty happy with how well it was done. The city presented a very realistic concept of how large a building would be (based on the Midtown Lofts footprint). And this building's design looks far nicer than that square grey structure. But I know many people did not consider what the footprint would really be for a building to make money on the investment of removing contamination and building units.

The current size is not surprising for anyone who attended the charrette or reads the city's Vision Statement. And the design is quite good for reducing shade in the surrounding area. It seems like an excellent design for that spot and minimizes its impact on the surrounding area.

Shannondale Development has been very responsive to neighbours and held a meeting at city hall and has been good at engagement. They have also built a very nice fence and supported the mural project which was very positive. I am also pleasantly surprised they claim the units will be apartments. There is a real lack of apartment space in Kitchener, and in our neighbourhood.

So in a general sense, this seems like the best outcome we could have imagined: a responsible developer is engaged in the community and is pushing through the timeline to finally build something positive on that land. I know some people living close to the structure are upset about how tall it will be, but I think we knew more or less, what size it would be for years. The city made that clear in the Vision Statement and you can only look around at every other condo development. The streetscape will change and that is all part of growth and increasing density in the core areas of the city.

Many of us were surprised that the house (134 Shanley) was sold and will be torn down. It is always unfortunate that a century old house gets razed for the sake of 'progress'.One part of Shannondale's Planning Justification and Urban Design Report rings a little false. The Vision Statement says "The SIte's Heritage value will be respected". And their response is to say that the building had to be torn down and they will reuse some bricks. That may be true, but it completely ignores the fact they are tearing down a historic house. There are also people in the neighbourhood who know the history of that house and I would hope the developer might create a plaque to acknowledge that history and to mark the loss of the house.

My main objection is not to this development in particular, but to the way the city implements traffic studies. I read the traffic study for this development and everything was fine and, yes, the traffic would be 'within the limits' of our kind of neighbourhood. But with everything in isolation, ALL these studies say "yep, our development is just fine and fits right in." The City of Kitchener **consistently ignores the other developments around an area** and what traffic they might cause in *combination* with the current proposal. You may have heard about this "Station Park" place going up with thousands of people scheduled to live there? Wellington will be a major access to it (and to 152 Shanley). I'm sure

people will exit at Wilhelm and drive along Shanley as Wellington gets more chocked with traffic. You have already closed Waterloo, and soon Duke will be closed as well, so there will be fewer entry points. I expect to see traffic increase on Duke from the Waterloo side. And eventually the Transit Hub will start building condos as well. **Our neighbourhood should be a PERMANENT "slow streets" area with a posted (and enforced) 30K speed limit**. And the city needs to change their traffic studies and analysis to include ALL developments in different areas, otherwise you are just hiding your heads in the sand and hoping problems go away.

Also, I hope Shannondale will consider having one or two spots for 'care share' type of vehicles and also external electric charging stations.

So, overall I am positive about this development down the street from our house and hope the city can be actively engaged in minimizing the traffic in our area so we remain a friendly and relatively quiet neighbourhood.

Ted Parkinson

Craig Dumart

From: rick e
Sent: Thursday, May 13, 2021 3:23 PM
To: Juliane vonWesterholt
Cc: Coronado
Subject: [EXTERNAL] Official plan amendment application OPA21/002/S/JVW and zoning bylaw Amendment application ZBA21/004/S/JVW

Follow Up Flag: Follow up
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Dear Julianne Vonwesterholt ,
As the owner and it also being the home I grew up in and having been in my family for 70 years as well as being one of the most affected property owners to be impacted by these applications. My position is definitely against this application as submitted.
1) this type of proposed density and building height in a single family home area would take away from the cultural and heritage significance and look and feel of the area .
This type of proposed development is more suited to a Weber street , King Street , Victoria Street area , not Shanley, Duke and Wilhelm Streets
2) with 172 units more people would be living on that small site than currently live on twenty plus city blocks around the proposed development , and with the current city of Kitchener crews installing no through traffic and slow down signage yearly in the area, this type of density would make a mockery of what is already known about this area.
3) the area has narrow streets and already has a chronic lack of on street parking, this density increase as proposed would be devastating to the current property owners and their visitors
4) The proposed 8 storey building would eliminate all afternoon and evening sun from my property , casting it in a virtually perpetual shadow.With winter ice staying on the driveway and sidewalk continuously throughout the cold season, the streets are so narrow that at times there is only a single lane open after city road crews plow the streets after a winter snow storm.
5) this type of density and height would also have a significant negative impact on my property value , due to the items noted above.

I agree with development of the site , however because of the shadow , density ,narrow infrastructure ,lack of current area road parking and the current character of the area ; an 8 storey building is unquestionably out of line , any development should be limited to not more than one storey higher than the existing homes height which would be 3 storeys , providing 64 or 65 units , with this type of development still at 5 or 6 times current density , there would be adequate site parking and while increasing density it would generally keep with the character and historical significance of the blue collar heritage of the single family surrounding homes .

Kind regards
Richard Ejsymont

Sent from my iPad

Craig Dumart

From: Joanne Carey-Neath
Sent: Thursday, May 27, 2021 1:38 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] OPA 21/002/S/JVW 134-172

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Juliane

Re:OPA 21/002/S/JVW 134-152 Shanley St

Please accept this email as an emphatic **NO** to the request to change the Official Plan and Zoning bylaw for this property on Shanley.
We have lived in this neighbourhood for 40 years and have seen endless changes. Some we embraced and others were eyebrow raisers.
This particular property has been an albatross for our neighbourhood and the City for numerous years with neglect and lack of community pride by its previous owners and the city. The structure was left to deteriorate to the point that destruction was necessary. During those years of neglect it was an eyesore and a safety hazard.
Kitchener is notorious in destroying historical and heritage properties and neighbourhoods.
At one time the plan was to turn the electrohome 4 story building into an apartment unit but this was turned down due to lack of parking and the ability of the infrastructure (roads, water, power)to handle this smaller project.
We are not opposed to gentrification of neighbourhoods as long as it is not solely for gain of the private owner. We would expect that neighbours would gain some benefits.
In this case adding 172 units 8 stories high appears to be a win(for owners) - lose (residents) situation.
This building will totally rob the surrounding households of the character, richness and old neighbourhood charm presently offered to its residents. It will add so much more congestion, traffic and pressures to the infrastructure.
At 8 stories high it will dwarf the surrounding houses blocking sun, night skies, bird paths and will significantly affect the privacy, landscape and aesthetics of the surrounding properties.
Mount Hope Breithaupt neighbourhood has accepted its fair share of infill and it's time to put on the brakes and stop catering to profit seeking developers.
I vote for this plan to be denied.

Joanne Neath
Patrick Koch

Craig Dumart

From: Denis Pellerin
Sent: Thursday, May 13, 2021 2:03 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Proposal for 134-152 Shanley

Hi Juliane. To rehabilitate the old Electrohome property is a great opportunity for our neighbourhood. We live at
I personally know the property well and my wife Chris is familiar with it too.
We are in favour of this development.

Denis Pellerin
Chris Balcerczyk

Craig Dumart

From: GERALDINE PAQUETTE
Sent: Sunday, June 13, 2021 6:34 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] re:134-152 Shanley Street

Follow Up Flag: Follow up
Flag Status: Flagged

Sorry that it has taken me so long to respond. I hope I am not to late. I have no interest in seeing a building of that size going up in our neighborhood. We are a very quiet area with small streets and not much traffic. We raise our kids and walk our dogs without fear. A building of that size would overwhelm our small streets bringing way to much traffic and congestion. There are no buildings of that size in this area. We all live in private homes. Many of us including myself are older and want to be able to enjoy our retirement without loud noise and traffic.

Geraldine Paquette

Craig Dumart

From: meredith
Sent: Wednesday, June 09, 2021 4:58 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Re: 134-152 Shanley Street Plan and Zoning Application

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane -

Just wanted to ensure you've received this correspondence -

Sorry to bother,

Meredith

On Sun, Jun 6, 2021 at 6:04 PM meredith wrote:
Hi Juliane -

My name is Meredith Pope and I reside (owner) at My property will back onto the proposed residential building at the address above (on its west side).

I support a residential building at the site in question, under a R8 re-zoning for the 152 Shanley property only. I understand the challenges in place with the remediation of the site.

I have several concerns regarding the 2 applications (OPA21/002/S/JVW and ZBA21/004/S/JVW), for simplicity I have listed them below:

1. Re-zoning of the 134 Shanley residential property will eliminate a well-maintained long standing single family century home, to create a paved driveway. This is not consistent with the goals of our community.

2. Parking ratio, and density/massing of units -- the modification of the proposed R8 plan is excessive
- the FSR increase to 3 and the DRASTICALLY poor parking ratio of 0.74 parking spaces / unit is unacceptable
- parking as per the R8 zoning is 220 spaces vs the 128 proposed. Although I am optimistic regarding the transit hub and use of cycling/walking etc -- almost 100 fewer spots than mandated by current zoning woefully provides for the proposed tenants -- I would expect this will lead to marked street parking on our neighbourhood roads which will impact our own use of these street spots and also increase vehicular traffic in our area (ie down our dead end street)
- adding > 172 new residents to our low density residential community will have a vast impact on our community with minimal additional value (no retail on floor 1, removal of trees, no public spaces we can access and the impact of > 172 new residents on our small local parks and trails).
- majority single bedroom rental units: I expect this will lead to a high proportion of short term rentals/airbnbs and possibly high turn-over of tenants who may not value or contribute to our community to the same degree as families/longer term owners. I am concerned about the "upkeep" of the terraces/patios etc

3. Height of building
- both a modification to the zoning (to R8) AND an additional allowance to 27m seems excessive in the heart of a residential community. Although the step backs are visually appealing, adding private terraces simply change the means by which renters will now look into our backyards, and these terraces increase the risk of tenant noise and eye-

sore issues (laundry/bikes/storage). Can you provide examples of other residential areas where this zoning exception has been provided? I feel the height of the building, even in its "L shape" is excessive and an undue impact on the privacy of our backyards and impact on shadows of our yards.
- as the community had previously expressed, a building height of 6 standard stories in an L shape with the bulk towards the Shanley/Duke intersection would be an acceptable balance of the developers challenges/financial goals and impact on our properties

4. Traffic Study and Safety of Duke/Shanley intersection
- the traffic study was completed during the provincial "Emergency Lockdown" measures due to the ongoing COVID pandemic. At this time there were also multiple signs in the area (ie: on Waterloo St, Duke St, Wilhelm) indicating the roads were closed to local traffic only. I do not expect these factors have resulted in a reliable traffic study, and the conclusions drawn from this study would not be reliable in their interpretation. I am significantly concerned with the true impact of this development on our traffic volumes post-pandemic.
- given the unusual nature of the Duke/Shanley intersection (limited visibility for traffic travelling on Duke towards Wilhem, stop for traffic only on Shanley, unfortunately the speed at which vehicles travel on Duke) I would be concerned for pedestrian safety at this intersection with increased traffic. Is there consideration being given to modify this intersection (ie 3 way stop)?

5. Transformer location
- as per plans a large "transformer" will be located immediately adjacent to the back of our lot. What information can you provide regarding the noise this will cause, and the height of this structure and any possible odour/gas production? The provided noise assessment references only a belt drive exhaust fan, a cooler and a generator.

6. Tree removal
- the removal of the significant canopy at the rear aspect of the lot will serve to further impact the privacy of our backyards. I appreciate the effort made to avoid damage to trees and also compensate for tree loss for properties affected, however these measures cannot ameliorate the impact a 27m height building would have on our privacy.

Questions
- What is the proposed timeline of site construction?
- The proposal package makes reference to both a Shanley and Duke street vehicle access. It is unclear how removal of the Duke street access (as per drawings) will impact the conclusions drawn in the traffic study/wind study etc.
- Will there be a plan for parking for the numerous construction vehicles and personal vehicles of workers on site?

I will attend the June 17th "Neighbourhood meeting" but would also like to be added to your contact list for any updates regarding this property moving forward.

Thank you for your consideration -

Meredith Pope

Craig Dumart

From: Dawn Parker <
Sent: Thursday, May 20, 2021 10:56 AM
To: Juliane vonWesterholt
Cc: Sarah Marsh
Subject: [EXTERNAL] Some brief official comments on 152/134 Shanely proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Julianne,

Thanks for the information. I'm sure I will have more detailed comments later and will read the full proposal, but in the short run, as the clock is ticking for you, here are a few comments:

1) I strongly oppose the re-zoning of 134 to R8, but suggest it be kept as R6 with the special provision related to try-plexes lifted.

2). The cultural heritage character of the neighbourhood, per the city's report and stated intention to include the cultural heritage neighbourhood in the secondary plan revision, needs to be acknowledged. 134 Shanley has cultural heritage value in this context. We all know that the neighbourhood is the second oldest in Kitchener and that they Region official plan and the city's previous verbal and written commitments state that stable residential neighbourhoods are not the target for intensification. Approval of the rezoning and subsequent demolition of 134 Shanley would contradict these points.

3). The surface parking should not be allowed, or if allowed, should be minimal. The area is now part of a major transit station planning area, where automobile-dependent uses are not appropriate per Provincial guidelines. There will be a large underground lot, and on-street parking (which could be further regulated) is available on neighbourhood streets.

Let us be honest about what is happening. A good condition, large Century home on a parcel that could now house 4 households and has multiple mature trees is being demolished to build a surface parking lot. This not only contradicts Provincial planning guidelines, it contradicts the Region and City's climate change emergency and ambitious greenhouse gas reduction goals. Everyone on council acknowledges these goals, and the need to reduce our 45% of emissions related to transportation is often a point of discussion at Council.

4). Naively, I thought the vision creating a quantified design, and that the city would support any design that conformed with the FSR, setbacks, and height of the development. For instance we had back and forth about the setback to 134 Shanley, which was changed to 7.5 meters after my feedback. Although I would continue to oppose the surface parking, I would support a development and appropriate rezoning that allowed the developer to build to right on that rezoning, that conformed to the FSR, setback, and height of the vision drawings on 152 Shanley.

5). The current location of the driveway and driveway vent seem designed to maximally impact the remaining neighbour Brenda, at I think 126 Shanley. The driveway location absolutely contradicts the vision. The action is consistent with an intention to degrade her quality of life and encourage her to sell to the developer.

6). Your clock to respond to the development re LPAT appeals should be set to start only when signs are posted in front of both 134 and 152 Shanley.

7). While it is outside the current planning mandate, it is very strange that there are no 3 bedroom rentals planned at the site. I have data from the local CMHC economist showing their scarcity and therefore relative profitability in Kitchener centre. Further, 3 beds can mean more people per area and lower overall parking requirements relative to a development of all 1-2 bed units. We all know that Kitchener and WR region as a whole are way ahead of the pack in intensification. But we will only succeed if units are built that can house families with children in the core. **Therefore "intensification targets" should NOT be accepted as an argument in favour of the demolition of 134 Shanley.**

I would like to send comments directly to the developer, to give them enough time to respond, and also to consider an alternative vision for the property that would preserve the house and allow them to build additional units, and also make more money from improved green space premia. Do you have preferred contact at Shannondale for this proposal?

Also, yes, the comparison table to the vision would be overwhelming helpful, not only for me but for other neighbours who have brought up the question. It would need to acknowledge that because the development footprint has expanded, the FSR comparisons would need to be supplemented by some overall volume comparisons.

Thanks,

Dawn Parker

On May 19, 2021, at 12:04 PM, Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca> wrote:

Hello Dawn,

Here is the plan that is part of the arborist's report. I hope this plan helps.

The sign should have been installed by now and I have reached out to the applicant in this regard.

The existing zoning for 134 Shanley is R5 with Special Use Regulation 129 U which prohibits triplexes. I am not aware of what the sale price was or when it was sold.

I trust this answers your questions.

Sincerely,

Juliane vonWesterholt, MCIP, RPP
Senior Planner

-----Original Message-----
From: Dawn Parker
Sent: Sunday, May 16, 2021 6:04 PM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: [EXTERNAL] Re: Please provide comparisons to the city's guidelines for Electrohome

The arborist report also references trees by number but does not seem to include a key. Where is the key found?

Are signs announcing the OPA and secondary plans amendment proposals not also required in front of both 152 shanley and 134 Shanley?

Finally what is the current zoning for 134 Shanley? And is it possible to access the sold price and date for

that parcel?

Thanks very much,

Dawn Parker

Sent from my iPad

On May 15, 2021, at 8:28 AM, Dawn Parker · ıo.ca> wrote:

Hello Juliane,

Could you please send a table with the guidelines put forward by the city in terms of metrics like height, setbacks, floor space ratio, green space, and anything else specified for the proposed Shannondale development, comparing the guidelines put forward by the city to the proposed development?

Since the point of neighbourhood engagement was to set these guidelines before the development occurred we trust that the proposed development is compliant but it would be helpful for neighbourhood discussions to have the comparison on paper.

If you reply to me I will then distribute the information to our two neighbourhood lists.

Thanks,

Dawn Parker

Se

Craig Dumart

From: Juliane vonWesterholt
Sent: Friday, June 11, 2021 1:34 PM
To: Juliane vonWesterholt
Subject: FW: [EXTERNAL] 134-152 Shanley St

From: Kyle Grey
Sent: Friday, May 28, 2021 9:44 AM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: [EXTERNAL] 134-152 Shanley St

Hello,

I am writing in regards to the proposed development at 134-152 Shanley St. I live at 406 Duke St West, directly across the street from the building.

First, I would like to say that I am in full support of development on this lot. I wish they had kept the beautiful facade of the electrohome building, but nonetheless I am glad that something is being done.

I would however like to express my strong opposition to the scale of this building. In all directions the surrounding homes are 2 stories tall. This building does not need to be **4 times** that! Not only will my property never see the sun again, it does not fit the neighbourhood. I am not saying that it needs to be 2 stories, but I feel there needs to be more of a consideration for the site and at 8 stories, this is not the case.

Kyle Grey

N

Craig Dumart

From: Juliane vonWesterholt
Sent: Friday, June 11, 2021 1:35 PM
To: Juliane vonWesterholt
Subject: FW: [EXTERNAL] 134-152 Shanley St zoning comments

From: Maggie Modesti <
Sent: Monday, May 17, 2021 8:38 AM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: [EXTERNAL] 134-152 Shanley St zoning comments

Hello Juliane,

My name is Maggie Modesti and my family and I reside at [redacted] ail address is [redacted] is email address [redacted]
Thank you for getting the input from the residing residents.
We could NOT be more opposed to the plans for an 8 story high rise in our quiet community.
First of all, as a mother of little children, I am highly concerned for the safety of my kids and the children in the neighborhood that the huge influx of residents in the area would threaten.
Duke street park which has been valued by the local residents and young family here as one of the safest and cleanest parks in the area, tucked away from lots of traffic and easily accessible to local families, will no doubt be completely saturated with people with the increase in families in the area.
We are concerned that a large high rise will also increase the risk of drug use and drug paraphernalia (used needles for instance) in the park and make park use less safe.

As well, this neighborhood is composed of older residents and very young families who highly value respectful and quiet neighbors. A massive high rise would obviously increase the amount of noise in the area and be detrimental to this community who needs quiet.

In conclusion, we believe a high rise being built here will jeopardize the emotional, social, and physical well-being of our community and we ask that the plans for a high rise be prevented for the good of this community.

Thanks,

Maggie + the Modesti Family

Craig Dumart

From: Juliane vonWesterholt
Sent: Friday, June 11, 2021 1:36 PM
To: Juliane vonWesterholt
Subject: FW: [EXTERNAL] 134-152 Shanley Street West

From: Nick Richbell
Sent: Thursday, May 13, 2021 2:08 PM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: [EXTERNAL] 134-152 Shanley Street West

Dear Juliane,

I write in response to your letter dated May 10, 2021 with respect to the requested permission to develop an 8-storey building with a total of 172 residential dwelling units.

We do not agree with this project.

This will destroy our neighborhood.

Traffic is already a serious concern. There is no parking. The local park is neglected. We do NOT need 172 new condos in this area. This will not bring anything good to the neighborhood.

How many new condo buildings does this city need? What kickbacks will the city be taking to approve this project? It's about time the City put its foot down and did what's right for its citizens!!

Nicholas Richbell

Craig Dumart

From: Grant Gingrich
Sent: Friday, June 18, 2021 10:53 AM
To: Craig Dumart
Cc: Sarah Marsh
Subject: [EXTERNAL] Feedback: 134-152 Shanley Proposal

Hello Craig,

I understand you are picking up this file and are accepting submissions from residents as input to any decision by the City. Unfortunate that you were unable to join last night's virtual neighbourhood meeting. The following is a summary of my comments from last night which were not recorded:

Briefly, on the development itself...

* I think it's a good thing if someone from outside the region wants to perform the needed environmental cleanup and invest in purpose-built rental housing in Kitchener.
* I think the proposed design elements are pleasing to the eye and will fit well within the neighbourhood. Far more so than the derelict factory that was previously on site, though it is unfortunate that the factory was permitted to get to that state in the first place.
* I do believe 8 storeys and 172 units is probably too much density to be plunking into the middle of a quiet single family residential neighbourhood and that a greater proportion of 2 and 3 bedroom units are needed - but I'll leave it to others to push for change on those points.

My main concern relates to traffic as follows...

* In addition to Shanley and Duke, there is a 3rd street that is directly affected by the proposed development. Wilhelm Street abuts the site and yet not once during last night's presentation did anyone mention it.
* Wilhelm is also a quiet single family residential street crossing Weber where the Spur Line Trail ends, next to George Lippert Park, and having the misfortune of being a straightaway between Duke and Margaret.
* My neighbours and I see and hear them... morning, noon and night, Northbound cars and trucks blow through Wilhelm above the speed limit, often failing to come to a complete stop at stop signs, in order to get to Margaret, to Wellington and to the expressway; without having to make the left from Weber onto Wellington and deal with congestion on Wellington in that stretch.
* Coming in the opposite direction, we have the same problem. This is presumably from residents of the new Victoria Common site (as the problem has gotten worse since the completion of that development) trying to get to Weber, Victoria and Downtown.
* And now Wilhelm could be sandwiched between a second high density development...
* A number of my neighbours have small children and I worry one day one of those cars travelling above the limit won't be able to stop in time for a child simply being a child. To be clear, Wilhelm is CURRENTLY in need of traffic calming / traffic reducing measures.
* Now, 134-152 Shanley sits directly at the top of Wilhelm and Wilhelm will be the path of least resistance for that address in and out of the neighbourhood - especially since I think I heard last night that Duke at Victoria will be permanently closed off? Furthermore, Wilhelm between Weber and Margaret will be the path of least resistance for that address to and from the expressway.
* ANY development, whether it's 8, 6 or 2 storeys is going to exacerbate the existing problems of traffic volume and reckless, high speed driving on Wilhelm; putting pedestrians headed to George Lippert Park, cyclists coming off the Spur Line Trail, and young children in particular, at even greater risk than they are at today.
* Again, I do not oppose the development, but a COMPLETE plan that addresses current and future volume and safety needs on Wilhelm needs to be in scope.

Counterpoints from the City to my concerns last night would include the following...

* The development has an application for reduced car and added bicycle parking. There are two flaws with this response: 1) There will still be more cars in the neighbourhood and more cars can only exacerbate the problem, and 2) I suspect the demographic targeted for these one bedroom units will be more frequent users of ride sharing and Skip the

Dishes which does nothing to allay my fears if not make them worse (is use of these types of services even taken into account by the City when reviewing traffic implications of a new development?).
* I can't remember the exact words, but a traffic study was conducted and something was said last night about the 85th percentile and most drivers travelling in the neighbourhood at 47 km/h. I have three issues with this response: 1) Bell curving traffic study results is a flawed approach - you have to look at the extremes and at the consistency and trend of the behaviour, 2) Did the traffic study look at Wilhelm (which is a tempting straightaway) or at Duke / Shanley / Waterloo Streets only?, and 3) If traffic is as safe as the City claims it is, why has the City recently found it necessary to install traffic calming flex signs all up and down Waterloo Street? There are no such measures North of Weber.

Wilhelm is a residential street but increasingly it is being used as an artery. Unless action is taken, the problem will only get worse with this proposal resulting in high density developments at both ends of Wilhelm. I hope the City takes my concerns seriously and implements a complete plan that addresses both current and future volume and safety needs, that maintains the character of Wilhelm as a quiet single family residential neighbourhood, and that an accident or tragedy doesn't have to occur for something to be done.

Thank you,
Grant Gingrich

Craig Dumart

From:
Sent: Saturday, May 22, 2021 5:55 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 134-152 shanley st

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane,
I am resident of the community. It is a good idea to change the property to all residential units. I am looking forward to seeing the project as soon as possible. thanks
xing

Craig Dumart

From:
Sent: Monday, May 17, 2021 8:38 AM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 134-152 Shanley St zoning comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Juliane,

My name is Maggie Modesti and my family and I reside a' :r. Our email address is this email addres:
Thank you for getting the input from the residing residents.
We could NOT be more opposed to the plans for an 8 story high rise in our quiet community.
First of all, as a mother of little children, I am highly concerned for the safety of my kids and the children in the neighborhood that the huge influx of residents in the area would threaten.
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We are concerned that a large high rise will also increase the risk of drug use and drug paraphernalia (used needles for instance) in the park and make park use less safe.

As well, this neighborhood is composed of older residents and very young families who highly value respectful and quiet neighbors. A massive high rise would obviously increase the amount of noise in the area and be detrimental to this community who needs quiet.

In conclusion, we believe a high rise being built here will jeopardize the emotional, social, and physical well-being of our community and we ask that the plans for a high rise be prevented for the good of this community.

Thanks,

Maggie + the Modesti Family

Craig Dumart

From: Kyle Grey
Sent: Friday, May 28, 2021 9:44 AM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 134-152 Shanley St

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I am writing in regards to the proposed development at 134-152 Shanley St. I live at the street from the building.

First, I would like to say that I am in full support of development on this lot. I wish they had kept the beautiful facade of the electrohome building, but nonetheless I am glad that something is being done.

I would however like to express my strong opposition to the scale of this building. In all directions the surrounding homes are 2 stories tall. This building does not need to be **4 times** that! Not only will my property never see the sun again, it does not fit the neighbourhood. I am not saying that it needs to be 2 stories, but I feel there needs to be more of a consideration for the site and at 8 stories, this is not the case.

Kyle Grey

Craig Dumart

From: Michael Brisson
Sent: Thursday, August 5, 2021 12:42 PM
To: Craig Dumart
Subject: [EXTERNAL] Fwd: 152 Shanley

Hi Craig,

My attached message to SM was a heads up to her that is of equal importance to your department. The negative fallout from the surprise demolition of a fine adjacent home will have lasting impact in the community. Equally, responding to a small coterie of residents such as the resident who mythologized a huge traffic problem on Wilhelm at the last Zoom meeting will lead to an unneeded anti-density reaction from the broader neighborhood when they see the house go down & the proposed vehicle entry in operation.

A scheme which retains the house & adds a new 3 storey volume extending its side walls back to the rear setback with single aspect and entries facing the project's rear open space is an obvious alternative that needs to be weighed carefully in this precarious situation for the city.

If you do have time to discuss further please call.

Thanks

Michael
Sent from my iPhone

Begin forwarded message:

> **From:**
> **Date:** June 17, 2021 at 3:37:07 PM EDT
> **To:** Sarah.Marsh@kitchener.ca
> **Subject: 152 Shanley**
>
> Hi Sarah,
>
> I hope this finds you well.
>
> I want to pass on to you what I believe to be very justified concerns expressed to me earlier this week by
>
> The sale & demolition o ss from them & the expansion of the project along Shanley is a big concern to them. It is very much underplayed in the documentation presented & will come as a shock to many members of the neighbourhood. Be that as it may - the decision to have only one entry to the site, contrary to the expressed guidelines for Urban Design set out by the city, and especially the use of one major vehicle entry point further along Shanley rather than on Duke opposite Wilhelm is a major problem.
>
> This building will be very evident above the low homes and very visible from Weber, and traffic to and from it will be coming and going from Weber via Wilhelm. To place the major vehicle entry deep into the quiet surroundings around the tricky corner of Duke and Shanley is both disruptive and dangerous. The

visual effect of the garage entry elevation upon Shanley seen across the front yards and the view into the parking area to the rear is going to be very unattractive.

Anything you can do to correct this situation (I know it is very very difficult to divert these development juggernauts ;)) would result in a much better final result and resident reaction to the final built project.

Cheers - and thanks for all you do in these very difficult planning and urban design situations.

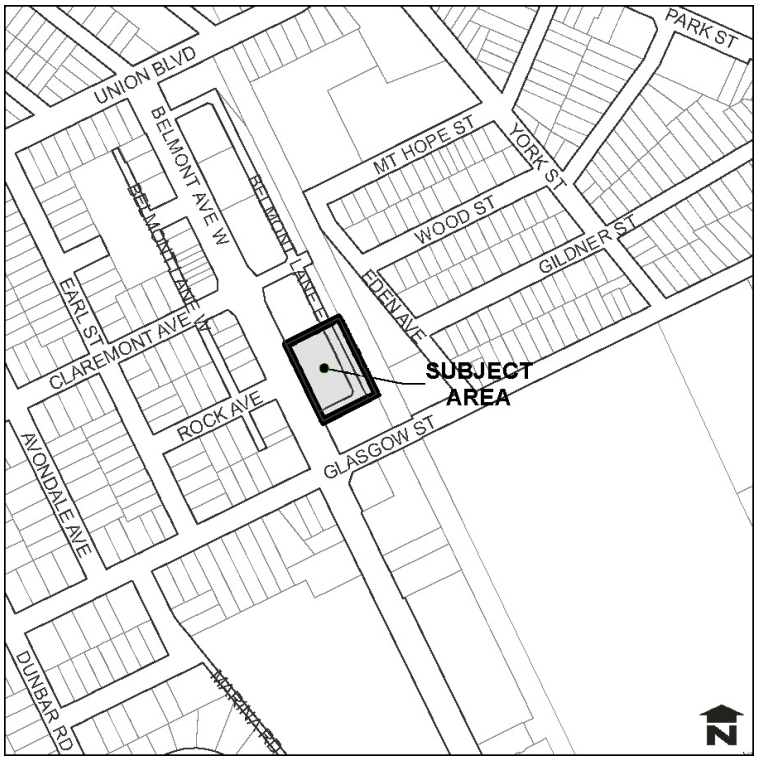
Michael

Sent from my iPad

Staff Report

Development Services Department *www.kitchener.ca*

REPORT TO:	**Planning and Strategic Initiatives Committee**
DATE OF MEETING:	**February 7, 2022**
SUBMITTED BY:	**Rosa Bustamante, Director of Planning, 519-741-2200 ext. 7319**
PREPARED BY:	**Garett Stevenson, Manager of Development Review, 519-741-2200 ext. 7070**
WARD(S) INVOLVED:	**Ward 8**
DATE OF REPORT:	**January 14, 2022**
REPORT NO.:	**DSD-2022-041**
SUBJECT:	**Official Plan Amendment OPA20/005/W/JVW Zoning By-law Amendment ZBA20/013/W/JVW 660 BELMONT AVE W & PT OF BELMONTLANE E**



Location Map: Subject Lands – 660 Belmont Avenue West, a portion of Belmont Lane East (legally described as BELMONT LANE E PL 343 KITCHENER LYING S OF CLAREMONT AV) & lands legally described as PT LT 13 PL 343 KITCHENER AS IN 934710

*** This information is available in accessible formats upon request. ***
Please call 519-741-2345 or TTY 1-866-969-9994 for assistance.

RECOMMENDATION:

A. That Official Plan Amendment Application OPA20/005/W/JVW for 660 Belmont LP Inc., 660 Belmont GP Inc., & City of Kitchener requesting a Specific Policy Area, be refused; and

B. That Zoning By-law Amendment Application ZBA20/013/W/JVW for 660 Belmont LP Inc., 660 Belmont GP Inc., & City of Kitchener be approved in the form shown in the "Proposed By-law", and "Map No. 1", attached to Report DSD-2022-041 as Appendix "A"; and

C. That in accordance with Planning Act Section 45 (1.3 & 1.4) that applications for minor variances shall be permitted for lands subject to Zoning By-law Amendment Application ZBA20/013/W/JVW; and

D. That the portion of Belmont Lane East between Belmont Avenue West and Claremont Avenue be declared as surplus to City needs, and

E. That a by-law to close the portion of Belmont Lane East between Belmont Avenue West and Claremont Avenue be approved and that the by-law would not take effect until registered on title to the lane and any costs associated with said by-law would be borne by the purchaser, and, further

F. That Realty Services, in consultation with the City Solicitor, be authorized to negotiate the terms of two conditional Agreements of Purchase and Sale with the owners of 660 Belmont Avenue West and 678-692 Belmont Avenue West for the sale of the respective portions of Belmont Lane East, with fair market value to be determined immediately prior to final site plan approval of 660 Belmont Avenue West or 678-692 Belmont Avenue West, whichever comes first, where such sale is conditional on:

- **i. Approval of the Agreement, including sale price, by Kitchener City Council,**
- **ii. The final decision has been made on Official Plan Amendment OPA20/005/W/JVW and Zoning By-law Amendment Application ZBA20/013/W/JVW for 660 Belmont Avenue West,**
- **iii. That the portions of the lane to be sold are consolidated with lands that have frontage on a public street,**
- **iv. Site Plan approval in principle is issued for 660 Belmont Avenue West or 678-692 Belmont Avenue West, whichever comes first, and**
- **v. That the purchaser grant access easements over the lane lands for both 660 Belmont Avenue West and 678-692 Belmont Avenue West in favour of each property, and further,**
- **vi. That the purchaser grant, at no cost to the City, all required easements for City infrastructure and utilities.**

REPORT HIGHLIGHTS:

The purpose of this report is to provide a planning recommendation to approve Zoning By-law Amendment application ZBA20/013/W/JVW for 660 Belmont Avenue West, a portion of Belmont Lane East (legally described as BELMONT LANE E PL 343 KITCHENER LYING S OF

CLAREMONT AV), as well as the lands legally described as PT LT 13 PL 343 KITCHENER AS IN 934710.

The portion of Belmont Lane East (legally described as BELMONT LANE E PL 343 KITCHENER LYING S OF CLAREMONT AV) between Claremont Avenue and Belmont Avenue West is owned by the City of Kitchener. This report also provides a recommendation to declare as surplus to City needs, the portion of Belmont Lane East between Belmont Avenue West and Claremont Avenue, and subject to Council approval, this report also authorizes Realty Services, in consultation with the City Solicitor, to negotiate the terms of two conditional Agreements of Purchase and Sale with the owners of 660 Belmont Avenue West and 678-692 Belmont Avenue West for the sale of the respective portions of Belmont Lane East.

- Community engagement included:
    - Circulation of a preliminary circulations letter to property owners within 120m of the subject lands;
    - Installation of two large billboard notice signs on the property facing Belmont Avenue West as well as the Iron Horse Trail;
    - Two digital Neighbourhood Information Meetings;
    - Ten small group information sessions;
    - A guided site walk with the *Friends of Belmont Village* neighbourhood group; and
    - Notice of the Statutory Public Meeting was published in the Waterloo Region Record on January 14, 2022 and directly mailed to all property owners within 120 metres of the subject lands and all community members that participated in the application process. A copy of the notice was also emailed to all community members that provided an email address through the application process, as well as the Westmount and Cherry Park Neighbourhood Associations.
- This report supports the delivery of core services.

EXECUTIVE SUMMARY:

Planning staff is recommending refusal of the requested Official Plan Amendment and approval of a revised Zoning By-law Amendment application to add Site Specific Provision (188) in Zoning By-law 2019-051 to permit a mixed-use building with a maximum building height of 39.1 metres and 11 storeys, a two storey base in a building, and a street line stepback for a building of 2.7 metres.

Site Specific Provision (188) will implement Official Plan Policy 15.D.4.23, among others, which permits the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed-use building containing residential units. The proposed development will provide a mixed-use building containing residential units and ground floor commercial space. The building will feature a pedestrian-scaled base, appropriate massing along the streetscape, and compatibility with adjacent lands.

This report also provides a recommendation to declare as surplus to City needs, the portion of Belmont Lane East between Belmont Avenue West and Claremont Avenue, and to authorize Realty Services, in consultation with the City Solicitor, to negotiate the terms of two conditional Agreements of Purchase and Sale with the owners of 660 Belmont Avenue West and 678-692 Belmont Avenue West for the sale of the respective portions of Belmont Lane East.

BACKGROUND:

The City of Kitchener has received a revised development concept for an 11 storey (39.1 metre) tall mixed-use building with 910.7 square metres of ground floor commercial space and 132 residential units (including 92 one bedroom and 40 two-bedroom units). The original development concept was for a 13 storey (49 metres) tall mixed-use building with 1090 square metres of ground floor commercial space, and 163 residential units (including 115 one-bedroom units and 48 two-bedroom units).

With the revisions to the development concept, the Official Plan amendment is no longer required. The original Official Plan Amendment application requested to increase the maximum height to 13 storeys and 49 metres in height.

The revised Zoning By-law Amendment application is now requesting site specific zoning regulations for an increased building height of 11 storey and 39.1 metres (whereas 8 storeys and 25 metres is permitted), a reduced tower setback from the podium of 2.7 metres (whereas 3.0 metres is required), and a reduced podium height of two storeys (whereas a minimum of three storeys is required). A site-specific parking reduction is no longer being requested as 170 on-site parking spaces are now shown (144 underground parking spaces and 26 surface parking spaces) whereas the required parking is a minimum of 145 spaces and a maximum of 210 spaces. The original Zoning By-law Amendment application requested to increase the maximum height to 13 storeys and 49 metres and to reduce the residential parking requirement from 147 spaces (0.9 spaces per dwelling unit) to 130 spaces (0.8 spaces per dwelling unit).

The owner of 660 Belmont Avenue West and 678-692 Belmont Avenue West is also requesting to purchase the portion of Belmont Lane East between Belmont Avenue West and Claremont Avenue, and to consolidate the lane lands with their adjacent lands on either side of the lane.

REPORT:

The subject lands are made up of three parcels, being the property municipally addressed as 660 Belmont Avenue West (owned by the applicant), the portion of Belmont Lane East adjacent to 660 Belmont Avenue West (owned by the City of Kitchener), as well as the lands between Belmont Lane East and the Iron Horse Trail (owned by the applicant) which are legally described as PT LT 13 PL 343 KITCHENER AS IN 934710.

A letter describing the initial applications was circulated to property owners within 120 metres of the subject lands on August 7, 2020.

A virtual Neighbourhood Information Meeting (NIM) was held on December 17, 2020. A second virtual NIM was held on Thursday, February 25, 2021. The Zoom registration reports recorded 97 different log-ons for the first meeting and 154 for the second meeting.

Planning Staff held ten one-hour small group sessions the week of March 15, 2021. These meetings provided an opportunity for community members to share their perspectives, have a chance to speak directly to Planning staff, and ask questions. In total, 88 people registered and over 90 people attended one of the small group meetings.

Planning staff also attended a site walk on March 23, 2021. The site walk was led and organized by community members known as the *Friends of Belmont Village*, and Planning staff attended.

The site walk was an opportunity for community members to identify their concerns, discuss their comments in the field, and to ask questions of Planning staff.

A Comprehensive Engagement Report, which includes a question-and-answer summary table from the two Neighbourhood Information Meetings and a summary of the Small Group comments and discussion was prepared by Planning Staff on April 12, 2021 and posted to the City's website. A copy is attached to this report as Appendix "B".

In response to community, internal and agency comments, Planning staff asked the applicant to revise the development concept;

- Providing ground floor setbacks along Belmont Avenue West for outdoor spaces to support active uses required on the ground floor,
- Ensuring that the interior ground floor ceiling heights will allow for a variety of commercial uses,
- Design a pedestrian scaled base (podium of the building) that aligns with the existing built form found in this section of Belmont Village,
- Design the building base with materials that are compatible with other buildings in Belmont Village that are compatible with the tower materials,
- A tower design that has modern elements and is visually interesting,
- Utilize stepbacks on upper floors, as well as varying floor plates in the tower, to provide visual breaks in the building elevations,
- Increase the tower setback from Belmont Avenue West,
- Bring the roof top amenity spaces to lower portions of the building,
- Reduce the total height in terms of the number of storeys,
- Reduce the total height in terms of metres,
- Provide affordable housing units as part of this development,
- Provide larger, multi-bedroom units within the building,
- Providing a publicly accessible, barrier-free connection through the site from Belmont Avenue West to the Iron Horse Trail,
- Implement energy conversation measures in the building design,
- Provide on-site parking for the proposed commercial and residential uses without relying on adjacent public streets,
- Ensure that all parking spaces are accessible to intended building occupants (requested further explanation on the garage within the garage concept),
- Provide turning templates for all vehicles for all accesses, and
- Maintain the location and function of Belmont Lane East for access to the rear of the site through the site design, regardless of ownership of the lane.

Planning Staff have received a revised development concept in response to public input, working meetings, and discussions with internal staff. The revised development differs from the original proposal as summarized below.

	Original Proposal	**Revised Proposal**
Height – Storeys	13 storeys	11 storeys
Height – Metres	49.0 metres (including the 13th storey which included a mechanical penthouse and occupied floor area (amenity area).	39.1 metres (mechanical penthouse is not included in definition of building height as there is no occupied space). The total height to the top of the mechanical penthouse height is 43.10 metres.

Commercial Floor Area	1090 square metres	910.7 square metres
Number of Residential Units	163 (115 one-bedroom and 48 two-bedroom)	132 (92 one-bedroom and 40 two-bedroom)
Residential Parking Rate	0.8 spaces per dwelling unit	0.9 (min) to 1.3 (max) spaces per dwelling unit
Base (Podium) Height	3 storeys, 12.20 metres	2 storeys, 8.85 metres
Street Line Stepback from Base (Podium)	3.0 metres	2.7 metres

The design of the building has also changed, with the revised proposal featuring varying floor plates for several floors, a publicly accessible walkway from Belmont Avenue West to the Iron Horse Trail (referred to as the mews), and a revised parking layout. The site plan is conceptual at this point in the review process and will be finalized once the final outcome is known on the current Official Plan and Zoning By-law Amendment applications. Site Plan approval is required for this development and has not yet been initiated.

Planning Analysis:

Provincial, Regional, and City planning policy provide guidance that must be considered when evaluating changes in land use permissions as discussed below.

Planning Act, R.S.O. 1990, c. P.13 25.

Section 2 of the Planning Act establishes matters of provincial interest and states that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
g) The minimization of waste;
h) The orderly development of safe and healthy communities;
j) The adequate provision of a full range of housing, including affordable housing;
k) The adequate provision of employment opportunities;
p) The appropriate location of growth and development;
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
r) The promotion of built form that,
    (i) Is well-designed,
    (ii) Encourages a sense of place, and
    (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are addressed and are implemented through the Provincial Policy Statement, 2020, as it directs how and where development is to occur. The City's Official Plan is the most important vehicle for the implementation of the Provincial Policy Statement, 2020 and to ensure Provincial policy is adhered to.

Provincial Policy Statement (PPS)

The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land.

Section 3(5) of the Planning Act requires that a decision of the council of a municipality shall be consistent with the policy statement that are in effect on the date of decision and shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

The PPS focuses growth and development within urban and rural settlement areas while supporting the viability of rural areas. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety.

Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

The subject lands are shown as a Major Transit Station Area (MTSA) in the 2014 Official Plan. These lands are also shown as an Urban Corridor in the proposed Urban Structure developed through the current MTSA planning process underway which includes updates to the City's Secondary Plans for Central Neighbourhoods (Neighbourhood Planning Reviews project). Official Plan policies and zoning regulations are used to ensure that land and resources are efficiently used, and that intensification areas utilize existing infrastructure and support public service facilities which are planned or available, such as public transportation and active transportation infrastructure.

Policy 1.1.1 of the PPS states that, "Healthy, liveable and safe communities are sustained by

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

h) promoting development and land use patterns that conserve biodiversity; and

i) preparing for the regional and local impacts of a changing climate."

Policy 1.1.2 requires that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines.

The PPS notes that settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets, and policy 1.1.3.1 states that settlement areas shall be the focus of

growth and development. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which;

a) efficiently use land and resources; and

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion.

Further, policy 1.1.3.2 states that land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated. Policy 1.1.3.3 requires that Planning authorities (such as the City of Kitchener) shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The City of Kitchener has identified intensification areas in a hierarchical manner in the City's Official Plan. The hierarchy is intended to establish priority areas for intensification and to direct future growth. These intensification areas serve different city, community and neighbourhood scaled planned functions and may be different in terms of character, scale, function, and potential to accommodate growth.

These intensification areas are planned for efficient development patterns to optimize the use of land, resources and public investment in infrastructure and public service facilities. These areas are planned for a mix of uses and housing options, in a built form that is transit supportive.

The City's Urban Structure is composed of Intensification Areas which include the Urban Growth Centre (Downtown), Major Transit Station Areas (MTSA), City Nodes, Community Nodes, Neighbourhood Nodes, Urban Corridors and Arterial Corridors. They are connected by transit corridors and the integrated transportation system which are key elements in shaping growth and built form in the city. As Intensification Areas, these areas are generally intended to provide for a broad range and mix of uses in an area of higher density and activity than surrounding areas. The Urban Structure also identifies Community Areas, Industrial Employment Areas and Green Areas as areas that are not intended to experience major changes.

Policy 1.4.1 states that to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and

b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Belmont Village is a planned intensification area, which is planned to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents. The City's intensification areas are identified locations in the Official Plan to accommodate future growth and they are required to accommodate population projections set by the Province. Directing growth and change to these intensification areas is key to maintaining stable community areas throughout the City while upholding the Countryside Line.

Planning staff is of the opinion that the recommended zoning by-law amendment and Site Specific Provision (188) is consistent with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)

Part of the Vision of the Greater Golden Horseshoe (GGH) is to ensure municipalities have sufficient housing supply that reflects market demand and what is needed in local communities. Two of the guiding principles of the Growth Plan are to prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability and to support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. Policy 2.2.2.1.a) requires that a minimum of 50 per cent of all residential development occurring annually within the Region of Waterloo be within the delineated Built-Up Area. Municipalities must support housing choice through the achievement of the minimum intensification and density targets established in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet the projected needs of current and future residents.

The Growth Plan's strong emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of existing infrastructure and public service facilities, and less on continuously expanding the urban area.

The Growth Plan directs Planning authorities in the Region of Waterloo to plan for a population of 923,000 people and 470,000 jobs by 2051. This would mean a population increase of approximately 299,070 in comparison to the Region's 2020 population of 623,930. The forecasted growth to the 2051 horizon is allocated to each municipality in the Region based on the following considerations: the vast majority of growth will be directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of complete communities. As one of three cities in the Region, it can be expected that Kitchener will be allocated a significant amount of the additional population allocation.

The development of the subject lands with a more intense residential use within the City's delineated Built-Up Area, represents intensification and will help the City to meet density targets. MTSA and Urban Corridors are planned to accommodate additional housing opportunities that will make use of existing infrastructure and support the viability of existing transit. Housing policies of the Growth Plan support the development of a range and mix of housing options that serves the needs of a variety of household sizes, incomes and ages.

The Growth Plan notes that complete communities should be designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. Complete communities support quality of life and human health by encouraging the use of active transportation and providing high quality public open space, adequate parkland, opportunities for recreation, and access to local and healthy food. Complete communities support climate change mitigation by increasing the modal share for transit and active transportation and by minimizing land consumption through building compact, mixed-use communities.

The redevelopment of 660 Belmont Avenue West is an opportunity to support Belmont Village as a complete community and provide additional housing for more people within this community. Belmont Village is a developing complete community in its current form, and by adding additional dwellings

to this intensification area will provide new housing for additional people to live within a complete community. Adding housing units within a mixed-use community also helps to support the non-residential uses.

Building compact and complete communities, and protecting agricultural lands, water resources and natural areas will help reduce greenhouse gas emissions and ensure communities are more resilient to the impacts of a changing climate. The Province of Ontario has committed to reduce greenhouse gas emissions by 30 per cent below 2005 levels by 2030. Kitchener has committed to a 50% reduction of greenhouse gas emissions by 2030.

To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including the Urban Growth Centre (UGC) and MTSAs, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options.

The redevelopment of 660 Belmont Avenue West will provide for the redevelopment of a former automotive service centre with a new mixed-use building. The Applicant has received a Record of Site Condition from the Ministry of the Environment, Conservation, and Parks. The existing single-storey commercial building that was constructed in 1961 is proposed to be demolished. The Site building has been utilized for automotive repair and maintenance operations since the Site was developed for commercial purposes in 1961. A mixed-use building with ground floor commercial uses aligns with the planned function of Belmont Village Urban Corridor. The redevelopment of the site will bring new people, jobs, and commercial businesses to the site.

The intensification areas identified in the City's Official Plan are planned to accommodate additional housing supply in the city. MTSA and Urban Corridors are planned as complete communities, offering a variety of unit types and non-residential uses that support surrounding the community. All the intensification areas throughout the City are planned for increased density and are all within the delineated Built-Up Area.

Policies 2.2.1.4 states that complete communities will:

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
d) expand convenient access to:
    i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
    ii. public service facilities, co-located and integrated in community hubs;
    iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
    iv. healthy, local, and affordable food options, including through urban agriculture;
e) provide for a more compact built form and a vibrant public realm, including public open spaces;
f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability
g) integrate green infrastructure and appropriate low impact development.

Policy 2.2.4 requires that planning be prioritized for MTSAs on priority transit corridors, including zoning in a manner that implements the policies of this Plan. MTSAs on priority transit corridors will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit. The Region of Waterloo's ION is a form of light rail transit and the ION stations are Major Transit Station Areas (MTSAs) that are required to achieve the minimum density target of 160 residents and jobs combined per hectare. Although the subject site is located outside of the proposed MTSA boundary, it is within 635 metres of an ION station (approximately 800 metre walk via Gildner Green and Mt. Hope Street). While the subject lands are shown as an MTSA in the 2014 Official Plan, these lands are also shown as an Urban Corridor in the proposed Urban Structure developed through the current MTSA planning process underway which includes updates to the City's Secondary Plans for Central Neighbourhoods (Neighbourhood Planning Reviews project).

Growth is planned and focused for Belmont Village because it is a planned intensification area and was identified as an MTSA in the 2014 Official Plan and shown as an Urban Corridor in the proposed Urban Structure developed through current MTSA planning process underway.

Policy 2.2.6.2 states that municipalities will support the achievement of complete communities by planning to accommodate forecasted growth to the horizon of the Growth Plan, planning to achieve the minimum intensification and density targets in the Growth Plan, consider the range and mix of housing options and densities of the existing housing stock, and planning to diversify the overall housing stock across the municipality.

Intensification areas like Belmont Village are planned to accommodate the growth forecasts prescribed by the Province and are planned to support active transportation (Iron Horse Trail, on-street bicycle lanes, sidewalks, etc.) and public transportation (high frequency bus routes and the ION). Compact communities with increased densities reduce the need for urban expansions of the City on agricultural lands and will overall reduce greenhouse gas emissions by making better use of land and infrastructure by reducing the needs for private automobile use.

Although the proposed development features one and two bedroom dwelling units, these type of units are a different housing choice and form when compared to existing ground-oriented low-rise housing stock in the surrounding community and can provide new units for members of the community to age in place.

Planning staff are of the opinion that the recommended zoning by-law amendment conforms to the Growth Plan.

Regional Official Plan (ROP)

The subject lands are designated "Urban Area" and "Built-Up Area" on Schedule 3a of the Regional Official Plan (ROP). The Urban Area designation of the ROP has the physical infrastructure and community infrastructure to support major growth and social and public health services (ROP Section 2.D).

Section 2.B states that virtually all the Region's future growth will occur within the Urban Area and Township Urban Area, with a substantial portion of this growth directed to the existing Built-Up Area of the region through reurbanization. Focal points for reurbanization include UGCs, Township UGCs, MTSAs, Reurbanization Corridors and Major Local Nodes.

Section 2.C establishes the policies associated with the Reurbanization Target, which are policies established in conformity with the 2006 version of the Growth Plan. It is intended that new residential

development occurring within the built boundary will be counted towards the achievement of the reurbanization target set out in the Region of Waterloo Official Plan.

Section 2.C.2 states that area municipalities will establish policies in their official plans and other supporting documents to ensure that by 2015 and each year thereafter a minimum of 45 per cent of all new residential development occurring annually within the region as a whole will be constructed within the Built-Up Area.

The ROP supports a Planned Community Structure based on a system of Nodes, Corridors and other areas that are linked via an integrated transportation system (ROP objective 2.1 and 2.2). Components of the planned Community Structure include the Urban Area, nodes, corridors and other development areas including UGCs and MTSAs.

This Planned Community Structure reflects the intent of the Regional Growth Management Strategy and provides a framework for decision-making on a wide range of issues, including land use and transportation planning among others.

Section 2.D.1 states that in preparing or reviewing planning studies, or in reviewing development applications or site plans, the Region and/or Area Municipalities will ensure that development occurring within the Urban Area is planned and developed in a manner that:

a) Supports the Planned Community Structure described in this Plan;
b) Is serviced by a municipal drinking-water supply system and a municipal waste-water system;
c) Contributes to the creation of complete communities with development patterns, densities and an appropriate mix of land uses that supports walking, cycling and the use of transit;
d) Protects the natural environment, and surface water and groundwater resources;
e) Conserves cultural heritage resources and supports the adaptive reuse of historic buildings;
f) Respects the scale, physical character and context of established neighbourhoods in areas where reurbanization is planned to occur;
g) Facilitates residents' access to locally grown and other healthy foods in neighbourhoods; and
h) Promotes building designs and orientations that incorporate energy conservation features and the use of alternative and/or renewable energy systems.

Planning staff is of the opinion that the applications conform to the Region of Waterloo Official Plan. Regional staff have indicated that they are supportive of higher density within the MTSA area and Urban Corridors of the Region as the type of mixed use, high density development proposed on site supports the Planned Community Function of the Regional Official Plan.

Regional Planning staff have no objections to the proposed applications and provided comments (Appendix "D") that will be taken under advisement for future development applications.

City of Kitchener Official Plan

The vision of the City's Official Plan states *"Together we will build an innovative, vibrant, attractive, safe, complete and healthy community contributing to an exceptional quality of life."* A complete community creates and provides access to a mix of land uses including a full range and mix of housing types. A complete community also supports the use of public transit and active transportation, enabling residents to meet most of their daily needs within a short distance of their homes. Planning for a complete community will aid in reducing the cost of infrastructure and servicing, encourage the use of public transit and active modes of transportation, promote social interaction, and foster a sense of community.

Official Plan policy 17.E.12.6 of the Official Plan notes that the City will consider all applications to amend the Zoning By-law and will provide notice of such application in accordance with the provisions and regulations of the Planning Act.

Urban Structure

As referenced earlier in this report, the City's Urban Structure is composed of Intensification Areas which include the Urban Growth Centre (Downtown), Major Transit Station Areas (MTSA), City Nodes, Community Nodes, Neighbourhood Nodes, Urban Corridors and Arterial Corridors. They are connected by transit corridors and the integrated transportation system which are key elements in shaping growth and built form in the city.

Policy 3.C.2.1 states that lands within Urban Structure Components will be designated an appropriate land use to achieve their planned function. The policies pertaining to each Urban Structure component stipulate what the applicable land use designations may include.

The lands are identified as an MTSA in the 2014 Official Plan. In the Official Plan on Map 2 – Urban Structure the lands appear within the MTSA circle for the Grand River Hospital Station. Section 3.C.2.16 of the Official Plan indicates that MTSAs are designated in the Regional Official Plan and are identified in the City's Official Plan as a conceptual representation of the area of a ten minute walking radius centred around the location of the Rapid Transit Stops. In Section 3.C.2.18 it states that the City, in collaboration with the Region and in accordance with Regional Official Plan, will prepare Station Area Plans for each MTSA area located outside the UGC.

The Official Plan provides direction for detailed station area planning exercises, which have been completed for Central, Midtown and Rockway stations areas. The subject lands are located within the PARTS Midtown Plan. During the development of the Midtown Secondary Plan, the boundaries of the MTSA were further refined. The subject lands were removed from the MTSA area and were identified as an Urban Corridor. In December 2019, at a statutory public meeting for the Neighbourhood Planning Reviews project, City Staff presented a report with the revised boundaries which identified the subject lands as Urban Corridor.

Since then, the Region of Waterloo commenced the Regional Official Plan Review project and as part of that work, the Region proposed MTSA boundaries which were endorsed by Regional Council. The westerly boundary of the draft Midtown Secondary Plan and Region Council-endorsed MTSA boundary is the Iron Horse Trail.

The conceptual MTSA boundary in the City's Official Plan is proposed to be amended to align with the westerly boundary of the Midtown Secondary Plan following the approval of the Region's Official Plan and revised MTSA boundaries. As such, the subject lands are planned as an Urban Corridor intensification area.

Belmont Village is an intensification area in the city that is planned to redevelop to accommodate growth. The subject lands are identified as an MTSA in the 2014 Official Plan. During the development of the Midtown Secondary Plan, the boundaries of the MTSA were further refined. The subject lands were removed from the MTSA area and were identified as part of the Urban Corridor.

Both MTSAs and Urban Corridors are intensification areas in the City. While identified conceptually as an MTSA in the 2014 Official Plan, the subject lands have since been identified as an Urban Corridor. An Urban Corridor is lower on the hierarchy of intensification areas in the City's Urban Structure, and the related policies permit a smaller scale of development when compared to MTSAs.

Urban Corridor Intensification Area

The Urban Structure implements the Provincial Policy Statement in the City's Official Plan by identifying priority areas for intensification. The planned function of the Urban Corridor is to provide for a range of retail and commercial uses and intensification opportunities that should be transit supportive. Urban Corridors function as the spine of a community as well as a destination for surrounding neighbourhoods. Strengthening linkages and establishing compatible interfaces between the Urban Corridors and surrounding Community Areas is a priority for development in these areas. Land use designations may include Mixed Use and/or Commercial depending on the context and the range of uses deemed appropriate for achieving the planned function of that Urban Corridor. Urban Corridors are generally linear in form and are located along existing or planned transit corridors. They are intended to have strong pedestrian linkages and be integrated with neighbouring residential, and employment uses.

Housing Policies

Policy 4.1.1 states a housing objective of the City is to provide for an appropriate range, variety and mix of housing types and styles, densities, tenure and affordability to satisfy the varying housing needs of our community through all stages of life. Policy 4.C.1.12 notes the City favours a land use pattern which mixes and disperses a full range of housing types and styles both across the city as a whole and within neighbourhoods. Policy 4.C.1.1 states that the City will maintain at all times the ability to accommodate residential growth for a minimum of ten years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development.

Intensification areas like Belmont Village are planned to provide for a range of retail and commercial uses and intensification opportunities and are planned to change over time. Concentrating mid-rise and high-rise developments within intensification areas brings a variety and mix of housing types to existing communities. The purpose of the Official Plan is to guide the growth and development of the city to the year 2031, with balanced growth with an increased focus on intensification, particularly in the Urban Growth Centre (Downtown), Major Transit Station Areas, nodes and corridors, which maximizes the use of our existing infrastructure and services.

Policy 4.C.1.8 of the Official Plan provides direction on what to consider when a site-specific zoning regulation is proposed to facilitate residential intensification or a redevelopment of lands. The overall impact of the special zoning regulations will be reviewed by the City to ensure;

a) That any new buildings and any additions and/or modifications to existing buildings are appropriate in massing and scale and are compatible with the built form and the community character of the established neighbourhood,
b) Where front yard setback reductions are proposed for new buildings in established neighbourhoods, the requested front yard setback should be similar to adjacent properties and supports and maintain the character of the streetscape and the neighbourhood.
c) New additions and modifications to existing buildings are to be directed to the rear yard and are to be discouraged in the front yard and side yard abutting a street, except where it can be demonstrated that the addition and/or modification is compatible in scale, massing, design and character of adjacent properties and is in keeping with the character of the streetscape.
d) New buildings, additions, modifications and conversions are sensitive to the exterior areas of adjacent properties and that the appropriate screening and/or buffering is provided to mitigate any adverse impacts, particularly with respect to privacy.
e) The lands can function appropriately and not create unacceptable adverse impacts for adjacent properties by providing both an appropriate number of parking spaces and an appropriate landscaped/amenity area on the site.

f) The impact of each special zoning regulation or variance will be reviewed prior to formulating a recommendation to ensure that a deficiency in the one zoning requirement does not compromise the site in achieving objectives of compatible and appropriate site and neighbourhood design and does not create further zoning deficiencies.

In considering Official Plan policies regarding where a site-specific zoning regulation is proposed to facilitate residential intensification, Planning staff are of the opinion that Site Specific Provision (188) meets the intent of Policies in section 4.C.1.8. The proposed massing is appropriate for the site and the scale is compatible with the built form and the community character of the established neighbourhood and planned function of the intensification area. The setback from Belmont Avenue West is appropriate for a commercial use, a two-storey base is appropriate, and the recommended stepback of the tower is sufficient. The subject lands can function appropriately and will not create unacceptable adverse impacts for adjacent properties. Adequate on-site parking spaces and appropriate landscaped/amenity area will be provided on site.

Sustainable Development

Policy 7.C.4.1 in the City's Official Plan states that the City strives that development and redevelopment strives to be increasingly sustainable by encouraging, supporting and, where appropriate, requiring:

a) compact development and efficient built form;
b) environmentally responsible design (from community design to building design) and construction practices;
c) the integration, protection and enhancement of natural features and landscapes into building and site design;
d) the reduction of resource consumption associated with development; and,
e) transit-supportive development and redevelopment and the greater use of other active modes of transportation such as cycling and walking.

Development applications are required to demonstrate that the proposal meets the sustainable development policies of the Plan and that sustainable development design standards are achieved. At the OPA and ZBA phase, policy 7.C.4.6 permits the City to develop bonusing regulations in the Zoning By-law for development satisfying the sustainable development design standards. The bonusing regulations may include provisions permitting building elements with a demonstrated benefit to the community.

As part of the revised development submission, the Applicant has provided a letter outlining sustainable development initiatives that will be further explored at the site planning stage. Due to changes to the Planning Act, Planning Staff are not recommending site-specific zoning that would require a Section 37 Bonusing agreement. Planning staff will work with the applicant at the site planning stage to implement sustainable development measures.

The proposal is a compact and efficient development that redevelops an existing property in an existing community within an identified Intensification Area. The development is transit supportive and the site is located in close proximity to existing transit (bus routes) and within 635 metres of an ION station (approximately 800 metre walk via Gildner Green and Mt. Hope Street).

Mixed Use Land Use Designation

The Mixed Use land use designation is intended to be flexible and responsive to land use pattern changes and demands and permit a broad range of uses at different scales and intensities depending on the lands' geographic location and identification at the urban structure level. As such, an appropriate and compatible mix and range of commercial, retail, institutional and residential uses, at different scales and intensities will be encouraged and supported within lands designated Mixed

Use depending on their location within the City's Urban Structure. The implementing zoning will be applied to allow for and promote a compatible mix of uses within the same building or on the same site. A mix of uses within the same building is preferred. The Mixed Use land use designation plays an important role in achieving the planned function of the Intensification Areas of the City's Urban Structure. Lands designated Mixed Use have the capacity to accommodate additional density and intensification of uses. The permitted scale and intensity of uses and development is dependent upon the Urban Structure Component the site is within and the context of the site.

Policy 15.D.4.2 notes that permitted residential uses may include medium and high-rise residential uses. Policy 15.D.4.3 permits non-residential uses including compatible commercial uses such as, but not limited to, retail, commercial entertainment, restaurants, financial establishments; personal services, office, health-related uses such as health offices and health clinics and institutional uses such as daycare facilities, religious institutions, and educational establishments, social service establishments and studio and artisan-related uses.

The lands are designated Mixed Use which permit an appropriate and compatible mix and range of commercial, retail, institutional and residential uses. Different scales and intensities of these uses is encouraged within an Urban Corridor. Lands designated as Mixed Use play an important role in achieving the planned function of the Urban Corridor Intensification Area.

Policy 15.D.4.6 notes that the zoning of individual sites designated Mixed Use may not allow the full range and scale of uses at every location. Permitted uses and scale of uses will be dependent upon the Urban Structure Component the site is within and its planned function and density, compatibility with surrounding areas, technical considerations and other contextual or site-specific factors. Collectively, all the lands designated Mixed Use will achieve the intended mix of uses and scale deemed appropriate.

Not all individual sites designated Mixed Use allow for the full range and scale of uses permitted by the land use designation policies. In this case, additional height is permitted within Urban Corridors in accordance with Policy 15.D.4.21.

Policy 15.D.4.17.b) regulates the Floor Space Ratio (FSR) for all new residential or mixed-use building development or redevelopment. For lands designated Mixed Use, a minimum FSR of 0.6 and a maximum of 2.0 applies for lands within an Urban Corridor. However, Policy 15.D.4.19 permits a minimum FSR of 1.0 and a maximum Floor Space Ratio of up to 4.0 for individual properties where higher density development or redevelopment is desirable and appropriate, where the property abuts or has direct access to an arterial or collector road, the property is adequately buffered from lands designated Low Rise Residential, and where there is adequate existing or planned infrastructure. The implementing zoning (MIX-2) for the subject lands permits a maximum FSR of 4.0.

The proposed development, with all lands consolidated (based on the total consolidated lot area of all parcels), is within the permitted Floor Space Ratio range of 1.0 to 4.0 in accordance with Policy 15.D.4.19.

Policy 15.D.4.22 speaks to the permitted height of a building and states that generally no building will exceed 8 storeys or 25 metres in height, whichever is greater at the highest-grade elevation, on lands designated Mixed Use as an Urban Corridor. However, Policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed-use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. Site Specific Provision (188) implements Official Plan 15.D.4.23.

With respect to the pedestrian scaled base, Site Specific Provision (188) requires a base (podium) height of two storeys whereas the MIX-2 zone requires a minimum of three storeys. This provision is being recommended to ensure that the ground floor commercial and second residential floor are at a scale that is similar to other existing buildings in the community. The City's Design for Tall Buildings (also known as the tall building guidelines) within the Urban Design Manual note that a tall building's base includes the ground floor and any additional floors with a direct relationship to the streetscape and public realm. This can include traditional multi-storey podiums, portions of a tower which extend to the ground floor and structured parking areas. Building bases should feature a high percentage of transparency and bases should maximize connectivity and permeability at ground level, creating and reinforcing pedestrian & cycling connections. Bases should not exceed 70 metres in overall building length.

The ground floor is proposed to be commercial and is designed to feature a large percentage of glazing. Further, the length of the base is approximately 60 metres, with a cantilevered upper floor section (the mews) at the north end of the building to allow pedestrian access around the side of the building and to the rear of the site and to the Iron Horse Trail. Further, balconies for residential units along Belmont Avenue West are provided along the front elevation, and the street-facing setback has been provided to support outdoor amenity and commercial supportive uses. The guidelines require that the lower 5 metres of the base should be designed with high quality materials, be highly articulated, and be designed with engaging and visually expressive architectural features and human scaled massing. The proposed street facing ground floor elevations feature the residential and multiple commercial entries and a high percentage of glazing. The floor to ceiling height of the ground floor is 5.4 metres which exceeds the guideline minimum of 4.5 metres.

In considering the massing along the streetscape, the base and tower stepback of 2.7 metres reduces the overall massing along the street facing elevation. While Site Specific Provision (188) allows for a slight reduction of the tower stepback from 3.0 metres to 2.7 metres, the stepback is sufficient to provide a differentiation between the tower and the base of the building. The City's tall building guidelines note that that a tower of this size is considered a Large Slab and note that the appropriateness of larger or slab-like forms will partially be a function of site size, shape and orientation, and whether a large tower can achieve good separation and compatibility while mitigating unwanted impacts. Actual and perceived massing impacts of large slab towers can be mitigated by breaking up their mass both horizontally and vertically, through the creative incorporation of changes in materials, balcony and floorplate design, architectural features and unit/amenity locations.

The proposed development concept features different floor plates throughout the building. The third and eighth floors are recessed and floors 9-11 have the smallest floor plates with increased setbacks from the north and south ends of the building. Further, not all floors have the same elevation design, and there is a variety of materials used on the design of the building.

With respect to the compatibility of the proposed development on adjacent lands, it is important to reference the Official Plan definition of compatibility. The City's Official Plan defines compatibility as land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects, adverse environmental impacts or adverse impacts. Compatibility or compatible should not be narrowly interpreted to mean "the same as" or even as "being similar to". Further, adverse impacts may include but will not be limited to: shadows over private amenity areas or on building façades for an unacceptable duration, issues of privacy, overlook conditions, negative microclimatic impacts, light pollution (such as light trespass or glare), odour, vibration, noise pollution urban heat island effects, visual clutter or obstruction of views and/or vistas. And finally, Adverse Effects, as defined in the Environmental Protection Act, means one or more of: a) impairment of the quality of the natural environment for any use that can be made of it; b) injury or damage to property or plant or animal life; c) harm or material discomfort to any person; d) an adverse effect on the health of any person; e) impairment of the safety of any

person; f) rendering any property or plant or animal life unfit for human use; g) loss of enjoyment of normal use of property; and, h) interference with normal conduct of business.

As noted above, Policy 15.D.4.22 already permits a building height of 8 storeys or 25 metres, whichever is greater at the highest grade elevation, for lands designated Mixed Use as an Urban Corridor, including the subject lands and all lands on the east side of Belmont Avenue West in Upper Belmont. This is a more restrictive policy than 15.D.4.21 which notes that there is no maximum building height on lands designated Mixed Use within an MTSA. These two policies reflect the different built form expectations between development in an MTSA compared to development in an Urban Corridor which implement the Urban Structure hierarchy. In considering compatibility of the additional height recommended in Site Specific Provision (188), consideration must be had for the existing land use permissions and building form, as well as planned function of Belmont Avenue West and existing land use permissions (potential future built form).

Site Specific Provision (188) would permit additional height for a property that is already planned for redevelopment, within a corridor that is also planned for redevelopment and growth. Planning staff are of the opinion that an 11 storey building with a height of 39.1 metres can be mutually tolerant and capable of existing together in harmony with the planned function of Belmont Avenue West. While this built form is different from existing built form, the additional height is not anticipated to cause unacceptable adverse effects, adverse environmental impacts, or adverse impacts.

The City's Urban Design Manual has criteria to evaluate the microclimate impacts of a development. Building design should mitigate cumulative wind impacts through base design, stepbacks, projections, balcony design, building massing and architectural articulation. The City required a shadow analysis and a wind study to demonstrate how the proposed development is designed to mitigate unwanted microclimatic impacts. When evaluating shadowing, at least 5 hours of cumulative direct sunlight must be maintained daily to nearby sidewalks and open spaces under equinox conditions, beginning with sidewalks located on the opposite site of adjacent ROWs. Updated shadow and wind analysis will be required at the site planning stage to confirm preliminary findings to ensure that these impacts will be addressed and mitigated.

The subject site is well positioned between the commercial businesses on the west side of Belmont Avenue West and Gildner Green (City-owned park) limiting concerns for residential overlook. The proposed building is not expected to create adverse light pollution, odour, vibration, or noise pollution. A building that is 8 or 11 storeys will alter the skyline and may partially obstruct some existing views and vistas, but it is not anticipated that this would be adverse in nature.

While the development concept does propose to remove some existing trees, the overall quality of the natural environment will not be substantially impacted. New native trees will be required to compensate for tree removals. It is anticipated that while the proposed building will be different from the existing built form in Upper Belmont Village, a new building of 8 or 11 storeys will not cause harm or material discomfort to any person or have an adverse effect on the health of any person.

Further, Policy 15.D.4.24 notes that the City may impose minimum façade and building height regulations in the Zoning By-law.

Urban Design policies in the Official Plan support creating visually distinctive and identifiable places, structures and spaces that contribute to a strong sense of place and community pride, a distinct character and community focal points that promote and recognize excellence and innovation in architecture, urban design, sustainable building design and landscape design. The City will require high quality urban design in the review of all development applications through the implementation of the urban design policies of the Official Plan and the City's Urban Design Manual.

Official Plan Conclusions

Planning staff is recommending refusal of the requested Official Plan Amendment and approval of a revised Zoning By-law Amendment application to add Site Specific Provision (188) in Zoning By-law 2019-051 to permit a mixed-use building with a maximum building height of 39.1 metres and 11 storeys, a two storey base of a building, and a street line stepback for a building of 2.7 metres.

Belmont Village is an intensification area in the city that is planned to redevelop to accommodate growth. The subject lands are identified as an MTSA in the 2014 Official Plan. During the development of the Midtown Secondary Plan, the boundaries of the MTSA were further refined. The subject lands were removed from the MTSA area and were identified as part of the Urban Corridor. An Urban Corridor is lower on the hierarchy of intensification areas in the City's Urban Structure, and the related policies permit a smaller scale of development when compared to MTSAs.

Policy 15.D.4.22 permits a building height of 8 storeys or 25 metres, whichever is greater at the highest grade elevation. Site Specific Provision (188) implements Official Plan 15.D.4.23 which allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed-use building containing residential units.

Intensification areas like Belmont Village are planned to provide for a range of retail and commercial uses and intensification opportunities and are planned to change over time.

The lands are designated Mixed Use which permit an appropriate and compatible mix and range of commercial, retail, institutional and residential uses. Different scales and intensities of these uses is encouraged within an Urban Corridor.

The proposed development, with all lands consolidated (based on the total consolidated lot area of all parcels), is within the permitted Floor Space Ratio range of 1.0 to 4.0 in accordance with Policy 15.D.4.19.

Planning staff are of the opinion that the recommended zoning by-law amendment conforms to the Official Plan.

Kitchener Growth Management Strategy

The Kitchener Growth Management Strategy (KGMS) was approved in January 2009 and helps to ensure that growth is managed effectively to achieve the required density and intensification targets, through a desired built form and function which will enhance the quality of life in Kitchener. The Kitchener Growth Management Plan (KGMP) is based on the principle that maximizing the use of existing infrastructure is preferred and that planning for and implementing intensification is a high priority.

Planning staff's recommendation is in compliance with the KGMS and KGMP by supporting appropriate intensification that better utilizes the existing infrastructure while ensuring that any future development be compatible and complementary to the existing neighbourhood, while bringing new residents into a stable community.

Zoning By-law 2019-051 & Recommended Zoning By-law Amendment

The lands are zoned as MIX-2: Mixed Use Two. The purpose of this zone is to accommodate a variety of uses within mixed use buildings and mixed-use developments at a medium density on certain lands within Urban Corridors. There are three existing Site Specific Provisions as follows;

(128) states that the number of required parking spaces for all uses within an existing building shall be the lesser of the number of existing parking spaces or the number of parking spaces required by Section 5 of this By-law.
(142) – states that a visual barrier between a parking lot and a residential zone will not be required, that the minimum yard abutting a residential zone shall be 0 metres, that the minimum rear yard setback shall be 0 metres, and that a dwelling unit may be located on the ground floor of a mixed use building provided that such dwelling unit is oriented toward the Iron Horse Trail.
(49) states that the minimum floor space ratio shall be 1 and the maximum floor space ratio shall be 4.

Mixed Use Corridor (MUC) zones were applied to the Belmont Village Mixed Use Corridor in 2012 through a City-initiated zoning by-law amendment. That work was undertaken to implement the nodes and corridor planned function that was established in 2001 when Council approved a new commercial policy structure in an amendment to the 1994 Official Plan. A City-initiated zoning by-law amendment in 2012 applied Mixed Use (MU) Corridor zones to the entire Belmont Mixed Use Corridor - the land use designations were already in place and no Official Plan Amendment was required. All properties in the corridor were zoned as either Low Intensity Mixed Use Corridor (MU-1) or Medium Intensity Mixed Use Corridor (MU-2). No parcels were changed to High Intensity Mixed Use Corridor (MU-3). In assigning the Mixed Use Corridor zone categories, staff had regard for the Official Plan designation for Mixed Use Corridors which emphasizes the importance of achieving a built form that is compatible with surrounding residential neighbourhoods. Generally, the MU-1 zone was applied in areas that abut low rise residential development. The MU-2 zone is proposed in locations where development could be adequately separated from low rise residential development (along the east side of Belmont Avenue or on larger development sites) or to recognize existing conditions (such as existing apartment buildings).

The new MIX zones that were applied recently as part of the City's new Zoning By-law essentially brought forward similar permissions as the MUC zones. The MIX zones were applied as part of stage 1 (non-residential zones) of the Comprehensive Review of the Zoning By-law (CRoZBy) project. On April 29, 2019 council passed Stage 1 of the new zoning bylaw for Kitchener. Zoning By-law 2019-051 received 3 appeals. On December 4, 2020, the Local Planning Appeal Tribunal (LPAT) rendered an oral decision to scope the remaining appeal to be site-specific in nature, with the remainder of Zoning By-law 2019-051 coming into effect. The effective date of Zoning By-law 2019-051 is April 29, 2019.

Planning staff is recommending approval of a revised Zoning By-law Amendment application to add Site Specific Provision (188) in Zoning By-law 2019-051 to permit a mixed-use building with a maximum building height of 39.1 metres and 11 storeys, a two storey base in a building, and a street line stepback for a building of 2.7 metres. By including the height and stepback in Site Specific Provision (188), the built form for future development on this site will be carefully managed.

Urban Design Manual

Part B of the Urban Design Manual contains area specific guidelines that are specific to drive-through facilities, mixed-use corridors and Queen Street Placemaking. The Mixed-Use Corridor (now known as Urban Corridors) Area Specific Guidelines dates back to 2003. In 2003, Kitchener City Council supported the general principles outlined in the Mixed-Use Corridor Urban Design Brief and directed staff to undertake a final public consultation process prior to their adoption and ultimate inclusion in the City's Urban Design Manual. In 2005, Council approved the Mixed-Use Corridor Design Brief, largely as it exists today.

One of the Corridor Strategies in the Belmont Village Corridor is to have a built form that maintains low-rise, compact urban form in Upper Belmont (north of Glasgow Street) (2-5 storeys with step

backs for increased height) and encourages mid-rise forms (3-8 storeys) in Lower Belmont (south of Glasgow Street) with opportunities for high-rise forms (10 storeys). The subject site is identified as a redevelopment opportunity and it is noted that the underutilized 0.25 ha property is encouraged to redevelop with a low rise (3-4 storey) mixed use building with minor stepback on top floor if over 3 storeys in height. It is also noted that the corridor has many underutilized properties that could be redeveloped or intensified.

The current Mixed Use Corridor Design Brief was brought into the current UDM format in Part B in 2010 (last updated 2012). Since the 2005 Council approval of the Mixed Use Corridor Design Brief, the Planning Act, Provincial Policy Statement, Growth Plan, Regional Official Plan, Kitchener Official Plan, Zoning By-law 2019-051, and Part A of the UDM have been revised, and the updated policy direction has not been reflected in those older sections of the Urban Design Manual.

When considering urban design direction for development applications, it is appropriate to look at Section 11 of the Official Plan and the current sections of the Urban Design Manual. Part A of the Urban Design Manual contains Urban Design Guidelines that were approved between 2017 and 2019. There are 13 sections that are applied based on the geography and planned function of a property (Downtown, Nodes and Corridors, etc) as well as based on the building typology (tall building, mid-rise building, etc).

Design for Tall Buildings Guidelines (tall building guidelines)

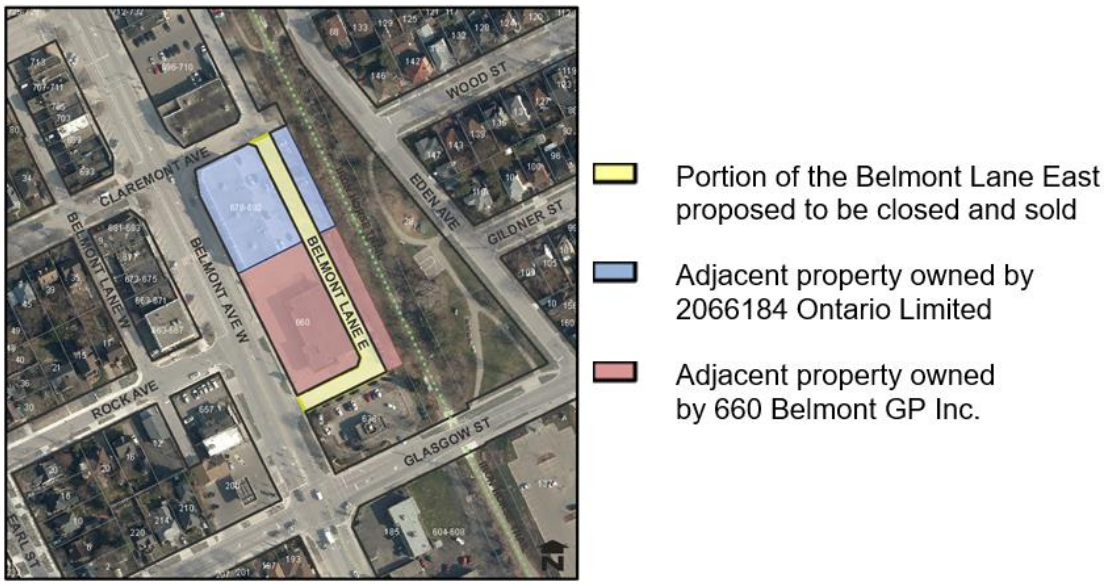
The City's Urban Design Manual applies to all properties within the City and there are several sections that apply to the subject lands, including City-wide design guidelines. All guidelines will be applied through the site planning stage, but the Design for Tall Buildings Guidelines specifically were relied upon in reviewing the appropriateness of the proposed building and current applications.

In Kitchener, a tall building is defined as any building that is more than eight storeys in height. When considering the appropriate placement of building mass, the design should respond to both the existing and planned context of the area. Proper compatibility creates harmonious relationships between a tall building and its surroundings. Adjacent built form can be complemented through compatible height, scale, massing, and materials. Transitions should be provided to surrounding urban contexts, accounting for both the existing context and the planned vision for an area. Setbacks (the distance from property lines to a building) and stepbacks (the distance from the edge of the building base to upper-level base storeys, the tower, and top features) should be implemented. A tall building should not interrupt or impose upon an existing or planned neighbourhood character or the public realm. All tall buildings should have a human-scaled relationship to the public realm. In areas with existing or planned tall and/or mid-rise buildings, relative height, separation, overlook, creative tower orientation, compact floor plate size and point-tower form should all be considered as factors contributing to good compatible design. Tall buildings create substantial viewsheds, are visually prominent, occupy key locations, are often visible and perceivable from significant distances and contribute to a city's skyline.

Full implementation of the Urban Design Manual's directions will be undertaken as part of the City's site planning process for this development proposal.

Sale of Belmont Lane East

The Zehr Group has requested to purchase the portion of Belmont Lane East between Belmont Avenue West and Claremont Avenue. If purchased from the City, the lane would be divided into two parcels and transferred to the owner of 660 Belmont Avenue West (660 Belmont GP Inc) and the owner of 678-692 Belmont Avenue West (2066184 Ontario Limited) as shown below.



There is no proposed change in use for 678-692 Belmont Avenue West at this time. The portion of the laneway adjacent to 660 Belmont Avenue West (Parcel B) is proposed to form part of the 660 Belmont Avenue West redevelopment. Due to underlying infrastructure, the laneway itself cannot be built upon. However, by owning the laneway, Zehr Group would be able to consolidate 660 Belmont Avenue West with the strip of parking to the east of the lane. The lane would serve as access to the proposed mixed-use development and would enable the potential floor space to increase by increasing the total lot area. If Parcel B is consolidated with the adjoining property, 660 Belmont Avenue West, the lane would serve as access to the proposed mixed-use development and would enable the potential floor space to increase from approximately 0.62 acres in size to 1.05 acres.

The lane closure proposal was circulated to all utility providers, Transportation, Fire, Engineering, and Operations staff for review and comment. The owner of 638 Belmont Avenue West (the property to the east) was provided notice of the request to close and sell the laneway. The following easements would be required to be granted by the purchaser, at no cost to the City:

- Easement in favour of the City for access to sanitary and storm water sewers. The precise easement area is to be determined via reference plan.
- Easement in favour of Kitchener Wilmot Hydro (hydro poles are located between the laneway and parking strip to the east). The precise easement area is to be determined via reference plan.
- Since the laneway is to be split and sold as two parcels, easements will be required providing the owner of Parcel A with access to Parcel B, and vice versa. This would ensure the adjoining property owners continue to have access to the entire length of the laneway.

Notice of the sale of Belmont Lane, a City-owned property, is outlined in *Chapter 177 – Sale – Real Property*, of the City's Municipal Code. Section 177.3.3 requires that, before selling any real property owned by the City, Council shall give notice to the public of the proposed sale. Section 177.6.2 stipulates that notice to the public can consist of one ore more of the following types:

a) by advertisement in a daily newspaper of general circulation;
b) by listing with a real estate broker or by direct multiple listing with the Kitchener -Waterloo Real Estate Board;
c) by posting of a "For Sale" sign on the property;
d) by advertisement on local cable television, Internet or other telecommunication;
e) by personal service, registered mail, certified mail, courier or fax;
f) by a report of a City department available to the public; or

g) by listing on the Council or Committee of Council agenda.

While the initial circulation letter and the first Neighbourhood Information Meeting did not discuss the lane purchase request, there was quite a bit discussion on process at the second Neighbourhood Information meeting and in the follow up small group meetings and the site walk.

Additional information on the lane purchase requested was also included in the Comprehensive Engagement Report (attached as Appendix "B"). The City's website was updated following the second Neighbourhood Information Meeting to include the lane purchase request.

The notice of the February 7, 2022 Planning and Strategic Initiatives Committee meeting will also include notice of the potential sale of Belmont Lane East.

Reports, Studies and Technical Memos

The following reports and studies were considered as part of this proposed Official Plan Amendment and Zoning By-law Amendment and are available on the planning applications webpage:

- Affordable Housing Letter
- Architectural Design Package – include Building Elevations, Site Plan and Underground Parking Plan (original and update)
- Environmental Noise Assessment
- Functional Servicing Report & Drawings
- Geotechnical Investigation
- Mass Views
- Parking Study and TDM Plan
- Pedestrian Wind Assessment
- Phase 1 Environmental Site Assessment (both parcels)
- Planning Justification Report (original and addendum)
- Record of Site Condition & Letter of Acknowledge (both parcels)
- Record of Site Condition (both parcels)
- Salt Management Plan
- Shadow Study
- Sustainable Development Initiatives
- Tree Management Plan
- Urban Design Report (original and update)

Department and Agency Comments:

A copy of all comments received from the commenting agencies and City departments are attached as Appendix "D". In summary, there are no outstanding concerns with the proposed Zoning By-law Amendment applications. Additional considerations or concerns will be addressed through the site plan approval process.

Community Input and Staff Responses:

A Comprehensive Engagement Report, which includes a question-and-answer summary from the two Neighbourhood Information Meetings and a summary of the ten small group meeting comments and discussion were prepared by Planning Staff on April 12, 2021 and posted to the City's website. A copy is attached to this report as Appendix "B".

Planning staff received written submissions which are attached as Appendix "E".

Responses are provided below for comments that have new or additional information since the preparation of the Comprehensive Engagement Report dated April 12, 2021. Appendix “E” also contains comments from the community on these applications.

Affordable Housing

There was concern that the proposed development does not include affordable housing units. The Applicant has advised in writing that they intend to make a $250,000 donation to Menno Homes to contribute to the development of the project’s second phase at 544 Bridgeport Road (Appendix G).

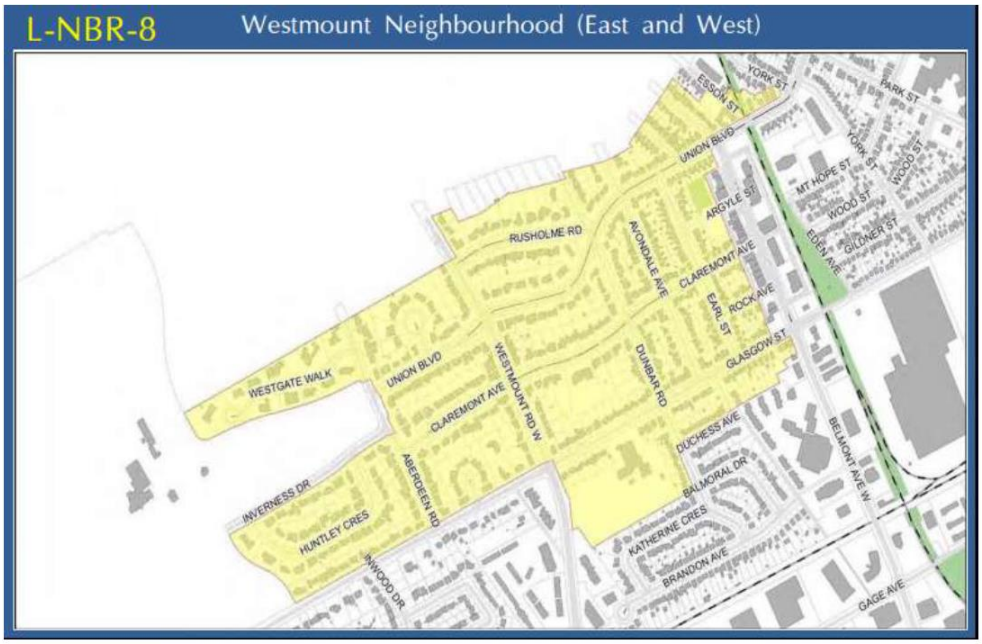
Building Height & Shadow Impacts & Privacy

Some residents provided comments that the building should be lower in height, with suggested heights ranging between 2 and 8 storeys. The City’s Official Plan permits a building height of 8 storeys as-of-right. Site Specific Provision (188) will implement Official Plan Policy 15.D.4.23, among others, which permits the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. Planning Staff are satisfied that Site Specific Provision (188) will permit a built form that features a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands. Planning staff are satisfied that the revised proposal meets the intent of Policy 15.D.4.23 for reasons outlined above in this report.

Loss of Character of Belmont Village

Some residents were concerned that a mid-rise or high-rise building would be out of character for Upper Belmont Village and some respondents requested that Upper Belmont Village should be preserved in its current form and preserved as a Heritage Conservation District.

Belmont Village is not included in the current boundaries of the Westmount Neighbourhood Cultural Heritage Landscape (CHL). The Westmount Neighbourhood is identified as a significant CHL in the 2014 CHL Study, prepared by The Landplan Collaborative Ltd. and approved by Council in 2015. The CHL Study serves to establish an inventory of CHLs, and the study identified 55 CHLs across the City. The CHL inventory does not have formal status under the Ontario Heritage Act, and the Westmount Neighbourhood CHL is not designated under the Ontario Heritage Act. The following map shows the boundaries of the Westmount Neighbourhood CHL, as identified in the 2014 CHL Study.



Intensification areas like Belmont Village are planned to provide for a range of retail and commercial uses and intensification opportunities and are planned to change over time. Concentrating mid-rise and high-rise developments within intensification areas brings a variety and mix of housing types to existing communities. Community areas, like the lands shown within the Westmount Neighbourhood CHL are not planned to accommodate significant growth and change.

Staff note that the existing building on site was formerly used as a five bay automotive service centre and tire store, shown below.



660 Belmont Avenue West (Source: Google Street View – dated October 2020)

The current built form is not pedestrian oriented and features a large surface parking lot between the front building façade and the sidewalk. Urban Corridors are planned to evolve over time as new automobile-oriented uses are no longer permitted. As redevelopment occurs within any Urban Corridor, the built form is planned to transition to a pedestrian and transit supportive design, which includes bringing primary facades closer to the street, locating parking behind buildings, and having active uses at grade adjacent to the sidewalk.

Further, the base of the building has been proposed to be two storeys so that the building will provide a similar feel to the low-rise buildings that currently exist in Upper Belmont Village. Belmont Avenue West is a pedestrian-oriented street design with road improvements that support pedestrian activity. Therefore, it is important to consider the mass of the building from the pedestrian perspective at the base of the building.

Existing Traffic and On-Street Parking in the Community

Planning staff received comments about vehicles travelling through the neighbourhood and an increase in traffic and parking demands during events such as Bestival. Some respondents also noted that further traffic studies should have been completed in 2012 and when the on-street cycling lanes were introduced along Belmont Avenue West.

Transportation staff have advised that Regional standards require that a development must generate at least 100 new trips in either the AM or PM peak for the formal requirement of a Transportation Impact Study. Generally, a site that generates less than 100 vehicle trips in the peak hour has limited impact on the surrounding street network.

When reviewing transportation impacts, it is important to note that height alone doesn't generate traffic, but rather the intended uses of the site. In this case, traffic studies were collected by a third party at a nearby comparable condo site to better determine anticipated peak hour traffic volume that could be expected at 660 Belmont Avenue. Through that study, it was determined that that site generated 0.21 and 0.27 vehicle trips per unit during the AM and PM peak hours respectively. These rates were then applied to the proposed site (163 units at the time of comparison) and it was determined that 34 and 44 vehicle trips can be expected in the AM and PM peak hours respectively.

The next step in assessing peak traffic volume is to understand the current use. The existing site contained a tire store that would generate traffic (if still in operation of course) which needs to be considered as well. A typical 5-bay Tire Store (such as Dettmer Tire which was formerly located at this site) would be expected to generate 11 vehicle trips in the AM and 18 trips in the PM. These totals can be subtracted from the anticipated volume to give the total *new* traffic volumes anticipated; 23 vehicle trips in the AM peak hour and 26 vehicle trips in the PM peak hour (roughly one new vehicle trip every 2 to 2 and a half minutes). This then gets broken down further by entering/exiting traffic and direction. Assuming even distribution, this site results in one new vehicle trip every 4-5 minutes in the peak hour at the intersection of Belmont and Glasgow. This type of negligible volume increase is anticipated to have minimal if any noticeable impact on the surrounding street network.

All of the above does not begin to take into consideration the improvements to transit and active transportation infrastructure that has also resulted in changing traffic patterns and would also generally be applied in a transportation impact study. Nor does it take into account any traffic signal improvements that were implemented as a result of the changes to Belmont Avenue when the bicycle lanes were added in the fall of 2019.

Transportation staff did not identify the need for a traffic study in 2012, but rather that the proposed intensification of the entire corridor presents potential traffic-related compatibility issues to develop in the surrounding residential neighbourhoods related to parking and traffic infiltration. At that time, Transportation staff were referring to the intensification of the entire Belmont Avenue corridor. 660 Belmont Ave is one specific element within the entire corridor. In staff's analysis of this particular site, it is important to take into account existing approved use and compare with what is proposed. In going through that transportation analysis exercise, Transportation staff determined that the proposed site would not generate enough traffic and certainly not enough "new" traffic to warrant a full-scale transportation impact study. In order to assess potential parking infiltration concerns, parking studies were conducted.

Consistent with the implementation of the Mixed Use Corridor zoning in 2012, one of the objectives of the implementing the land use changes was to achieve a built form that supports transit and active transportation. This means a change in the type of uses (away from auto-oriented uses that generate high volumes of traffic, such as an automotive repair garage) to uses that are more conducive to pedestrians and transit users. There have been improvements in both transit and active transportation that were not fully contemplated in 2012 and therefore it is even more probable that trips generated within the corridor will be shorter trips and vehicle use will be that much more limited.

Off-Street Parking

Residents expressed concern about the proposed parking reduction requested with this application given the existing parking demand and narrow surrounding residential streets. Respondents were concerned about having ample street parking for day-to-day operation of their community. Some respondents were concerned about the two-car bay parking stalls in the underground parking levels.

As part of the revised development concept, the total number of residential units has decreased and an on-site parking reduction is no longer being requested. Planning staff are not recommending any parking reductions with this application at this time. The subject lands are zoned in Zoning By-law 2019-051, which means that secured and visitor bicycle parking, shared commercial and visitor parking, and electric vehicle parking rates will apply to any future development. Secondly, the revised development concept has removed the two-car bay garage on the lower parking levels.

Building Setbacks and Setbacks

At some of the small group meetings there was discussion about building design and how the City's Urban Design Guidelines require a base and a stepback of the tower above. After providing some local examples of where tall buildings were built without a base and stepback, Planning staff did receive some comments of concerns about the other examples.

Site Specific Provision (188) will allow for a reduced tower stepback of 2.7 metres where 3.0 metres is required by the City's Zoning By-law. The MIX-2 zone and the Design for Tall Building Guidelines require a base and tower stepback for a building. A 2.7 metre stepback will ensure that the built form will be articulated that will include both a base and tower component.

Sale of Belmont Lane East – Notice

Comments were received that the potential sale of Belmont Lane East had not been publicly advertised and that sufficient consultation has not occurred on the potential sale of the lane.

The notice of the potential sale of Belmont lane East is in accordance with Section 177.3.3 and 177.6.2 of *Chapter 177 – Sale – Real Property* of the City's Municipal Code as noted above.

While the initial circulation letter and the first Neighbourhood Information Meeting did not discuss the lane purchase request, there was quite a bit of discussion on process at the second Neighbourhood Information Meeting and in the follow up small group meetings and the site walk.

Additional information on the lane purchase requested was also included in the Comprehensive Engagement Report (attached as Appendix "B"). The City's website was updated following the second Neighbourhood Information Meeting to include the lane purchase request.

The notice of the February 7, 2022 Planning and Strategic Initiatives Committee meeting will also include notice of the potential sale of Belmont Lane East.

Sale of Belmont Lane East – Function

Planning staff received comments that the lane should be maintained by the City to ensure that there is access to the rear of the building and the parking areas. Part B of the Urban Design Manual (Mixed Use Corridor Brief) notes that the existing laneway access be maintained and that parking be located behind buildings. Underground parking for high-rise forms & structured parking for mid-rise forms is encouraged.

Only the lane is City-owned and the existing and proposed parking areas are privately owned (although often used by the general public). The City is responsible for the maintenance of the laneway to the minimum legislated standards and should the proposed redevelopment at 660 Belmont Avenue West proceed without the closure and sale of the laneway, rear access to the development would be provided via an easement over a public laneway.

Planning staff agree that the function of the laneway is important to ensure a pedestrian-first streetscape along Belmont Avenue West and that all parking and back-of-house operations of 660 Belmont Avenue West and 678-692 Belmont Avenue West should be from the rear lane. As there is only one landowner for this block (two companies owned by the Zehr Group), the lane could be in private ownership and still continue to function and operate in a similar manner to today, without the liability to the City nor maintenance requirements. The sale of the lane is being recommended because if the City decides not to sell the laneway to the adjacent property owner as there would likely never be another opportunity to sell or dispose of this laneway out side of the current request. This publicly-owned and maintained laneway would benefit only one private landowner and require regular City maintenance and costs in perpetuity and the function of the lane could continue in private ownership.

The increased development potential the land consolidated would provide to both properties would be reflected in the final purchase price and subject to Council approval as outlined in the recommendation above.

The revised proposal also includes a publicly accessible pedestrian mews, a mid-block connection through the site from Belmont Avenue West to the Iron Horse Trail that is a more pedestrian oriented connection as compared to walking down a travelled lane.

Sale of Belmont Lane East – Emergency Access

Planning staff received comments about how emergency access would be provided to 660 Belmont Avenue West and 678-692 Belmont Avenue West if the lane was not sold and a narrower private lane was developed instead.

Emergency access can be provided to both 660 Belmont Avenue West and 678-692 Belmont Avenue West with or without the lane. As part of the site planning process, the City's Fire Prevention Officer reviews all site plan drawings in accordance with the Ontario Building Code and the City's Emergency Services Policy at the site planning process. For larger buildings, sprinklers are often used as firefighting occurs largely from within the building. Through the site plan process, the Applicant will have to identify the location of the Siamese connection (fire department pumper connection). The proximity of that connection to the street is carefully reviewed so that fire trucks can be within the required distance (those connections are often facing the public street like Belmont Avenue West). If this criteria can be met from the street, the rear lane does not need to meet the Fire Access Route standards.

Belmont Village District Energy

Planning staff received a proposal for Belmont Village to be a location for a future district energy system.

In September 2020 Council directed staff to develop a district energy business case for downtown as outlined in report DSD-20-151. Staff have been advancing work on this matter since that time. Belmont Avenue West is not currently identified as a location for further study for district energy at this time.

Closure of Belmont Avenue West and Iron Horse Trail During Construction

Some residents were concerned about the closure of Belmont Avenue West and/or the Iron Horse Trail during construction. The Applicant has advised that road and trail closures were not anticipated, and that construction staging could occur on site. The City will require a parking and construction staging plan as a condition of site plan approval.

Sustainable Development Techniques and Methods

Planning staff, as well as some respondents, identified that need that the development proposal be developed using sustainable construction techniques and methods. The Official Plan provides sustainable development direction for new developments, including a broad range of practices, including: developing communities and buildings that are energy and water efficient; reducing greenhouse gas emissions; using environmentally friendly building materials; efficiently managing stormwater; reducing and/or managing solid waste; and, creating complete, healthy, walkable, transit-supportive, cycling and pedestrian-friendly communities are often associated with sustainable development. The proposal is a compact and efficient development that redevelops an existing property. Sustainable development techniques and construction methods will be further explored at the site planning stage.

Planning Conclusions:

Community input over the last 17 months has been considered and resulted in changes to the proposal. The development proposal evolved with input from community members, City staff, and commenting agencies since the fall of 2020.

Provincial, Regional, and City planning policy provide guidance that must be considered when evaluating changes in land use permissions. Planning staff are of the opinion that a high-rise multiple dwelling building is appropriate for this location and will not have adverse impacts on the community. This is an identified intensification site within the community that can accommodate additional residential units and ground floor commercial uses and contribute to a complete community.

Planning Staff are satisfied that Site Specific Provision (188) will permit a built form that features a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands. Planning staff are satisfied that the revised proposal meets the intent of Policy 15.D.4.23 for the reasons outlined above in the Official Plan Analysis section.

Planning staff is of the opinion that the recommended Zoning By-law Amendment is in the public interest and strives to balance various interests; the multi-level legislative planning framework, the planned function of the community and the City, input from the community's residents, and providing new housing within an established community. Planning staff are of the opinion that the proposed development will offer a different housing type and provide more residential units within an established neighbourhood. While the proposed dwellings are in a built form that is different from

other existing buildings, high-rise residential in a mixed-use building is a compatible use for the planned function of Belmont Village.

Based on this analysis, Planning staff is recommending approval of the Zoning By-law Amendment application as outlined in Appendix "A" of this report.

STRATEGIC PLAN ALIGNMENT:

The recommendation of this report supports the achievement of the City's strategic vision through the delivery of core service.

FINANCIAL IMPLICATIONS:

Capital Budget – The recommendation has no impact on the Capital Budget.

Operating Budget – The recommendation has no impact on the Operating Budget.

COMMUNITY ENGAGEMENT:

INFORM – The Official Plan Amendment and Zoning By-law Amendment applications were circulated for comment to internal departments, external agencies, and all property owners within 120 metres of the subject lands on August 7, 2020. A list of interested residents was continually updated throughout the application process. Written responses from property owners and interested parties are attached as Appendix "E" and are discussed in this report and in the attached Comprehensive Engagement Report attached as Appendix "B". This report will be posted to the City's website with the agenda in advance of the Council / Committee meeting. Two large billboard notice signs were posted on the property facing Belmont Avenue West as well as the Iron Horse Trail. A letter advising of the Planning and Strategic Initiatives Committee Meeting (Statutory Public Meeting) was sent to everyone who participated in the process and all property owners within 120 metres of the subject lands. A copy of the notice was also emailed to all community members that provided an email address through the application process, as well as the Westmount and Cherry Park Neighbourhood Associations.

CONSULT – A virtual Neighbourhood Information Meeting (NIM) was held on December 17, 2020. A second virtual NIM was held on Thursday, February 25, 2021. The Zoom registration reports recorded 97 different log-ons for the first meeting and 154 for the second meeting. Planning Staff held ten small group sessions the week of March 15, 2021. These meetings provided an opportunity for community members to share their perspectives, have a chance to speak, and ask questions. In total, 88 people registered and over 90 people attended one of the small group meetings. Planning staff also attended a site walk on March 23, 2021. The site walk was led and organized by community members known as the *Friends of Belmont Village*, and Planning staff attended. The site walk was an opportunity for community members to identify their concerns, discuss their comments in the field, and to ask questions of Planning staff.

Notice of the public meeting will appear in The Record on January 14, 2022 (a copy of the Notice may be found in Appendix F).

PREVIOUS REPORTS/AUTHORITIES:

- Municipal Act, 2001
- Planning Act
- Provincial Policy Statement, 2020
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

- Regional Official Plan
- City of Kitchener Official Plan, 2014
- City of Kitchener Municipal Code Chapter 177 – Sale – Real Property
- Kitchener Growth Management Strategy
- Zoning By-law 2019-051
- City of Kitchener Urban Design Manual
- CSD-12-012 - Belmont Avenue West Mixed Use Corridor Zoning By-law Amendment

APPROVED BY: Justin Readman - General Manager, Development Services Department

ATTACHMENTS:

Appendix A - Proposed Zoning By-law & Map No. 1
Appendix B - Comprehensive Engagement Report
Appendix C - Final Development Concept
Appendix D - Department/Agency Comments
Appendix E - Community Input
Appendix F – Newspaper Notice
Appendix G – Affordable Housing Letter

PROPOSED BY – LAW

_____ 2022

BY-LAW NUMBER ___

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to amend By-law 2019-051, as amended, known as the Zoning By-law for the City of Kitchener – 660 Belmont LP, 660 Belmont GP Inc. and City of Kitchener - 660 Belmont Avenue West and part of Belmont Lane East)

WHEREAS it is deemed expedient to amend By-law 2019-051 for the lands specified above;

NOW THEREFORE the Council of the Corporation of the City of Kitchener enacts as follows:

1. Zoning Grid Schedule Number 40 of Appendix "A" to By-law Number 2019-051 is hereby amended by changing the zoning applicable to the parcel of land specified and illustrated as Area 1 on Map No. 1, in the City of Kitchener, attached hereto, from MIX-2: Mixed Use Two with Site Specific Provisions (128), (142), and (49) to MIX-2: Mixed Use Two with Site Specific Provisions (128), (142), (49) and (188).

2. Zoning Grid Schedule Number 40 of Appendix "A" to By-law Number 2019-051 is hereby further amended by incorporating additional zone boundaries as shown on Map No. 1 attached hereto.

3. Section 19 of By-law 2019-051 is hereby amended by adding Site Specific Provision (188) thereto as follows:

   "(188). Notwithstanding Section 8.3 of this By-law, within the lands zoned MIX-2: Mixed Use Two as shown on Zoning Grid Schedule Number 40 of Appendix "A" and shown as being affected by this subsection, the following special regulations shall apply:

   i) the maximum *building height* shall be 39.1 metres;
   ii) the maximum number of *storeys* shall be 11 storeys;

iii) the number of *storeys* in the *base* of a *mid-rise building* or *tall building* shall be 2 storeys; and,

iv) the minimum *street line stepback* for *mid-rise buildings* and *tall buildings* shall be 2.7 metres."

PASSED at the Council Chambers in the City of Kitchener this

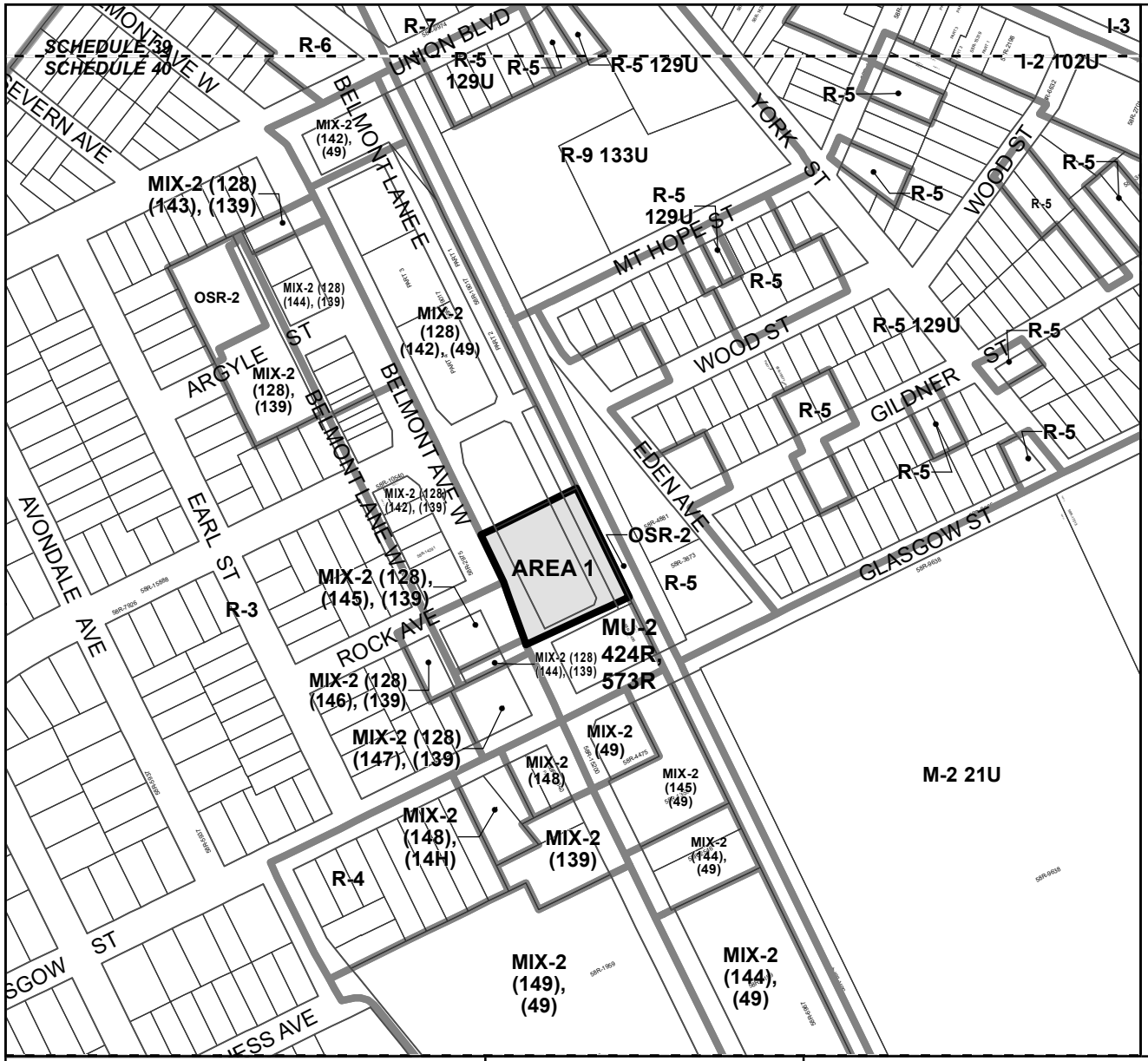
day of ,2022

_____

Mayor

_____

Clerk



SUBJECT AREA(S)

AMENDMENT TO BY-LAW 2019-051
AREA 1
FROM MIXED USE TWO ZONE (MIX-2)
WITH SITE SPECIFIC PROVISIONS
(49), (128) AND (142))
TO MIXED USE TWO ZONE (MIX-2)
WITH SITE SPECIFIC PROVISIONS
(49), (128), (142) AND (188)

ZONE GRID REFERENCE
SCHEDULE NO. 40
OF APPENDIX 'A'
KITCHENER ZONING BY-LAW 85-1
AND 2019-051

BY-LAW 85-1
I-2 COMMUNITY INSTITUTIONAL
I-3 MAJOR INSTITUTIONAL ZONE
M-2 GENERAL INDUSTRIAL ZONE
R-3 RESIDENTIAL THREE
R-4 RESIDENTIAL FOUR ZONE
R-5 RESIDENTIAL FIVE ZONE
R-6 RESIDENTIAL SIX ZONE
R-7 RESIDENTIAL SEVEN ZONE
R-9 RESIDENTIAL NINE ZONE
BY-LAW 2019-051
MIX-2 MIXED USE TWO
OSR-2 OPEN SPACE: GREENWAYS

ZONE LIMITS

MAP NO. 1

660 BELMONT GP INC.; 660 BELMONT LP; CITY OF KITCHENER

660 BELMONT AVE W & PT OF BELMONT LANE E

0 50 100 METRES

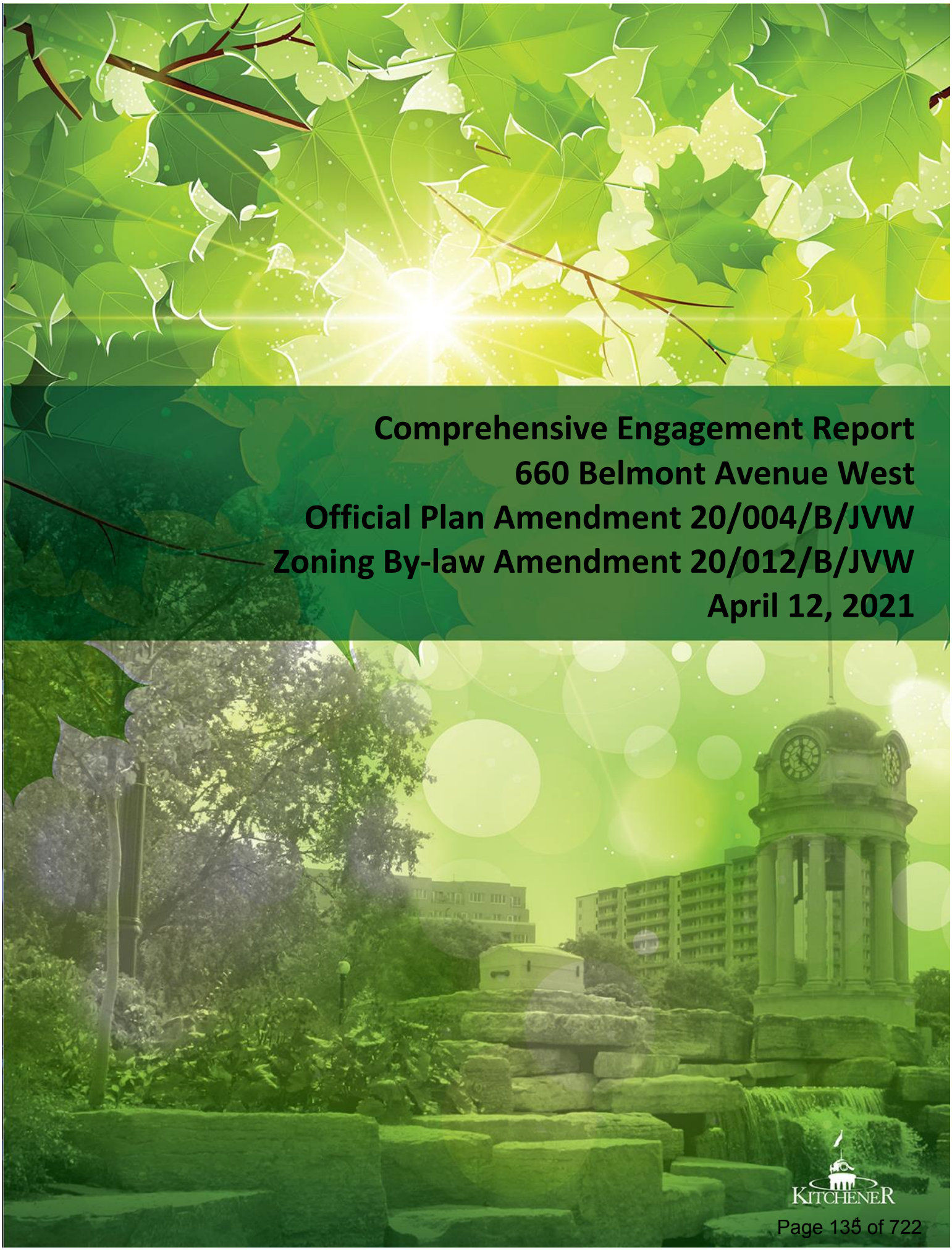
SCALE 1:4,000

DATE: JANUARY 12, 2022

ZONING BY-LAW AMENDMENT ZBA20/012/B/JVW

City of Kitchener
DEVELOPMENT SERVICES DEPARTMENT, PLANNING

FILE: ZBA20012BJVW_MAP1 .mxd



Comprehensive Engagement Report
660 Belmont Avenue West
Official Plan Amendment 20/004/B/JVW
Zoning By-law Amendment 20/012/B/JVW
April 12, 2021

KITCHENER

Application Background

The City has received applications to amend the City's Official Plan and Zoning By-law to permit a new mixed-use development. The proposed 13 storey (49 metres in height) mixed-use building is proposed to include:

- 163 residential units (including 115 one bedroom units and 48 two-bedroom units), and
- 1090 square metres of ground floor commercial space.

The Official Plan Amendment application requests to increase the maximum height to 13 storeys and 49 metres in height.

- Currently, the Official Plan permits a maximum building height of 8 storeys or 25 metres.

The Zoning By-law Amendment application requests to increase the maximum height to 13 storeys and 49 metres and to reduce the residential parking requirement from 147 spaces (0.9 spaces per dwelling unit) to 130 spaces (0.8 spaces per dwelling unit).

- No reductions are being sought for commercial parking requirements. The multi-unit commercial parking rate is 1 space per 35 square metres.
- The current zoning is *MIX-2: Mixed Use Two* which permits a maximum height of 25 metres and 8 storeys.
- The Zoning By-law allows commercial and residential parking to be shared for mixed-use buildings.

Engagement Opportunities

Neighbourhood Information Meetings

A virtual neighbourhood information meeting (NIM) was held on December 17, 2020. A second virtual NIM was held on Thursday, February 25, 2021. These two large scale meetings were an effective way to share information, but they were supplemented with opportunities for two way dialogue between City staff and community members.

The Zoom report shows 97 different log-ons for the first meeting and 154 for the second meeting.

Staff received specific questions during the two meetings through the *Q&A* and *Chat* features in Zoom. City Staff and the Applicant have provided responses to the questions, which are attached as Appendix A to this report. Questions were provided to the appropriate City of Kitchener staff as well as the Applicant to respond as applicable.

Small Group Meetings

Planning Staff held ten small group sessions the week of March 15, 2021. These meetings were an opportunity for community members to share their perspectives, have a chance to speak, and ask questions.

In total, 88 people registered and over 90 people attended one of the small group meetings. A summary of the discussions, as well as additional comments submitted with the RSVP email, is attached as Appendix B to this report. These notes are not a verbatim record of the meetings and are a general summary of the discussions, including comments, questions, and answers.

Site Walk

Planning staff attended a socially distanced site walk on March 23, 2021 as part of the engagement sessions. All attendees wore masks and all public health and City of Kitchener COVID-19 protocols were met. The site walk was led and organized by community members, and Planning staff attended as requested. The site walk was an opportunity for community members to identify their concerns, discuss their comments *in the field*, and to ask questions of Planning staff. No formal minutes were taken, however the discussion on the site walk is largely captured in Appendixes A and B.

Email and Telephone Enquires

Planning staff also provided additional information, and answered questions, by responding to email and telephone enquiries.

Next Steps - City of Kitchener Commitments

This report follows the City of Kitchener's commitment to provide a detailed engagement summary within 3 weeks of the last engagement event (site walk on March 23, 2021).

Any updated information or revised development concepts or additional materials will be posted to the City's website at www.kitchener.ca/planningapplications. An email will be sent to the distribution list when substantial website updates occur.

City of Kitchener staff will thoughtfully consider all written comments, questions, and feedback outlined in this report, as well as all comments received to date.

All interested community members that participated in any aspect of these applications who provided an email and/or mailing address, all property owners within 120 metres, and applicable Neighbourhood Associations will be provided a written notice of the statutory public meeting when these applications will be considered by the Planning and Strategic Initiatives Committee.

Attachments

Appendix A – Question and Answer Summary Table - Neighbourhood Information Meetings
Appendix B – Small Group Summary Comments and Discussion Summary

660 Belmont Avenue West – OPA/ZBA Neighbourhood Information Meetings
December 17, 2020 & February 5, 2021
ZOOM Chat and Q&A Responses

These questions were provided to the appropriate City of Kitchener staff as well as the Applicant to respond as applicable.

Q: How much of the project is affordable housing?

Applicant: The proposed building does not include any units that would meet a policy definition or threshold of "affordable".

Q: I view Belmont village as an important historical part of the city. This building is totally out of proportion with the scale of the rest of the area. It seems to be out of harmony with the low rise nature of the village. Do you have a relief view of the proposed building with all the other buildings in the village? This looks like the end of our village.

Applicant: Perspective views of the originally submitted building proposal are contained in the Urban Design Report submitted for the applications.

Q: Considering the need for underground parking on this site, there is going to be a need for major excavation and substantial pile driving to enable this. How will this project address the issue of damage that this will cause to homes in the surrounding neighbourhood have plaster walls?

Applicant: Zehr Group has constructed many projects in tight urban environments. Preconstruction inspections on the surroundings properties will be completed prior to construction starting. Shoring installation will be completed via vertical drill rigs vs. pile driving equipment.

City of Kitchener: Damage claims are a civil matter between the complainant and the builder. It is recommended that you take photographs of the existing condition of your property if you think you may experience damage during construction.

Q: What changes would have to be made to the annual Bestival as a result of this project, and what new objections might be raised to the Bestival?

Applicant: In 2021 Zehr Group will be donating the property to whomever wants its (including the Bestival) for festival/place making activities. In the future, the at grade landscaping is being design to work with festivals (such as Bestival), etc.

Q: Thank you for showing us how you arrived at a 13-storey design. If your proposal is ultimately denied, will you still proceed with an 8-storey building? If so, do you currently have an 8-storey design, and can you please share it so we can also consider this alternative?

Applicant: An 8-storey building design has not been prepared.

Q: At, say, 10 feet per storey, 13 stories and 130 feet is lower than the height permission which is being sought. How tall are the various stories of the proposed building?

Applicant: The submitted building plans include the following heights for the different components: 5.4 metres for the ground floor, 3.2 to 3.6 metres for floors 2 through 10, 4.0 and 4.2 metres for floors 11 and 12, and 4.0 metres for the mechanical penthouse floor (floor 13).

Q: Can’t all of these great benefits you are sharing be viable with 8 stories - the only trade-off is profits? Applicant: The project is not viable as an 8-storey building.

Q: This project seems to be driven by the concept of maximizing the building square footage, forcing the proponent to go higher when increasing set backs. Would the project remain financially viable with a shorter building with the same building footprint as the 13 story concept?

Applicant: The project is not viable as an 8-storey building.

Q: Can a representative of the proponent speak to the financial viability of this project at a smaller scale.

Applicant: The proposed development has been designed since early concepts to achieve a balance between high quality urban design and project profitably. The project as it is currently proposed has been designed to achieve the financing requirements set forth by financial institutions.

Q: 49 meters (as I recall the requested height - sorry, going by memory as your slide is gone) is 160 feet or "16" standard stories. This relates to my prior question.

Applicant: This doesn't account for the taller ground floor height desired by the City of Kitchener Tall Building Guidelines, any consideration of taller ceiling heights of any of the floors throughout the building, or the fact the mechanical penthouse has to be included in instance (not required typically).

City of Kitchener: The City's guideline for a taller interior ceiling height for the ground floor is to provide flexibility for future commercial uses.

Q: The existing 8 story 24m / 12 story 36m is 3m per story. Proposal is for 13 stories 49m which is closer to 4m per story. Why so high?

Applicant: The reason for the increased floor to floor height of the building's residential floorplates is very simple: quality of life. The increased floor heights provide for higher ceilings in all units; even the smallest ones in the building, which brings more natural daylight into the suites. This brings real physiological and psychological benefits to the residents. We are also finding in our work in Kitchener that the current Zoning allocation of 3m per residential floor is insufficient to adequately accommodate current structural and HVAC systems ductwork sizing, which rely on pulling in and exhausting more natural air to and from the suites than older systems. We also use the additional height to bolster acoustic ratings in our floor assembles to better mitigate against sound transfer between units. The additional height at the ground floor is to provide high ceiling spaces in all commercial units and to encourage larger users who require additional height for their businesses.

Q: Increased height per story is an obvious benefit for residents but how is this balanced for the rest of the community. City will need to address this.

Applicant: From a city planning perspective, the Official Plan, Kitchener's long-term planning policy document that directs zoning, contemplates 12 storeys buildings for the building subject to satisfying criteria (noting the proposed 13th storey is not a full storey in the sense it is much smaller in footprint than the storey below and there are no residential units on the floor). Intensification along corridors and close to transit are core directives at the Provincial, Regional and City planning levels.

Q: The landscape pictures in the film only showed people sitting and walking around. Where was the parking lot?

Applicant: The extent of the surface parking area is shown on the development plans.

Q: Does the developer own more of Belmont? Is this the start of a line of high rise units? Approving this 13 storey proposal would be precedent setting - would it not?

Applicant: The applicant owns the abutting property to the north of the property subject to the proposed applications.

Q: I understand that Zehr Group also owns the adjacent (yellow) property. What are their long term plans for that property and, assuming this development proceeds, will we see an application for another 8 to 12 story building on that property?

Applicant: There are no plans at this time for the abutting property: it is an operating mixed office building.

Q: Are all the units considered luxury units?

Applicant: The proposed building provides for a range of unit types, sizes and amenities, so it will not be exclusive. Some upper floor units might be considered "premium" in terms of offerings, but this a small proportion of the total unit count. Many of the units are more typical one-bedroom and two-bedroom units that are more attainable, recognizing the overall is meant to be a high quality building.

Q: Are the units sold as condos or are they rental units?

Applicant: The proposed building will be a condominium ownership.

Q: One bedroom units tend to attract single people and thus a higher ratio of cars to floor space. Were larger units considered?

Applicant: The proposed building plans do include a mix of unit types including larger two-bedroom units. Based on experience and evidence, one-bedroom units cater to those residents seeking a unit but not a parking space.

Q: 13 story building would have 168 apartments…..would there be a balance of one bedroom and two bedrooms? Projected number for this size? Would the minimum number of cars to accommodate for 13. I assume the range of stories would be 8 to 13. What would be the number of apartments for 8,9,10,11, and 12.

Applicant: The submitted building plans for the applications contain 163 dwelling units with a general 70/30 split between one-bedroom and two-bedroom units. These floor plans continue to evolve though. Minimum parking requirements are applied per unit, so there is no difference between one- and two-bedroom units from a zoning perspective. There are no plans other than the proposed 13-storey building.

Q: WHO will own the units?

Applicant: The proposed building will be a condominium ownership.

Q: Green space in this area is still quite small in proportion to other Kitchener neighborhoods. While the community spaces demonstrated in the renderings look to be quite positive for the Village, what about green spaces? City of Waterloo actually purchased homes on Williams street in Uptown west in order to secure more green areas for the densifying neighborhood. Will City of Kitchener take a similar action? Could part of the site adjacent to the Iron horse be dedicated green space?

City of Kitchener: The city recognizes a gap in public park space surrounding this development. It’s our intention to continue collecting the maximum allowable park dedication as a cash-in-lieu contribution to enable acquisition of other meaningful, strategic properties. The city is currently updating its Park Strategic Plan in 2021 through

2022, through which specific acquisition strategies will be proposed and vetted through both public consultation and City Council.

Q: Trio On Belmont has issue with residences using iron horse trail as smoking area - results in lot of litter and poor environment, what is City's policy on this given large population that will be adjacent to the trail with this development.

City of Kitchener: The Iron Horse Trail is one of Kitchener's busiest trails with a mix of regular commuters and other users traversing it on a daily basis. It is not intended to become an area of congregation that may impede flow of pedestrians and cyclists and the enjoyment of this space for residents. If this is an ongoing issue, Bylaw should be notified and Trio On Belmont / property management companies should notify residents of Regional smoking regulations. (Smoke-Free Ontario Act (SFOA) 2017). If further regulatory signage along the Iron Horse Trail is required to help rectify the issue, the City may look at installing these at appropriate locations.

Q: How many applications for past high-rise projects that have reached this stage have been rejected?

City of Kitchener: Public engagement is a fundamental part of the Planning process and almost every development application in Kitchener has been influenced by comments received through the process. Planning staff endeavor to find a balance of interests when making their recommendations to Council. Planning staff work to understand how a development application may change a community, and work with residents to manage change and to implement solutions to their concerns in the most appropriate way.

Q: How do we get the official plan changed to protect the destruction of Belmont Village?

City of Kitchener: The City of Kitchener's Official Plan was recently approved and the City is required to update it every 5-10 years to implement updated Provincial and Regional direction. The next Official Plan review process is unlikely to start until 2023. For this application, you will be informed of all future meetings regarding these applications. These applications will be considered at a future public meeting held by the Planning and Strategic Initiatives Committee and Kitchener City Council. You may attend as a delegation to each of these meetings. You will be informed when they are scheduled by mail or email.

Q: What is it going to bring to our area for those of us already here? More traffic (people and cars) larger buildings that encroach on our space? Can you give me anything positive?

City of Kitchener: Compact complete communities that utilize existing infrastructure in urban areas that are transit supportive help to meet the City's goals and requirements for directing and managing growth.

Applicant: On a broad city-planning and city-building exercise, the benefit to the community and city in general include an enhanced street activity with commercial, the addition of 300 residents on the doorstep of Belmont businesses, contribution to a better connection and interface with the Iron Horse Trail, and support for the GRT transit service including the ION.

Q: Have you looked at other similar villages like this in other cities to see what they have done? I know of one to recommend for you to look at .

Applicant: Ground floor commercial activities, spaces, and unit design have been specific looked at to what make such environments successful for the desired businesses and activities.

Q: Can the City please explain why one of their communications stated that only homeowners/residents within 120m of the proposed building were notified about this project? Residents of this neighbourhood who walk to and support the lovely businesses on Belmont come from farther than 120m.

City of Kitchener: The Planning Act requires that notice be provided to properties located within 120 metres of a development application and the City has followed this practice for this application. As part of the City's recent Development Services Review which included a review of opportunities to improve our public engagement practices, the City is exploring opportunities to expand the circulation radius for notice of development applications in order to provide more broad notice of future development proposals.

Q: Can the City circulate notes of this meeting with questions to residents within a reasonable and appropriate area surrounding Belmont Village.

City of Kitchener: The Planning Act requires that notice be provided to properties located within 120 metres of a development application and the City has followed this practice for this application. As part of the City's recent Development Services Review which included a review of opportunities to improve our public engagement practices, the City is exploring opportunities to expand the circulation radius for notice of development applications in order to provide more broad notice of future development proposals. A large neighbourhood notice sign was installed on site for passers-by to be made aware of the applications and there will be a newspaper notice when the statutory public meeting is scheduled. The date of the meeting will also be posted on the sign. The City provides current information on the City's Planning Application Consultation webpage. Councillor Johnston also shares updates on her social media and in publications (Kitchener Citizen column, etc). Planning staff also provide information to interested media representatives and have conducted interviews for these applications.

Q: What does compatibility mean to you?

City of Kitchener: The City's Official Plan defines compatibility as land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects, adverse environmental impacts or adverse impacts. Compatibility or compatible should not be narrowly interpreted to mean "the same as" or even as "being similar to".

Adverse impacts may include but will not be limited to: shadows over private amenity areas or on building façades for an unacceptable duration, issues of privacy, overlook conditions, negative microclimatic impacts, light pollution (such as light trespass or glare), odour, vibration, noise pollution urban heat island effects, visual clutter or obstruction of views and/or vistas.

Adverse Effects, as defined in the Environmental Protection Act, means one or more of: a) impairment of the quality of the natural environment for any use that can be made of it; b) injury or damage to property or plant or animal life; c) harm or material discomfort to any person; d) an adverse effect on the health of any person; e) impairment of the safety of any person; f) rendering any property or plant or animal life unfit for human use; g) loss of enjoyment of normal use of property; and, h) interference with normal conduct of business.

Adverse Environmental Impacts are changes likely to arise directly or indirectly from development, redevelopment or site alteration within or lands adjacent to a Natural Heritage System feature that result in widespread, long-term, or irreversible degradation of the significant features or impairment of the natural functions of the designated area.
The City requires studies and plans to demonstrate impacts of a development and compares those results against acceptable standards in the City's Official Plan, Zoning By-law, and Urban Design Manual.

Applicant: The City of Kitchener Official Plan provides an objective definition: "land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects, adverse environmental impacts or adverse impacts. Compatibility or compatible should not be narrowly interpreted to mean "the same as" or even as "being similar to"."

Q: How can 13 storeys possibly be considered compatible with adjacent areas?

Applicant: Tall buildings can "co-exist" with surrounding low-rise areas; they currently do in the area to the east and south near the Belmont Avenue corridor. "Tests" of compatibility include massing models, wind studies, shadow studies, and application of design guidelines, all of which were submitted as part of the applications.

Q: Most of the height of the building seems to have arisen as a result of the 4 times coverage of the space. Who decided that that was necessary? Why can't you make a shorter building with the friendly features that might have a lower coverage number?

City of Kitchener: The Floor Space Ratio (FSR) is a measure used to regulate building mass based on a lot area. A FSR of 4 means that a building can have 4 times the lot area (in building floor area) above ground. The City of Kitchener uses FSR as a tool to regulate building mass, in addition to zoning regulations (such as setbacks and height) and Urban Design policies and guidelines. The smaller the floor of each building, the more floors could be added within the FSR limit of 4.0. For example, if a building only covered half of a lot, and at the FSR allowed is 4.0, it could be 8 storeys in height. FSR is only one measure of building size, which is why other regulations, such a building height, are used in the zoning. The City regulates FSR in the Official Plan and Zoning By-law and allows for a higher FSR for properties that are identified for growth and in locations that could accommodate additional density that are within a reasonable distance to the LRT, to support the commercial businesses in communities like the ones in Belmont Village, and to manage the City's growth responsibly with minimal adverse impacts to established neighbourhoods.

Q: The basis for the target square footage started with an assumption of 4 x coverage of the lot. As a starting assumption this doesn't seem reasonable. Shouldn't minimum setbacks be taken into account first before the building massing started?

City of Kitchener: The overall size of a building, and how much total floor area may be provided on a site, is regulated through zoning regulations (floor space ratio, setbacks, setbacks, height) as well as Urban Design Guidelines (design changes to minimize impacts). The maximum overall floor space ratio is a measure used to regulate the total building floor area based on lot size.

Q: Again, why does it have to be 4 times coverage?

City of Kitchener: The maximum permitted floor space ratio in the City's Zoning By-law is 4.0.

Q: Where does "Four times coverage" come from? Is it a developer's standard, or a City standard?

City of Kitchener: The maximum permitted floor space ratio in the City's Zoning By-law is 4.0.

Q: The scale of the proposed development is alarmingly disproportionate to the rest of Belmont Village. The impact will profoundly affect our neighbourhood and future development in the village. By the City of Kitchener's own definition, this development is considered a tall building. The Current bylaw allows for an 8 storey building, four to eight times higher than current buildings on the street. How do you justify building a structure any higher than 8 storeys?

City of Kitchener: Official Plan policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. A Zoning By-law Amendment application is still required to increase the building height. However, despite the height of the buildings on the street today, since 2012 the zoning has permitted buildings up to 8 storeys and 25 metres in height.

Q: I don't think that it makes sense to argue that the development shouldn't happen; it is hard for anyone to accept change, and Belmont Village can't just cut itself off from the rest of Kitchener which continues to have significant development. I think the concern is really the number of stories. 12 is too high, given its location (proximity to street and trail) and the character of the rest of the village. Could the number of stories be brought down to 10 or less and still make sense for the developer?

Applicant: The Official Plan policy contemplates an increased building height of the greater of 12 storeys or 37.5 metres for this side of Belmont Avenue including the property, subject to satisfying the applicable criteria. The project is not viable at 10 or less storeys.

Q: Westmount/Belmont is a family community, how do 1 and 2 bedroom units fit into this area? My suspicion is the floor space of each unit will be suited to singles. Why are we not building units that might suit perhaps families or retirees/older residents from Westmount who want to stay in the area but not live in a tiny unit? Can you not please be creative, build a luxury development - both inside and out - not just another box.

City of Kitchener: Policy 4.C.1.12 of the Official Plan states that the City favours a land use pattern which mixes and disperses a full range of housing types and styles both across the city as a whole and within neighbourhoods. Smaller condominium units would be a different form of housing than is found throughout the adjacent low rise residential community.

Q: Does the 4.0 FSR depend on the Belmont Lane East being purchased by the applicant?

City of Kitchener: No, the current zoning permits a maximum FSR of 4.0 whether the lands are consolidated or not. If the lane is sold to the Developer, the lane lands and the property to the east of lane are consolidated and that increases the overall lot area, which would increase the total building area (it would be four times the consolidated lot area). The development concept includes all lands (including the lane) in the FSR calculation.

Q: Why can't the parking be underground instead of above ground?

City of Kitchener: Underground parking is proposed. The plans received show residential parking underground and shared commercial/residential visitor parking at the rear of the building.

Applicant: Most of the parking (over 80%) is contained in a two-level underground parking garage. The remainder is on the surface for ease of access for shoppers and visitors.

Q: Belmont Village should have a full study done first to approve or reject any development of this type.

City of Kitchener: The City has no current plans to complete a Secondary Plan for this area.

Q: Has there been an area study of the whole of Belmont Village?

City of Kitchener: The mixed-use corridor land use designation was put in place in the previous Official Plan and brought forward in the 2014 Official Plan which implemented a new Urban Structure which confirmed intensification areas across the City. Belmont Avenue in this location is an intensification area in the City's Urban Structure.

Q: What is the city of Kitchener's long term planning intent for Belmont Village? Is there a "Master Plan? Citizens should be informed of this plan before "One off" amendments are considered.

City of Kitchener: The City has a planned Urban Structure – meaning that every property has policies and regulations that guide existing and future uses. The City's Intensification Areas are identified in a hierarchical manner. The hierarchy is intended to establish priority areas for intensification. These intensification areas serve different city, community and neighbourhood scaled planned functions and may be different in terms of character, scale, function, and potential to accommodate growth. The City is planned with intensification areas including a series of nodes and corridors and Belmont Village is planned to accommodate additional growth.

Q: Given that it has become standard development practice to request variances to "allowed" maximum heights on buildings and get them, my question is… Do PLANNING STAFF OR COUNCIL MEMBERS have any concerns that this practice ends up, in the long term, undermining citizen participation and creating a "why bother/the ink is already dry" attitude? Do we need a more "updated and honest" municipal plan?

City of Kitchener: Public engagement is a fundamental part of the Planning process and almost every development application in Kitchener has been influenced by comments received through the process. Planning staff endeavor to find a balance of interests when making their recommendations to Council. Planning staff work to understand how a development application may change a community, and work with residents to manage change and to implement solutions to their concerns in the most appropriate way. The City's current Official Plan was approved in 2014 and will continue to be updated as changes are made to planning policy at a Provincial and Regional level.

Q: I can see the benefit of this building and have faith in the developer to ensure the community needs are taken into account as they are members of the local community. My question would be directed at the City and what the residents /city/Belmont village can do to ensure that this does not set a precedent for future development this tall closer to Union on Belmont. (who may not have as close ties to our community

City of Kitchener: Planning staff review every application based on its own merit. The overall development proposal will be considered when considering additional height, and any future application would be subject to the same review. Planning policies, zoning regulations, and design guidelines apply to all development applications.

Q: Given that no pre-emptive Belmont Village plan is proposed, one would surmise that development simply will jump off the first precedent. Should your neighbourhood-encroachment parking assumptions not take account that there will probably be approved more buildings of the scale of this one?

City of Kitchener: If future applications request a parking reduction, justification would be required, and will be evaluated as part of that application.

Q: I don't understand how setbacks to allow for sidewalks/patios and/or a green space at the rear of the building warrants taking the structure higher than 8 storeys. Are not setbacks and required green spaces not mandated by the city? Does the City agree and support developers using the required setbacks as justification for a higher structure?

City of Kitchener: Setbacks are required through the zoning process whereas green space on site is an Urban Design Manual requirement. From an urban design perspective City staff look at setbacks as well as step backs (a setback is the distance between a property line and a building, and step backs are the distances when a portion of the building is further set back from other portions of the building), wind and shadow impacts, building massing and angular plane to determine if they can support the proposed development as it meets acceptable design criteria. If the proposed development does not meet these criteria staff will not support the application until revisions to the development proposal have been made to ensure that it is within acceptable standards.

Q: Sounds like traffic and wind studies completed, are these available to public to review?

City of Kitchener: Yes. The shadow GIF and the preliminary Pedestrian Wind Assessment report are posted to the City's Sharefile service which can be accessed from the link posted at www.kitchener.ca/planningapplications

Q: What is your definition of sustainable?

City of Kitchener: The City of Kitchener Official Plan defines "Sustainable/Sustainability" as the ability to meet the needs of both current and future generations by balancing cultural, economic, environmental and social elements through thoughtful, comprehensive and inclusive decision-making. A sustainable community is one that is robust, resilient and strives to live within its natural limits. Further, "Sustainable Development" is defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Q: How many apartments are in the building?

City of Kitchener: The proposal is for 163 residential units (including 115 one bedroom units and 48 two-bedroom units), and 1090 square metres of ground floor commercial space.

Applicant: There are 163 units in the current plans.

Q: Will there be any provisions to protect against units being used for short-term rental (eg AirBnB)?

City of Kitchener: The City currently does not license or regulate short term rentals.

Q: The location would be about 1 km from the closest Ion station. This seems too far for a typical commuter to walk, reducing the likelihood that they will take the Ion and commute. Shouldn't higher densities be close to Ion line?

City of Kitchener: The City has a planned Urban Structure – meaning that every property has policies and regulations that guide existing and future uses. The City's Intensification

Areas are identified in a hierarchical manner. The hierarchy is intended to establish priority areas for intensification. These intensification areas serve different city, community and neighbourhood scaled planned functions and may be different in terms of character, scale, function, and potential to accommodate growth. The City is planned with intensification areas including a series of nodes and corridors and Belmont Village is planned to accommodate additional growth. The City's Official Plan includes policies that permit buildings designated as Mixed Use in Urban Corridors to be up to 8 – 12 storeys in height subject to the applicable policies. The scale of development envisioned in different parts of the City varies from the types of heights and densities permitted in the Downtown area, to the heights and densities for Urban Corridors, to the heights and densities in lower density, established neighbourhood as shown on the Urban Structure.

Q: How can a number of parking places that is smaller than the number of residential units be considered reasonable?

City of Kitchener: This site is located by the Iron Horse Trail, existing GRT routes, ION rail and is walkable for pedestrians, all of which promote alternative modes of transportation, which the City of Kitchener supports. The Applicant is also proposing to unbundle parking from the sale/rent of each unit, meaning that a parking space is an additional expense and that a residential unit can be leased or purchased without a parking space.

Q: On the parking front - why would you do a parking study on only 1 weekday and one weekend day in March - can you truly attest that's a sufficient study? As for the numbers - are you counting all the areas behind the stores on Belmont? Is that how come up with those numbers?

City of Kitchener: Counting one weekday and one Saturday is acceptable. Figure 4.1 in the Parking Study & Transportation Demand Management Plan illustrates the available on-street parking spaces in the area. The report can be found at www.kitchener.ca/planningapplications

Q: I live on Earl Street between Rock and Glasgow Streets in a residential neighbourhood. This section of Earl is already routinely used as a "cut through" to Earl or Belmont in order to avoid the traffic light at Belmont and Glasgow. ? 2 lane Glasgow is already often clogged from Westmount to Earl during peak hours. Given the increase in traffic that will result from this build, can we have assurances from city staff that you will pre-emptively and pro-actively address this concern.

City of Kitchener: Transportation Services could conduct a study along Earl Street between Glasgow Street and Rock Avenue to determine the number of vehicles per day, types of vehicles and speeds of vehicles. The counters are typically in place for 6 days. Once the data is collected a review and analysis can be completed.

Q: Are there plans for a traffic study (Glasgow and Belmont intersection very busy with Timmies and trucks for Catalyst). Also wind is a big probably on iron horse trail at Trio On Belmont, is a wind study planned for this development?

City of Kitchener: Signalized intersections are under the jurisdiction of the Region of Waterloo and they would be responsible for completing a traffic count at this location. A preliminary Pedestrian Wind Assessment report was submitted and can be found at www.kitchener.ca/planningapplications

Q: When was the traffic study done?

City of Kitchener: The traffic study was dated July 2020, however the data was collected earlier. There were two types of data collected by the consultant. On-street parking which was collected on March 5 & 7, 2020 and development traffic which was collected in Kitchener in 2017 to 2019.

Q: What does 44 trips refer to - please clarify

City of Kitchener: The 44 trips refers to the total number of estimated vehicles to and from the proposed site in the PM peak hour.

Q: Was the traffic study done in April 2020?

City of Kitchener: The traffic study was dated July 2020, however the data was collected earlier. There were two types of data collected by the consultant. On-street parking which was collected on March 5 & 7, 2020 and development traffic which was collected in Kitchener in 2017 to 2019.

Q: Yes during COVID time the study was done. That cannot be considered!!!!! It is not realistic

City of Kitchener: The on-street parking data was collected on March 5 and 7, 2020 by the traffic consultant. The state of emergency for Ontario was put in place on March 17, 2020, by Ontario Premier Doug Ford, for the COVID-19 pandemic.

Q: People work more shift work these days. Traffic is going to change when we return to the new normal. Are you taking this into consideration?

City of Kitchener: We are anticipating that traffic volumes and traffic patterns will return to a more typical state, when COVID-19 lockdowns are not in place.

Q: Was parking study done post Covid - if so it would not be reflective of normal conditions?

City of Kitchener: The on-street parking data that was collected by the traffic consultant was completed before the COVID-19 pandemic (March 5 & 7, 2020).

Q: Is it possible to obtain the daytime/weekday study showing 40% use. Was this study conducted during covid-19 pandemic when there could have been less visitors and patrons at the Belmont Village?

City of Kitchener: The on-street parking data that was collected by the traffic consultant was completed before the COVID-19 pandemic (March 5 & 7, 2020).

Q: With the number of new residential units being added, what is the acclimation for overnight guests or resident/owners who decide not to purchase a parking in the proposed building?

City of Kitchener: If a tenant decides not to purchase a parking space then they would be aware of that and there will be visitor parking spaces provided on-site.

Q: PLEASE answer when the traffic study was done. If during COVID it is not representative of what we usually experience.

City of Kitchener: The traffic study was dated July 2020, however the data was collected earlier. There were two types of data collected by the consultant. On-street parking which was collected on March 5 & 7, 2020 and development traffic which was collected in Kitchener in 2017 to 2019.

Q: The footprint for the proposed building is very small. Residents will have essentially no private outdoor space. The entire lot space is taken up by ground level parking. What provision is there for the residents of the 168 apartments to have space and not overwhelming the small local parks and the iron horse trail?

City of Kitchener: Balconies will be provided wherever possible within the design to allow for private amenity space. There will also be roof top outdoor amenity and indoor private amenity for the residents of the proposed development.

Q: What percentage of the units will be available for low income individuals?

Applicant: The proposed building does not include any units that would meet a policy definition or threshold of "affordable".

Q: How much of the proposed variance request is to support affordable housing?

Applicant: The proposed building does not include any units that would meet a policy definition or threshold of "affordable".

Q: It's really not difficult to allot some affordable units. Some belong here. Neighbourhood is homogeneous enough as is. What kind of commitment is formally in place with Menno Homes? If not locked down, will it be as part of approval process?

Applicant: The applicant is currently in the process of finalizing agreements with Menno Homes. This agreement is not a case of providing affordable housing "in exchange" for the increased design and height ("bonusing") as part of the planning approvals process.

Q: One of the rationales for reduced parking is the connection to the active transport network, however the number of bike parking spots is only 10 surface level and only 82 underground. Many units will have multiple residents each with bikes. Is the developer open to a significant increase in bike parking?

Applicant: The MIX-2 Zone that currently applies to the property requires 6 outdoor bicycle parking spaces and 82 indoor bicycle parking spaces. The current plans satisfy these requirements with 10 outdoor spaces and 82 indoor spaces. These dedicated bicycle storage rooms are in addition to residents storing bicycles in units (preferred by many residents) or storage lockers.

Q: Belmont Village is a unique inner city destination for the waterloo region. it is the reason why we moved into this area. a building this big in the area diminishes the quality if living for our unique neighbourhood. The developers have given no indication to help in preserving our unique area with the design and height and understandably as their interest is to make more money. Can you comment on this statement?

Applicant: The proposed building has been designed to reflect the intent of the established policy in the City of Kitchener Official Plan, which sees the Belmont Avenue corridor evolve into a higher intensity, mixed-use corridor with active commercial activities on the ground floor. The future vision is not a low-rise, low intensity, solely commercial corridor.

Q: How does the developer propose that the village will benefit from their request for variance? Point to note that even Google has not requested something so out of line with by-laws.

Applicant: On a broad city-planning and city-building exercise, the benefit to the community and city in general include an enhanced street activity with commercial, the addition of 300 residents on the doorstep of Belmont businesses, contribution to a better connection and interface with the Iron Horse Trail, and support for the GRT transit service including the ION.

Q: Could you tell us whether construction will cause the closure of Belmont Street or of the Iron Horse Trail. What would the estimated closure times be?

Applicant: Closures to Belmont Avenue or the Iron Horse Trail are not expected for construction of the proposed building.

Q: Currently there are zero residential units on the site. Wouldn't 100 new units be sufficient intensification?

Applicant: There are project viability considerations associated with the number of units.

Q: What is the occupancy of the proposed building?

Applicant: The current plans included 163 dwelling units, which would be housing in the order of 300 residents based on current census patterns for Kitchener.

Q: The assumption that you must use the maximum 4X land area in floor space is not a valid reason for the height. The question about why so much height is why do you need to have so many units on this relatively small site? Lower buildings can also be profitable and improve the neighbourhood.

Applicant: The MIX-2 Zone that currently applies to the property allows a Floor Space Ratio of 4. The Mixed-Use designation in the Official Plan that currently applies to the site allows for a 12-storey height, subject to satisfying design conditions.

Q: The video on building massing seems misleading. The developer was never allowed to build on the entire site. The gradual movement of this massing upwards as a result of required setbacks and other restrictions seems to be an attempt to "justify" its height. But the setbacks and other restrictions were always there. Why is it reasonable to suggest otherwise and why do you feel this justifies building higher? Can you please elaborate further?

Applicant: The intent of the massing discussion was meant to describe the thought process that informed the proposed design. It progressed from the building setbacks and floor space intensity requirements of zoning, through the application of the City of Kitchener's Tall Building Guidelines, and onto architectural effects. Justification for the proposed height is addressed through the Official Plan policy that contemplates such height on the east side of Belmont Avenue including the property.

Q: Is the building intended to be built to a LEED standard?

Applicant: The proposed building would not be seeking a LEED certification; however, a number of the site and building elements that form part of the LEED rating system will be incorporated into the building design as part of normal practice.

Q: Do you have concrete evidence of anyone interacting people on balconies in high rises?

Applicant: In our experience, there are situations where interaction between balconies is possible; however, it depends on balcony configuration and design.

Q: How are you going to put trees in the parking lot? These images seem.... not exactly literal.

Applicant: Trees are intended along the edge of the parking area where in transitions into the sloped edges of the Iron Horse Trail.

Q: I thought development was removing trees at back of development and didn’t see any requirement to add back in

Applicant: The intent as part of the development is to improve and naturalize the "back" edge of the property when it interfaces with the Iron Horse Trail. Subject to approvals from the City, this will involve removals and plantings of more appropriate native species in the space between the Trail and parking area.

Q: Does your plan include planting all of the mature trees you show in your illustrations, including on the boulevards on Belmont?

Applicant: The applicant would be responsible for the work and plantings in the back edge of the property towards the Iron Horse Trail, subject to approvals from the City. The applicant will be coordinating with the City to investigate opportunities for street plantings in the municipal right-of-way.

Q: How many units and parking spots in the original 8 storey building?

Applicant: There were no plans developed for an 8-storey building. The building concept ("massing concept") was simply to show what the FSR of 4 looked like as an 8-storey building.

Q: Why can't they build an 8 storey building and still make a profit? Why 12/13 ? Properties in the area are selling for 900 0004 plus so what would be the necessity for more stories?

Applicant: The building is not viable at 8 storeys.

Q: Can't the developer show us a mockup of 8 storeys? It would be interesting to see what kind of opposition is then raised by the residents nearby.

Applicant: The building is not viable at 8 storeys, so modelling such an example is not warranted for the application process.

Q: It's not the design, the mews etc. It's the height. Why can't the design work with 8 stories?

Applicant: The building is not viable at 8 storeys.

Q: Why can't the developer work within the current bylaw restrictions for this site?

Applicant: The building is not viable at 8 storeys. The applicant is seeking to implement the direction of the City of Kitchener Official Plan, which allows a maximum height of 12 storeys subject to satisfying certain criteria.

Q: Why can't you provide all of the ground-level so-called benefits with a 37 metre building?

Applicant: The cost of the at grade benefits are significant. Without having additional density to support the costs the financial modelling for the ground level retail and associated people space(s) don't work. Going to 12 storeys allows for the density to be accommodated.

Q: Your pull-backs from total lot coverage to make a more human project are always to be compensated by increased height. Why don't you just make a human-appeal project and absorb the cost yourselves, rather than have the neighbourhood "subsidize" it with increased height allowance?

Applicant: The "pull-backs" of the building are designed to address the intent of the City of Kitchener's Tall Building Guidelines regarding separation and shaping of taller buildings. The height and design of the ground floor, nature of commercial activities on the ground floor, scale of the base podium, and relationship of the building the street proportions are more important considerations of a pedestrian scale.

Q: Can you not make 660 Belmont a people place with all the nice trees and cafes and pedestrian space without going 49 metres high?

Applicant: This depends on what the extent of the changes are, as there is a point where the project is not viable.

Q: I can imagine that the ceilings height has to do with how small the units are - the tall ceilings will give a sense of space. Is this a correct assumption? Perhaps quoting square footage of the one and two bedroom units will confirm my assumption.

Applicant: The taller ceiling heights are meant to offer more light into residential units for the quality of space. The taller building heights are not there to "compensate" for the floor space of smaller one-bedroom units as suggested, particularly given the upper floors that are predominately two-bedroom units have the tallest ceiling heights.

Q: If the developer chooses to increase the ceiling height, then why should they not be restricted by the 37 metre total height allowed, so that they can just include fewer storeys?

Applicant: The Official Plan policy contemplates an increased building height of the greater of 12 storeys or 37.5 metres for this side of Belmont Avenue including the property, subject to satisfying the applicable criteria.

Q: Are there to be two floors of penthouse units? Is that why we need to go so high?

Applicant: The submitted buildings plans for the application have three upper floors where the building "step backs" from the building ends. The 10th floor is the same height as the building portions below; the 11th floor and 12th floor (the penthouse) are taller than the rest of the building.

Q: It's deceiving to describe this building in terms of storeys because the ceiling heights are at 12 feet. It would be fairer to list the height of the building (and indicate how much taller it is because of 12 feet ceilings instead of the usual 8 feet ceiling height). If the increased density argument is used to support this build (as is customary in our times of intensification), how could 12 feet ceilings possibly align with this?

Applicant: Both the Official Plan and Zoning By-law use both height in storeys and height in metres. The Official Plan policy contemplates an increased building height of the greater of 12 storeys or 37.5 metres for this side of Belmont Avenue including the property, subject to satisfying the applicable criteria. The proposed applications are not requesting additional density permission, but rather a height in zoning that reflects the policy permission of the Official Plan policy.

Q: Is the real reason the building is 13-stories because it would not have been a profitable venture for the Zehr Group if it was only an 8-story project?

Applicant: The project is not viable as an 8-storey building. The Official Plan, Kitchener's long-term planning policy document that direct zoning, contemplates 12 storeys buildings for the building subject to satisfying criteria. The 13th storey is not a full storey in the sense it is much smaller in footprint than the storey below and there are no residential units on the floor.

Q: Is it not disingenuous to indicate the plan with the assumption that the city sells the lane? What does the project look like without the lane?

Applicant: Belmont Lane East's inclusion in the development plans was required to demonstrate how the site functions with its inclusion. The subject applications will not approve a specific plan but rather approve a set of permissions and regulations to direct the future detailed design. The plans would have to be modified should the Lane not be acquired and form part of the site; however, its exclusion would not preclude the development of 660 Belmont with the proposed general scale and intensity.

Q: If the purchase of the lane is not necessary to achieve the proposed building size, why do you want to own it?

Applicant: The intent for the Lane acquisition is principally a site functionality reason. Currently, the main 660 Belmont parcel is separated from the back parking area strip along the Trail. Its acquisition allows for a more seamless design from Belmont to Trail, allows for an improved mid-block connection, and allows for "flexible: programming of the back area including the Lane.

Q: We understand that several “developers” have purchased other sites along Belmont. do you have the facts on this?

Applicant: We do not know any details of other property owners or plans.

Q: The designs looked like several of the parking spots are arranged as 2 car private parking garages with attached storage area. Is that correct, or did I misunderstand the plans (I am not experienced at reading these designs)? If correct, could you please speak towards the rationale for that design?

Applicant: The conceptual garage parking plans do show that option.

Q: Why can’t the plan just dig down deeper to build a larger parking lot? …3 hour parking on side streets is NOT a reasonable plan for the residents here (most of which have single lane driveways). And 27 parking spots isn’t sustainable

Applicant: Underground parking garages are expensive to construct. This in turn affects the project viability. The proposed parking satisfied the zoning requirements for commercial uses.

Q: Please address how the previous parking assessments will take into account something like a grocery store also being in the building along with all the other concerns raised.

Applicant: The proposed building satisfies the parking requirements applicable to the property regarding commercial uses.

Q: The community space at the back of the building near the iron horse trail: is it there always or is it available to be created by clearing cars from the surface parking lot?

Applicant: The intent is that a portion would be always there and the other portion "converted" from the surface parking area.

Q: Is the public space at rear public or private?

City of Kitchener: A development concept showed the rear parking being repurposed for public space. It understood that this would be possible for special events but not all the time as this area is used for commercial/residential visitor parking. Access to privately owned public space would have to be secured through an easement.

Applicant: The intent would be for a private space that is publicly accessible.

Q: On your overhead diagram the total area is either concrete or asphalt with only green space being a couple of treetops. How does this fit with the cities Climate Emergency Strategy?

City of Kitchener: The City will require a sustainability statement as a condition of site plan approval. Compact complete communities that utilize existing infrastructure in urban areas that are transit supportive help to meet the City's goals and requirements for directing and managing growth.

Applicant: There is a limited amount of landscaped green space as part of the development, not dissimilar to most urban intensification projects. Sustainability and

preparing for the impacts of climate change go significantly beyond just green space. For instance, a more intense development close to rapid transit and existing commercial areas reduces automobile use and environmentally sustainable building practices complement this core goal.

Q: Has the RSC process been started yet?

City of Kitchener: The City has received a Record of Site Condition for both the east and west parcel. Copies can be found on the City's website at www.kitchener.ca/planningapplications

Applicant: The Record of Site Condition (RSC) has been received for the 660 Belmont property.

Q: Has there been a study on the effect of the environmental shadow cast to John street and affected Park, Earl street?

City of Kitchener: There has been a shadow analysis conducted it can be found in the Urban Design Brief at the following link: www.kitchener.ca/planningapplications

Applicant: Shadow impact modelling and analysis is contained in the appendix of the Urban Design Report for the applications. Shadows from the proposed building do not reach John Street or Park Street. The proposed building's shadows do not extend onto Earl Street on December 21, do not cast onto Earl Street from 7am to Sunset on June 21, and do not cast onto Earl Street from 8am to Sunset.

Q: It is my understanding that 4-5 hours of sunshine is typically not considered sufficient for vegetable gardens. Some of us on Earl St. made significant investments in vegetable gardens in our back gardens last summer. Is it possible to see what the shade impact would be and at what time of day on our specific properties?

City of Kitchener: There has been a shadow analysis conducted it can be found in the Urban Design Brief at the following link: www.kitchener.ca/planningapplications

Applicant: Shadow impact modelling and analysis is contained in the appendix of the Urban Design Report for the applications. There are no shadows from the proposed building onto the rear yard of Earl Street properties between 7am to Sunset on June 21 or 8am to Sunset on September 21.

Q: Plaza View: We don't see any parking spaces at the rear. Where are the loading docks, and the ramp to the underground parking?

City of Kitchener: A revised site plan has been received and posted online but this plan is not approved. The city requires a formal site plan approval process where all these details will be evaluated once detailed plans are provided. See www.kitchener.ca/planningapplications

Applicant: Access to the internal loading area and underground garage is on the rear (east) side of the proposed building.

Q: The plans presented by the consultants show many trees and nice greenery along the street. Is planting new trees behind and in front of the building part of the plan as well? All I've heard so far is that trees will be removed for this building.

City of Kitchener: Additional tree plantings will be required along the rear of the property adjacent to the Iron Horse Trail as per City of Kitchener Urban Design Manual standards.

Trees within the city right of way have not been discussed at this point in the application process.

Applicant: In the back, the intent as part of the development is to improve and naturalize the edge of the property where it interfaces with the Iron Horse Trail. Subject to approvals from the City, this will involve removals and plantings of more appropriate native species in the space between the Trail and parking area. In the front, the applicant will be coordinating with the City to investigate opportunities for street plantings in the municipal right-of-way.

Q: What types of businesses are planned for the commercial units? Are any tenants already signed?

Applicant: The MIX-2 Zone for the property permits a range of commercial, retail and personal service uses. Tenanting has not been undertaken yet. The applicant's focus on retail and restaurant uses that provide activity to the street.

Q: What kinds of businesses are going to be located in the building? Has this been discussed?

Applicant: The MIX-2 Zone for the property permits a range of commercial, retail and personal service uses. Tenanting has not been undertaken yet. The applicant's focus on retail and restaurant uses that provide activity to the street.

Q: You talk about the "character" of the Village. We need concrete examples of how you plan to maintain/increase it. You have a picture of a cafe in the plans. Is there truly one coming in or is this simply an "idea"?

Applicant: The applicant is designing the ground floor commercial space and corresponding outdoor spaces to attract commercial tenants that provide activity and animation along Belmont. This includes restaurants, cafes, coffee shops, small food stores, and similar uses. This street activity is one benefit from the existing tire dealership use; others include the addition of 300 residents on the doorstep of Belmont businesses, contribution to a better connection and interface with the Iron Horse Trail, and support for the GRT transit service including the ION.

Q: What kinds of shops? Bookstore? Small grocery store? Something that we the residents can actually use?

Applicant: The applicant's focus on retail and restaurant uses that provide activity to the street. A small grocery store is certainly a desire of the applicant for the ground floor.

Q: I was happy to see 40% of the units are two bedroom. It's a big problem when developments are proposed with too much focus on only 1 bedroom units. However, I was disappointed to see no 3 or 4 bedroom units. Families often need at least 3 bedrooms, particularly if they have a boy and a girl. Would the developer be open to reserving at least 10% of the units for 3+ bedroom units to better accommodate families?

Applicant: Three-bedroom units are not proposed for the building.

Q: what are the square footages proposed for the 1 and 2 bedroom units?

Applicant: Floor plans continue to evolve for the development concepts. Current plans generally provide for a range between 500 and 700 square feet for one-bedroom units to 1,000 to 1,200 for two-bedroom rooms square feet. Upper floor and penthouse units offer opportunities for larger unit sizes.

Q: Why can't there be 3-bedroom units for families, like in larger metropolitan areas? Isn't that where we are headed?

Applicant: Three-bedroom units are not proposed for the building for reasons of project viability.

Q: In addition to the shadow study, have you investigated how the visibility of the bulk of the building will affect "view planes" from nearby residential areas?

City of Kitchener: A view plane analysis has not been conducted as part of this application as view planes are typically created to preserve the view to a unique place or historic element from an adjacent location. With that noted views (i.e. terminal street views and skyline) to the proposed development will be considered through the review process.

Applicant: Building massing models are used as part of the design process to explore building profiles; however, there are no requirements for view impact assessments.

Q: Can you show a visual overlay of what the proposed building and parking will look like, on an overlay of the current google maps view?

Applicant: We can prepare such an overlay if it assists the project understanding.

Q: The building of the Bauer Lofts promised that wind would not be a problem, but anyone who has walked along the corridor that connects the Lofts with Vincenzo's and the Bauer Kitchen knows that this promise failed - it is an incredible wind tunnel. Why would this not occur with this project?

City of Kitchener: A preliminary Pedestrian Wind Assessment report has been provided and a detailed study would be a requirement of site plan approval to ensure that all outdoor/pedestrian areas are comfortable for year-round use. All recommendations of the approved wind study would be implemented by plans approved (i.e. building elevations and landscape plan) through the site plan process.

Applicant: A preliminary Pedestrian Wind Assessment report was completed as part of the submission of the complete application for the property. The Study models and assesses safety and comfort impacts from the proposed building. The Study demonstrated there are no unacceptable impacts on Belmont sidewalks, Trail, Gildner Green or the surrounding area.

Q: Your massing revisions are to "pull volume away" from the neighbouring property to the Union side, which seems kind, but this same developer owns that neighbouring property, right?

Applicant: The applicant also owns the abutting property; however, the massing revisions presented at the second Neighbourhood Information meeting were made to address the City of Kitchener's Tall Building Guidelines regarding separation distance, per the comments of City staff.

Q: Maybe the City could retain the laneway and make it into a city-owned promenade / green space leading to the trail, thereby increasing municipal green space. That would be nice.

City of Kitchener: At this time, the application is proposing a laneway that is required for vehicular through-circulation, however through the site plan process there could be an opportunity to create an extension of greenspace connecting to the Iron Horse Trail.

Q: So are the developers PAYING for a revamped greenspace?

City of Kitchener: Developers contribute for parkland based on the City of Kitchener Parkland Dedication Policy. If the developer chooses to install Privately-Owned, Publicly-

accessible Spaces (POPS), or creates parkland space to be conveyed to the City as part of the development, the collected development charges are used by the City to support these new public amenities. If no public parkland amenities are created as part of this development, these fees are retained by the City and re-invested into City parkland.

Q: Re: “activating” the green space to native species.... confused what green space that is and role of Zehr Dev..... is...Zehr and/or City re-activating native systems along the iron horse? Or is a sliver of the Zehr proposal?

City of Kitchener: The developer's intent is to remove any invasive shrubs and declining older trees species from their property as well as potentially within a portion of the Iron Horse Trail corridor, and re-vegetate these areas with appropriate native species.

Q: How will you ensure the green space will be protected when building?

City of Kitchener: All areas adjacent to the Iron Horse Trail will be delineated with construction/protective and silt fencing no grading or encroachment will be permitted on City owned lands without consent.

Q: How does the absence of affordable housing support the City’s EDI goals?

City of Kitchener: The City of Kitchener recently approved a Housing Strategy. Affordable housing is a key priority for the City. Planning staff continue to work with the development industry to support affordable housing initiatives on every development application.

Q: What is the benefit to the city of granting this variance?

City of Kitchener: The City will review the proposed amenities that are proposed as part of the development. Compact complete communities that utilize existing infrastructure in urban areas that are transit supportive help to meet the City's goals and requirements for directing and managing growth.

Applicant: On a broad city-planning and city-building exercise, the benefit to the community and city in general include an enhanced street activity with commercial, the addition of 300 residents on the doorstep of Belmont businesses, contribution to a better connection and interface with the Iron Horse Trail, and support for the GRT transit service including the ION.

Q: Why does the bylaw allow for a 25 metre high building when the City of Kitchener’s Urban Design Manual clearly states “Built Form: Maintain low-rise, compact urban form in Upper Belmont (2-5 storeys with step backs for increased height). 660 Belmont is in Upper Belmont, which is Belmont Ave W from Glasgow to Union.

City of Kitchener: The City has a planned Urban Structure – meaning that every property has policies and regulations that guide existing and future uses. The City’s Intensification Areas are identified in a hierarchical manner. The hierarchy is intended to establish priority areas for intensification. These intensification areas serve different city, community and neighbourhood scaled planned functions and may be different in terms of character, scale, function, and potential to accommodate growth. The City is planned with intensification areas including a series of nodes and corridors and Belmont Village is planned to accommodate additional growth. The City’s Official Plan includes policies that permit buildings designated as Mixed Use in Urban Corridors to be up to 8 – 12 storeys in height subject to the applicable policies. The scale of development envisioned in different parts of the City varies from the types of heights and densities permitted in the Downtown area, to the heights and densities for Urban Corridors, to the heights and densities in lower density, established neighbourhood as shown on the Urban Structure.

Q: Isn't 8 storeys the max. why would a 50% increase be allowed?

City of Kitchener: Official Plan policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. A Zoning By-law Amendment application is still required to increase the building height.

Q: Maximum height is 8 storeys but 12 storeys is allowed. Why not just allow 12 storeys? These bylaws are clearly targeted to address the developer - not the people that live nearby.

City of Kitchener: The Official Plan and the Zoning By-law both regulate maximum building height by storeys and metres. Currently, the Official Plan permits a maximum building height of 8 storeys and 25 metres, whichever is greater, on lands designated Mixed Use as an Urban Corridor. However, increases in building height, up to 50%, are permitted for mixed-use buildings without an Official Plan Amendment (in this case, 12 storeys or 37.5 metres). The Official Plan Amendment requests to increase the maximum building height to 13 storeys and a height of 49 metres. The current zoning is MIX-2: Mixed Use Two which permits a maximum height of 25 metres and 8 storeys. The Zoning By-law Amendment Application also requests to increase the maximum height to 13 Storeys (49 metres).

Q: When did Zehr notify Dettmer that they had to find another location? As they advised us months ago they were moving I guess the Zehr group felt they could just go ahead without any problems and build what they want.

City of Kitchener: We are not aware of any discussions between the Developer and Dettmer Tirecraft.

Applicant: Yes, after purchasing the 660 Belmont property, Zehr Group gave ample notice and worked with the existing tenant regarding timing for vacating the building.

Q: So am I hearing you correctly - the City has already accepted/approved this will be minimum 12 storeys?

City of Kitchener: No decisions have been made at this time.

Q: Is plan section 15.D.4.23 UP TO 50 % density increase at the discretion of the City? What determines whether any % increase will occur. What determines the % increase in density that is allowed? (from 0 % UP TO 50 %)

City of Kitchener: Official Plan policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. A Zoning By-law Amendment application is still required to increase the building height.

Q: First of all, we are in support of the development of this site. However, the development of this strip of Belmont should be consistent from Union to Glasgow. We have difficulty accepting that this development is three times higher than the rest of this strip. There should be a plan that incorporates the entire strip and what is trying to be accomplished with respect to this unique area.

City of Kitchener: Both sides of Belmont Avenue are designated in the Official Plan as Mixed Use. The current zoning on the west side permits up to 14 metres and 4 storeys. The zoning on the east side of Belmont permit 8 storeys and 25 metres.

Q: The by-law provision that enables increase from 8 to 12 stories seems "circular". The by-law section is said to apply to mixed use development, then it says that increased height will be granted if the development has mixed uses. Please explain this provision in detail.

City of Kitchener: Official Plan policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. A Zoning By-law Amendment application is still required to increase the building height.

Applicant: The Official Plan policy contemplates an increased building height of the greater of 12 storeys or 37.5 metres for this side of Belmont Avenue including the property, subject to satisfying the applicable criteria.

Q: Mixed zone, if appropriate, seems to indicate 8 storey or 25 m is limit, why is a 50% increase allowed - doesn't make sense

City of Kitchener: Official Plan policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. A Zoning By-law Amendment application is still required to increase the building height.

Q: Why would the City even consider a development opportunity of this magnitude for this site when the City's Urban Design Manual (published in 2012), p. B-31 to B-34, recommends, for Upper Belmont Avenue (i.e. Belmont Village);

- Built Form: Maintain low-rise, compact urban form in Upper Belmont (2-5 storeys with step backs for increased height).
- Building Design: Maintain flat, or mansard rooflines in Upper Belmont with articulated rooflines (pitched roofs or tower elements) at gateway intersections. Emphasis on articulated facades and window openings in both sections.
- Parking: Maintain existing laneway access and locate parking behind buildings
- Specifically for the Dettmer Tire Property: "11. Redevelopment Opportunity: Underutilized 0.25 ha property. Encourage low rise (3-4 storey) mixed use building. Provide minor step back on top floor if over 3 storeys in height.""

City of Kitchener: Part A – This section contains Urban Design Guidelines that were approved between 2017 and 2019. There are 13 sections that are applied based on the geography and planned function of a property (Downtown, Nodes and Corridors, etc) as well as based on the building typology (tall building, mid-rise building, etc). Part B – This section of the Urban Design Manual contains area specific guidelines are that are specific to drive through facilities, mix-use corridors and Queen Street Placemaking. The mixed-use corridors (now known as Urban Corridors) Area Specific Design Brief dates back to 2003. In 2003, Kitchener City Council supported the general principles outlined in the Mixed Use Corridor Urban Design Brief and directed staff to undertake a final public consultation process prior to their adoption and ultimate inclusion in the City's Urban

Design Manual. In 2005, Council approved the Mixed Use Corridor Design Brief, largely as it exists today. The current Mixed Use Corridor Design Brief was brought into the current UDM format in Part B in 2010 (last updated 2012) which is why it says “2012” at the bottom. Since 2005, the Planning Act, Provincial Policy Statement, Growth Plan, Regional Official Plan, Kitchener Official Plan, Zoning By-law 2019-051, and Part A of the UDM have been approved, and updated policy direction is not reflected in those older sections. Part C – This section contains specific design standards that are used to evaluate a specific proposal or plan (site plan, lighting plan, etc). This section was prepared by City staff and is updated as standards and regulations change, or when new requirements are established. This section is updated and reviewed by the City’s Urban Designers.

Q: In order to go from 8 stories to 12 stories, what percent of the building needs to be commercial units?

City of Kitchener: Residential uses are not permitted on the ground floor and only permitted to be located within a mixed use building, and except for access, the ground floor shall contain at least one non-residential permitted use listed in the zoning that abuts the entire length of the street line façade.

Q: What is the cities position on the excessive building height?

City of Kitchener: Planning Staff will take a position on the applications once they are prepared to make a recommendation on this matter.

Q: Can the City refuse to sell the laneway to the applicant?

City of Kitchener: No commitments have been made to sell the lane. The decision of whether or not to sell Belmont Lane will be determined by Kitchener City Council.

Q: I would like information on East Belmont Lane, please. There are utilities under the (sewer and water). At whose expense will they be relocated and will they be placed under Belmont Ave or at the rear of the properties? The lane, moreover, is currently public land and is being transferred to private ownership for the private benefit of the developer. What compensation will be provided to the neighbourhood for the loss of this public good?

City of Kitchener: There are two options for services; relocate the services in public road, or protect access with an easement. All would be at the Developer's cost. If the City’s sells the lane; the intent can be maintained and all functions can continue and the City would not have to maintain the lane. The lane would be sold at fair market value.

Q: What does the neighbourhood get in return for the laneway we're losing?

City of Kitchener: The lane would be sold to the City at fair market value.

Q: Why does the developer get to buy the lane over anyone else for example Tim Hortons?

City of Kitchener: The City looks at purchase requests to determine if they are feasible. The City has not received a request from Tim Horton’s.

Q: Why was the sale of Belmont Lane not discussed in the previous NIM or other City correspondence with the public?

City of Kitchener: The City received questions about the lane purchase request following the initial circulation and used the second meeting as an opportunity to provide additional information. The initial circulation letter did identify the lane purchase request and noted "The owner is pursuing the acquisition of the subject portion of the Lane through the proposed application process".

Q: Are these plans based on obtaining the lane from the city?

Applicant: The proposed plans as submitted do include Belmont Lane East as part of the property fabric. The plans would have to be modified should the Lane not be acquired and form part of the site; however, its exclusion would not preclude the development of 660 Belmont with the proposed general scale and intensity.

Q: How many people are attending this meeting? Why can't we see the number of concerned neighbours?

City of Kitchener: The Zoom report shows 97 different log ons for the first meeting and 154 for the second meeting.

Q: Would you kindly limit the applicants' representatives to 5 minutes each (the standard for residents in City Council meetings) so as to maximize the amount of time for residents to have their questions answered?

City of Kitchener: We can certainly appreciate that the virtual style of Neighbourhood Information Meeting used did not afford the residents the same ability to speak as the panelists. This model is temporary during the pandemic and used when there is a large number of residents attending to ensure we can try to address as many questions as possible during the meeting. Following the second Neighbourhood Information Meeting, the Planning Division held ten small group meetings with a maximum of 15 people in attendance so that everyone had an opportunity to speak and ask questions.

Q: Will there be an official gathering of names in opposition to this project? Petition?...

City of Kitchener: All comments received, as well as the "What We Heard" report and this consultation summary, will be attached to the final staff report. The City does not coordinate petitions on development applications.

Q: gathering names in opposition is a good idea. will the planners facilitate this?

City of Kitchener: All comments received, as well as the "What We Heard" report and this consultation summary, will be attached to the final staff report. The City does not coordinate petitions on development applications.

Q: We're running out of time. When will questions be answered?

City of Kitchener: All comments received, as well as the "What We Heard" report and this consultation summary, will be attached to the final staff report.

Q: Why are we being presented once again with a sales job and not discussing the concerns. ?

City of Kitchener: This report includes responses to all questions received through the Q&A function from both Neighbourhood Information Meetings.

Q: Why are developers whose primary interest is making profit dictating to the neighborhood what is best for the area? All I am hearing is the marketing message for potential buyers as opposed to what the actual reality may be.

City of Kitchener: Planning Staff will ultimately make a recommendation on this matter to Kitchener City Council, who will make the decision on the applications.

Q: Who made this "official plan"? was there public input? we were certainly not aware of it in 2014 (or since).

City of Kitchener: In accordance with the provisions of the Planning Act, the City is required to prepare and update an Official Olan. The Official Plan is a legal document that contains

goals, objectives and policies to manage and direct physical and land use change and their effects on the cultural, social, economic and natural environment within the city. The Official Plan was substantially updated in 2014 and that work included a comprehensive public consultation process between 2010 and 2014.

Q: The brown area indicated on City zone map (Map 2) as Urban Corridor and would be zoned for 8 storey seems to end at Glasgow. Beyond that including 660 Belmont seems to be a Community area. Can zoning in proposed area be made clearer

City of Kitchener: On Map 2, 660 Belmont Avenue is within the grey hatched area, meaning it is part of the Major Transit Station Area (MTSA). However, the City has prepared a draft Midtown Secondary Plan which proposes revisions to the MTSA boundary to align with the Iron Horse Trail. These lands would then be identified as an Urban Corridor. Since the draft of the MTSA, the Region has prepared draft proposed boundaries around ION Rapid Transit Station Areas as part of the ongoing Regional Official Plan review.

Q: Being one of the closest neighbours can I protest this development?

City of Kitchener: You will be informed of all future meetings regarding these applications. These applications will be considered at a future public meeting held by the Planning and Strategic Initiatives Committee and Kitchener City Council. You may attend as a delegation to each of these meetings. You will be informed when they are scheduled by mail and/or email.

Q: How will you limit the number of residents who host visitors that need parking so that 27 spaces will be sufficient at all times?

Applicant: The proposed plan satisfies the minimum parking requirements for visitor parking as required in the Kitchener Zoning By-law.

Q: Would the public space/square be under control of city or developer? if developer then not truly public

City of Kitchener: A development concept showed the rear parking being repurposed for public space. It is understood that this would be possible for special events but not all the time as portions of this area will be used for commercial/residential visitor parking. Access to privately owned public space would have to be secured through an easement.

Applicant: It would be a privately-owned and publicly-accessible space in the rear of the site.

Q: Would allowing a 13-story building set a precedent for the Belmont Village area? Could we not expect a 13-story building proposed for the corner of Union and Belmont, site of a former gas station?

City of Kitchener: Planning staff review every application based on its own merit. The overall development proposal will be considered when considering additional height, and any future application would be subject to the same review.

Q: When will we receive a complete report of all of the questions asked at the December 17th meeting and also at this meeting? We want the complete text of all questions and their answers.

City of Kitchener: This report includes responses to all questions received through the Q&A function from both Neighbourhood Information Meetings.

Q: Out of the comments received to date, what percentage support and what percentage oppose?

City of Kitchener: Comments received to date largely oppose the building height and other aspects of the development, but we need to consider the planned function of the area as well as the future residents of the City as well.

Q: Other than the Zehr big business are there other big businesses interested/involved in wanting to over develop the Belmont Village area?

City of Kitchener: The City has not received any other Official Plan Amendment or Zoning By-law Amendment applications for Belmont Village.

Q: I am at Gildner & Eden street an am one of the closest neighbours to this development and want to oppose this development how can I do this do I not have to agree or sign off on this ? I will not agree to this.

City of Kitchener: You are welcome to write in or speak at future public meetings but first we will respond to comments. The Planning and Strategic Initiatives Committee meeting has not been scheduled. There will be a public meeting and you will be notified by email and/or mail.

Q: Can the city refuse the amendment request for 13 stories and limit the developer to 8?

City of Kitchener: Planning staff will make an independent recommendation on the applications. Council can support or refuse the application, or approve a modified version of the request.

Q: We have been to other planning meetings where re-zoning was requested, both here in KW and elsewhere. Those were genuine meetings with public input. I'm afraid that this one is nothing but advertising for Zehr Group. Is this what the Planning department really intended it to be?

City of Kitchener: Public engagement is a fundamental part of the Planning process and almost every development application in Kitchener has been influenced by comments received through the process. We can certainly appreciate that the virtual style of Neighbourhood Information Meeting used did not afford the residents the same ability to speak as the panelists. This model is temporary during the pandemic and used when there is a large number of residents attending to ensure we can try to address as many questions as possible during the meeting. Large scale meetings are effective in sharing information, they were supplemented with ten small group meetings between City staff and the residents.

Q: Is the City also considering the written submissions made last fall?

City of Kitchener: Yes. All written comments will also be attached to the staff report.

Q: What is the threshold the developer has to meet in order to be granted the amendment that's being requested? What kinds of things has the City considered for similar requests previously? Is the shadow animation publicly available?

City of Kitchener: Yes. The shadow GIF is posted to the City's Sharefile service which can be accessed from the link posted at www.kitchener.ca/planningapplications

Applicant: The animations have been provided to the City. All base shadow graphics for four seasons are contained in the Urban Design Report submitted for the complete applications.

Q: What would have been permitted at this site and on this stretch of Belmont prior to the CRZBY (not sure if that is the right acronym) rezoning project? Would this project have been acceptable

before? If not, was the city lobbied at the time of the CRZBY rezoning project by developers to make projects such this this be allowed on Belmont? In other words, did developers have influence on the Belmont rezoning?

City of Kitchener: The previous zoning was Medium Intensity Mixed Use Corridor which had a maximum height of 8 storeys and 24 metres. The mixed-use corridor and MIX zoning were City-initiated amendments.

Q: How do we get the zoning changed for the rest of that side of Belmont Village?

City of Kitchener: A site specific Zoning By-law Amendment application would be required. For more information, please see https://www.kitchener.ca/en/development-and-construction/zoning-bylaw-amendment.aspx

Q: You indicate 4 times coverage , why is that the minimum size to make a profit?

City of Kitchener: The Floor Space Ratio (FSR) is a measure used to regulate building mass based on a lot area. A FSR of 4 means that a building can have 4 times the lot area (in building floor area) above ground. The City of Kitchener uses FSR as a tool to regulate building mass, in addition to zoning regulations (such as setbacks and height) and Urban Design policies and guidelines. The smaller the floor of each building, the more floors that could be added within the FSR limit of 4.0. For example, if a building only covered half of a lot, and at the FSR allowed is 4.0, it could be 8 storeys in height. FSR is only one measure of building size, which is why other regulations, such as building height, are used in the zoning.

Q: Where does the “4 times coverage” derive from? Why 4 times?

City of Kitchener: The Floor Space Ratio (FSR) is a measure used to regulate building mass based on a lot area. A FSR of 4 means that a building can have 4 times the lot area (in building floor area) above ground. The City of Kitchener uses FSR as a tool to regulate building mass, in addition to zoning regulations (such as setbacks and height) and Urban Design policies and guidelines. The smaller the floor of each building, the more floors could be added within the FSR limit of 4.0. For example, if a building only covered half of a lot, and at the FSR allowed is 4.0, it could be 8 storeys in height. FSR is only one measure of building size, which is why other regulations, such a building height, are used in the zoning.

Q: Regarding the cafe style seating along Belmont it was mentioned a few times it is the sunny side. What is the zoning across the street and how do you propose keeping this area sunny after future development?

City of Kitchener: The zoning on the opposite side of Belmont (on the east side) permits buildings up to 4 storeys and 14 metres. Belmont Avenue is quite wide in this location so shadows should not be of concern.

Q: What was the rationale in the original zoning designation limiting the height to 25m?

City of Kitchener: Mixed Use (MU) Corridor zones were applied to the entire Belmont Mixed Use Corridor in early 2012. All properties in the corridor were zoned as either Low Intensity Mixed Use Corridor (MU-1) or Medium Intensity Mixed Use Corridor (MU-2). No parcels were changed to High Intensity Mixed Use Corridor (MU-3). In assigning the Mixed Use Corridor zone categories staff had regard for the Official Plan designation for Mixed Use Corridors which emphasizes the importance of achieving a built form that is compatible with surrounding residential neighbourhoods. Generally, the MU-1 zone was applied in areas that abut low rise residential development. The MU-2 zone is proposed where development could be adequately separated from low rise residential development

(along the east side of Belmont Avenue or larger development sites) or to recognize existing conditions (existing apartment buildings). The new MIX zones that were applied recently as part of the City's new Zoning By-law essentially brought forward similar permissions as the MU zones.

Q: Why is there no community consultation when zoning decisions are made?

City of Kitchener: Public engagement is a fundamental part of the Planning process and almost every development application in Kitchener has been influenced by comments received through the process. Planning staff endeavor to find a balance of interests when making their recommendations to Council. Planning staff work to understand how a development application may change a community, and work with residents to manage change and to implement solutions to their concerns in the most appropriate way. The Planning Act requires that notice be provided to properties located within 120 metres of a development application and the City has followed this practice for this application. As part of the City's recent Development Services Review which included a review of opportunities to improve our public engagement practices, the City is exploring opportunities to expand the circulation radius for notice of development applications in order to provide more broad notice of future development proposals.

Q: During construction, how many lanes of Belmont will be shut down for how long?

City of Kitchener: During the process of site plan approval, and prior to the issuance of a building permit, the City requires a developer to prepare a construction management plan to outline how construction will be managed in and around the development site while the site is under construction. The construction management plan is reviewed by staff in multiple departments including Transportation, Building, Planning and others, if required, to ensure that disruption to adjacent properties and the neighbourhood is minimized as much as possible. Applicant: Lane closures are not expected.

Q: Is it true that this proposed building will have less parking spots than units? Are there to be outdoor parking spots for visitors to the tenants of this building? Will this not challenge the already limited spots in the Village? Consider how the restaurants made use of the street for outdoor seating this summer (2020).

City of Kitchener: The City's Zoning By-law has geographic specific parking requirements based on established and planned public transportation routes. Generally, the more public and active transportation options available to a community, the less parking is required. For a mixed use building with in the MIX-2 zone, the parking requirement is 0.9 spaces per dwelling unit. The application requests to reduce the parking required to 0.8 spaces per dwelling unit. No reductions are being sought for commercial parking requirements. The Zoning By-law allows commercial and residential visitor parking to be shared for mixed-use buildings.

Q: What consideration is made for the additional traffic and parking needs of visitors of the tenants of this proposed development? It's fine to have ample parking for the tenants/occupants but they will surely entertain family and friends who come to visit.

City of Kitchener: Through the development process for this site, on-site visitor parking is being provided.

Q: Why did the parking study look at availability of on street parking within 200 metres of the proposed development if it was felt that the site itself could supply sufficient parking?

City of Kitchener: Off-site parking was reviewed and taken into account to demonstrate the various parking options available.

Q: Any thoughts about when we are back to “normal” the local yoga studio adds many cars parking and driving in the area from before 6 am until 10 pm. Earl street is already (even tonight) having them park there. Adding this development is not helping the local traffic issues.

City of Kitchener: Through the development process for this site, on-site visitor parking is being provided.

Q: What was the methodology used to determine the number of parking spots for the original bylaw compared to the methodology used in the new proposal wherein the number of units has an increase proposal but a decrease in parking spots

City of Kitchener: Some of the parking regulations in zoning by-law 85-1 are outdated. When the city reviewed the parking rates for the new zoning by-law, it was determined from a study completed by a consultant, that the City was over supplying parking and therefore, reduced parking rates were proposed.

Q: If each condo has an average of 1 parking spot, what happens when there are visitors? Side streets are quite narrow and it’s already frustrating trying to navigate parked cars in the surrounding streets. The parking strain on side streets has been underestimated.

City of Kitchener: Through the development process for this site, on-site visitor parking is being provided.

Q: Parking and traffic is a very critical issue. In a non-pandemic area, it can be difficult trying to find parking when accessing a facility in the Belmont strip. Also increased traffic is a concern. The current traffic patterns cannot accommodate much more than what is currently happening. We live on Glasgow and can attest to the high traffic flow. What needs to be addressed is how increased traffic flow can be adjusted to deal with speed and congestion.

City of Kitchener: Transportation Services could conduct a study along Glasgow Street to determine the number of vehicles per day, types of vehicles and speeds of vehicles. The counters are typically in place for 6 days. Once the data is collected, a review and analysis can be completed.

Q: Impacts like parking overflow are only acknowledged as regards this particular project, but it is inevitable that there will be further like projects in this locale. Please acknowledge how cumulative impacts will occur and whether they will be appropriate.

City of Kitchener: Transportation Services review development applications on a case by case basis. Any potential parking reductions are also on a case by case basis and are accompanied by a parking justification report.

Applicant: We can only speak to the 660 Belmont project, which was the subject of a Parking Study that demonstrated the minor reduction of residential parking rates is appropriate.

Q: Is the intent of the City to install parking metres?

City of Kitchener: There have been no recent discussions at the City of installing parking metres along Belmont Avenue West or Belmont Lane.

Q: What contingency plans are in place in case the "confidence" your staff has in their traffic/parking forecasts turns out to be misplaced?

City of Kitchener: Through the development process for this site, the applicant has retained a traffic consultant and the consultant has provided justification for a reduced parking rate which the City of Kitchener has supported.

Q: There are 149 units and 131 parking spots and no visitor parking , so I am to understand that the builders 'intent and hope' is that we won't have 38 people plus their visitors looking for a place to park on residential street every day?

City of Kitchener: Through the development process for this site, on-site visitor parking is being provided.

Q: Why is a utilization rate for parking at 50% interpreted as viable for greater use? 100% of parking spaces used is not walking/child/family friendly. Rock and Earl already see overflow from existing businesses all through the day. Also, just imposing 3 hour limits has effects for the neighbourhood that may not be welcome - e.g., family visitors would also be limited.

City of Kitchener: 3hr maximum parking limits are general parking provisions that are applicable throughout the city. They are not signed and only enforced on a complaint basis. But it is a tool to control any on-street parking abuse. Overflow into the neighbourhood is not expected, but there is capacity should it occur. That said, a limited increase in on-street parking should not impact the walking, family atmosphere that the neighbourhood currently enjoys.

Q: It is hard to reconcile only 27 non-resident parking spaces with a grocery store. Care to comment?

City of Kitchener: The number of parking spaces are based on the gross floor area and based on the zoning by-law, 30 parking space are required and are being provided.

Q: How much extra traffic does your study show the grocery store will create?

City of Kitchener: Based on the current zoning by-law, the required commercial parking and visitor parking is being provided and shared in the surface parking lot. Shared parking means that parking spaces are shared by more than one user, which allows parking areas to be used more efficiently. Shared parking takes advantage of the fact that most parking spaces are only used part of the time and many parking areas have a significant portion of unused parking spaces. Efficient sharing of parking spaces allows for reduced parking requirements.

Q: Did the parking study reflect the construction on Earl Street for the entire spring , summer?

City of Kitchener: The traffic study was dated July 2020, however the data was collected earlier. There were two types of data collected by the consultant. On-street parking which was collected on March 5 & 7, 2020 and development traffic which was collected in Kitchener in 2017 to 2019.

Q: Has the study looked at the increased parking on Earl Street, Rock Avenue that visitors etc will generate?

City of Kitchener: The parking study that was submitted did not look at Earl Street and Rock Avenue specifically. The study did look at the available on-street parking on each street.

Q: Has there been thought to the traffic impact on Glasgow by Westmount School, given the speeding and traffic issues already faced by that school?

City of Kitchener: Transportation Services could conduct a study along Glasgow Street between Westmount Road West and Dunbar Road to determine the number of vehicles per day, types of vehicles and speeds of vehicles. The counters are typically in place for 6 days. Once the data is collected a review and analysis can be completed.

Q: When was the parking assessment on Earl St. completed? Was it during the pandemic?

City of Kitchener: The traffic study was dated July 2020, however the data was collected earlier. There were two types of data collected by the consultant. On-street parking which was collected on March 5 & 7, 2020 and development traffic which was collected in Kitchener in 2017 to 2019.

Applicant: The Parking Study and TDM Plan submitted for the applications was based on site turning access movements counted on February 5, 2019 and on-street parking utilization counted on March 5, 2020.

Q: Can someone explain "Building Masing". It appears to be an architect's excuse to justify surpassing zoning building heights.

City of Kitchener: Building massing is the creation of boxes to define the volume of a proposed building. The boxes generated as part of massing review are non-descript in nature and do not have windows or finishes noted on them. The intent of this massing review is to create and assess different sized buildings in three dimensions and then test them for shadow and wind impacts and functional floorplates to determine if they meet acceptable standards. If the applicant feels that the massing is acceptable it is presented (along with other studies and drawings) to staff for review. Staff review the massing and associated documents and determine if it meets acceptable criteria and can be supported if not a revised massing review is required to address staff concerns.

Q: Is the document "City of Kitchener Urban Design Manual" dated 2014 out of date?

City of Kitchener: Part A – This section contains Urban Design Guidelines that were approved between 2017 and 2019. There are 13 sections that are applied based on the geography and planned function of a property (Downtown, Nodes and Corridors, etc) as well as based on the building typology (tall building, mid-rise building, etc). Part B – This section of the Urban Design Manual contains area specific guidelines are that are specific to drive through facilities, mix-use corridors and Queen Street Placemaking. The mixed-use corridors (now known as Urban Corridors) Area Specific Design Brief dates back to 2003. In 2003, Kitchener City Council supported the general principles outlined in the Mixed Use Corridor Urban Design Brief and directed staff to undertake a final public consultation process prior to their adoption and ultimate inclusion in the City's Urban Design Manual. In 2005, Council approved the Mixed Use Corridor Design Brief, largely as it exists today. The current Mixed Use Corridor Design Brief was brought into the current UDM format in Part B in 2010 (last updated 2012) which is why it says "2012" at the bottom. Since 2005, the Planning Act, Provincial Policy Statement, Growth Plan, Regional Official Plan, Kitchener Official Plan, Zoning By-law 2019-051, and Part A of the UDM have been approved, and updated policy direction is not reflected in those older sections. Part C – This section contains specific design standards that are used to evaluate a specific proposal or plan (site plan, lighting plan, etc). This section was prepared by City staff and is updated as standards and regulations change, or when new requirements are established. This section is updated and reviewed by the City's Urban Designers.

Q: What impact will the shadows have on the community gardens in Gildner Green?

City of Kitchener: Additional shadow impacts to Gildner green from the proposed massing will be limited as there is existing vegetation shadowing this location currently.

Applicant: On the June 21 measured periods, there are no shadows cast by the proposed building on Gildner Green between sunrise and 4pm.

Q: There are community gardens at Gildner Green. How will the shadows affect growing efficacy?

City of Kitchener: Additional shadow impacts to Gildner green from the proposed massing will be limited as there is existing vegetation shadowing this location currently.

Applicant: On the June 21 measured periods, there are no shadows cast by the proposed building on Gildner Green between sunrise and 4pm.

Q: The shadows are illustrated for a September date which are thus slightly shorter than those at the equinox. Could they please show the maximum and minimum (i.e. dec 21 and June 21)?

Applicant: Shadow impact analysis is provided for June 21, September 21, and March 21 in the submitted Urban Design Report for the applications.

Q: The animation of the impact of shadows is very concerning...why is this considered to be "reasonable"? Are there documented standards you can share?

City of Kitchener: The Urban Design Manual references a cumulative total of 5 hours of sunlight as being acceptable for sidewalks, parks and trails, etc. Typically 4-5 hours cumulatively is used for rear yards on private property as well.

Applicant: Municipalities have different procedures for undertaking shadow studies and varying criteria for determining reasonableness or acceptability of impacts.

Q: Shadowing: Would like more information. From the brief provided it would look like many property owners to the east would be in shadow for all of the spring/summer fall evenings when they would want to use their back yards. Having full sun in the morning is little compensation

City of Kitchener: The shadow study provided does not indicate this. The applicant provided a shadow study within the design brief that can be reviewed by the resident for further information at www.kitchener.ca/planningapplications.

Applicant: The complete four-season shadow modelling and assessment is provided in the Urban Design Report submitted for the complete applications. For June 21, the shadows do not extend onto the residential properties to the east at any period; for September 21, the shadows do extend onto certain properties at 5pm, but to a certain degree overlap existing shadows.

Q: I would like to know if the trees in the Design Character are part of the plan. You mentioned the building would be 5 metres away to allow patio. But here there are patios, sidewalk and trees. This seems much wider than 5 metres. Can you address these distances and also whether all these trees on the sidewalks and in the middle of the road are part of the plan?

City of Kitchener: Trees will be required and will be shown on a Landscape Plan at the site planning stage.

Q: So 5 metres from the curb to the building? Based on the artist's rendering are you narrowing Belmont Avenue?

City of Kitchener: There is no intent to narrow Belmont Avenue as part of this application.

Q: Will there be any trees that will be cut down as noted earlier (10) approximately

City of Kitchener: There are trees proposed to be removed the final quantity will be determined through the site plan process.

Q: Will the trees that have to be cut down on the Trail be replaced?

City of Kitchener: If trees are required to be removed compensation plantings will be determined on a tree by tree basis to the satisfaction of City Parks and Operations staff.

Q: Is the developer planting trees & gardens on the opposite of the street too as this slide portrays?

City of Kitchener: The applicant will not be planting trees or gardens on the other side of Belmont Ave.

Q: Are trees shown on street and boulevard part of development requirement or just to make a nice picture.

City of Kitchener: There are no plans to install a landscape boulevard at this time. Tree street planting will be required adjacent to this property.

Q: Is there a process that would seek other arborists opinions than just the one noted re: the state of the trees

City of Kitchener: Urban design, parks operations and forestry staff (comprised of landscape architects and arborists) will review and provide comments on city owned trees within the Iron Horse Trail and City-owned rights of way. Trees on site will be reviewed by Urban design staff in consultation with forestry staff as required.

Q: The high rises just south of Gage Street already make a wind tunnel for walkers on the iron horse trail. why would this be any better?

Applicant: A preliminary Pedestrian Wind Assessment report was completed as part of the submission of the complete application for the property. The Study models and assesses safety and comfort impacts from the proposed building. The Study demonstrated there are no unacceptable impacts on Belmont sidewalks, the Iron Horse Trail, Gildner Green or the surrounding area.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions
Session 1
16-Mar - 1:00pm - 2:00pm

Issues Identified through RSVP Response to Meeting

Size of Building

- Size of Building.
- Like everyone else, my main concern is the height of the proposed building and how it will contrast with the rest of Belmont Village.
- Height of the building (high density) in an area that has enough of this already.

Iron Horse Trail

- Access to Iron Horse Trail.
- As you can for sure understand, it was a bit nerve wracking to hear the developer boasting about how important the building would be for improving Iron Horse Trail (what does a trail have to do with a 13 storey building?) and how nice it would look like (with pictures that only showed the building up to floor 6!). As a scientist, I thought these two logical flaws really frustrating and disingenuous and would love to hear some more logical arguments in a more personal meeting.
- Iron Horse Trail crossing at Glasgow is an accident waiting to happen with many trucks passing & Tim Hortons drive-thru. Assuming more people with be using the Trail, will this be addressed?

The Village

- If this building gets approved, will this be the open door for future development?
- How does Belmont Village look in 10 or 20 years?
- I'll want to talk about the impact of a looming apartment building in Belmont village. To the character of the village as well as the impact of that many people with no place to park.
- What does the Planning Division anticipate the impact of this development will be in triggering future development along Belmont Avenue? In the coming years does the Planning Division envision high-rises moving up the street and increased pressure – from developers – to change the zoning on the west side of Belmont Avenue?
- Undermining the unique character of Belmont village.

Housing

- Affordable Housing.
- Issues I'd like to discuss would mostly be around affordability and unit size (is there an opportunity to build some family-sized units here?).

Building

- How 'green' will this building be? Solar energy, charging stations etc.?

Streetscape

- Built form.
- Tree replacement.
- From previous meetings, I got the impression that there will be no upgrading to the streetscapes or enrichment of the facilities in parks, that are in close proximity to this proposed development, that are associated with this development. This is in spite of a

significant influx of totally new residents to the area, the substantial profit that the developer will make on the project, and the increased tax revenue that the City will receive from these new residents. I would appreciate a fuller explanation as to why Belmont area residents have to accommodate the implications of this development (increased traffic / bigger demand and wear-and-tear on public parks, sidewalks, etc.) without any attempt to offset these with appropriate upgrades?

Shadow

- Environmental affects, e.g. shadows over Gildner Green Park and houses in the neighbourhood

Damage During Construction

- Living just over a block away, I can only anticipate what impact the installation of pilings will have upon the plasterwork in the homes of this neighbourhood. What steps will the City take to require the developer to bear responsibility for damage to older, existing homes that will be an inevitable result of this construction?

Discussion During the Meeting

Q: Have decisions have been made on the applications? Biggest issue is the size of the development – too high. Do not want a big tower in the neighborhood, the building cannot support the parking, traffic concerns. Why does the developer need to go beyond the existing by-law?

A: No decisions have been made. Kitchener Council will review the Zoning By-law Amendment and Official Plan Amendment applications. The Planning and Strategic Initiatives Committee meeting has not been scheduled. There will be a public meeting (Planning and Strategic Initiatives Committee) and you can review the staff report and participate. Anyone can request an amendment to the Zoning By-law through minor variance at the Committee of Adjustment or through a Zoning By-law Amendment application.

Q: Did he come with an 8 Storey plan?

A: The zoning right now would allow an 8 storey building. The application has always requested 13 stories.

Q: Is it an automatic thing?

A: The Planner will make an independent recommendation on the applications. Council can support or refuse the application, or approve a modified version of the request.

Q: Stories and meters can mean different things. Height and built form: Impact of the building in the Belmont. Relationship between east and west side? There might be height concerns because it abuts the residential property. Site plan control will go with the Official Plan Amendment and Zoning By-law Amendment application? Or will it go separately? Will there be a comprehensive approach to planning or a secondary plan so we understand the relationship between the buildings around the area.

A: The mixed-use corridor was put in place in the previous Official Plan. Belmont Avenue in this location is an intensification area in the City's Urban Structure. The west side of the street is closer to low rise residential and the east side is buffered by the commercial lands to the west and the open space to the east. There is no secondary plan for Belmont Village and there is no plan to undertake one. The proposal will go through a Site Plan application based on the outcome of the Official Plan and Zoning Bylaw amendments.

Q: If we go to 49 meters, the relationship will change dramatically. Can staff be more cognizant of the height?

A: Mixed use buildings are more challenging to build and the main floor needs a taller interior floor height for the commercial uses. The 50% permission is to offer a height incentive for developers to construct mixed-use buildings. The increased height is part of the requested applications and will be evaluated through the staff report.

Q: If it does get approved, does that mean that future development on the east side will develop more in the future?

A: We look at every development separately. Allowing additional height here doesn't mean another development can do it as well. An evaluation of additional height in this location is important and will be documented in the staff report. The city must have 50% of all new dwellings constructed in the built up area of Kitchener– and we do not plan for substantial growth in existing low rise neighborhoods.

Q: I feel like some points in the PowerPoint with the developer were not honest. The photos are beautiful. The trail does not benefit from the building. Cannot have shadow study based on one day in September only, do the whole year.

A: The renderings by the landscape architect were a creative representation. Planners and staff look beyond the concept renderings and require detailed plans for review including shadow analysis at different times throughout the day and key days in the year (summer/winter solstice and fall/spring equinox). The Iron Horse Trail is an old rail corridor and parts of the trail do not feel very safe because development was historically back lotted to it. If the trail is more visible, it would allow more oversight from units facing the trail. We will provide a video showing the entire day for future concepts on this property.

Q: I love the Iron Horse Trail. Does not have problem with 13 stories but would like to benefit from other things. How can these homes be more affordable? Is there room for discussion for 3-4 bedrooms?

A: Developer has indicated at the last meeting that they do not intend to have affordable housing in this location. They do want to work with another affordable housing project that is outside of this development. The City is currently working on inclusionary zoning – to require such things as you note. Council has asked the Province to have inclusionary zoning any place city-wide, not just MTSAs (Major Transit Station Areas).

Q: I am concerned about traffic and sounds from the development.

A: There is no obligation to protect traffic noises for existing buildings. However, noise mitigation is applied for new developments where mitigation measures will be required for any noises that are created by the building (like HVAC)

Q: Why not? This building is already increasing shadow and noise. Not the neighborhood that I chose.

A: As the City continues to grow, there will be traffic increases across the entire city. It is impossible to know where the traffic noise is coming – is it existing traffic, new traffic from this development, cars passing through? There is a level of noise to be expected in a growing city as traffic increases.

Q: Hopes the planning staff deeply understand the long-term implications of this development. As we see the coming years, there is east side of Belmont – is that going to put pressure on planning staff for zoning requirements on the west side?

A: At this time, the policy direction is to not have significant growth accommodated on the west side of Belmont Avenue– the maximum height is 4 storeys and 14 metres. The east side will have the ability to have accommodate growth due to better buffering, and larger and deeper lots.

Q: Feeling frightened because it is not just one building, the building will grow taller in the future because there seems to be a consistent negotiation. Belmont Village is an intensification area – but Belmont is different than Victoria and King because it is a village and would like to maintain the uniqueness. The tall buildings will take away the uniqueness of this village.

A: Each intensification area has a planned scale. Ground floor retail, restaurant, and streetscape is different as well. So, the challenge is how to accommodate the growth with the current landscape. However, we must consider where we have already planned for growth.

C: This building will set the tone for the village. Nice to have in the summer. Hopes that the City Council will genuinely listen to the neighbors and our concerns. Does not want to see a 13 storey building there.

Q: Parking? What is allowable for mixed use? These developers did not allow the accommodated parking for this site. We want to ensure that residents have ample parking, not just parking on the streets.

A: The by-law requires 90% of all units to have a parking space (0.9/units). They are asking for 80%. No commercial reduction is being sought. Visitor parking can be the commercial parking for mixed use buildings.

Q: It is not accurate to force people to have bikes.

A: Some people are in different stages in life that do not own a car and rely on other methods of transportation.

Q: Buildings in the village should be similar, this building does not belong there. Should have stricter guidelines. Isn't this heritage?

A: Belmont Avenue W. is not identified under the Heritage Act. Heritage designations are not a tool to stop change. Heritage designations and districts do not always prevent development, but guide change. Designation would have to meet the criteria in the Heritage Act.

C: If full street pictures can be shown it would be fantastic.

C: In Toronto, there are still villages, but they maintained it with low rises that have commercial at the bottom.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions
Session 2
16-Mar - 2:30pm - 4:00pm

Issues Identified through RSVP Response to Meeting

Height

- Topics for discussion is the impact of this tall building on the village which is a unique part of Kitchener as well as the impact of increased traffic. We already witness prior to the Pandemic traffic backed up on Glasgow Street in the afternoon.
- The main topic is the building height, and the process by which the builder can increase the height as it pertains to the official plan.
- This is because, as I read the plan, the limits are 8 stories or a max of 25m in height. (Although according to the Zoom call the maximum height is dependent upon the height of the individual stories. This needs clarification.) So could they go higher than 25m without any amendments?
- Then if the builder asks for an amendment, by submitting a design that includes mixed use, that the planning department and Council finds acceptable, the builder can increase the height up to 12 stories (but the number of metres is dependent on the total height of the stories?)
- Following that if the builder wants more height they have to ask for an additional amendment, again with planning department acceptance and Council approval.
- If the zoning permits 12 storeys as stated in the meeting and presentation, the additional 1 storey penthouse floor would not seem to be out of context for the neighbourhood.
- The new proposed mid rise building has so much more community appeal to our family compared to a 20 plus storey complex.

Laneway

- At present the design plan includes a piece of property that they do not own. So obviously the questions arise as to what happens if the City doesn't sell them the property.
- In addition this is all mute if the builder does not have the sale of the laneway approved by the City as the design assumes ownership of that property.
- A design has been presented that needs several amendments and even a City land purchase to proceed. It is therefore very confusing to the community as to how we proceed in ensuring our concerns are addressed. Do we oppose the sale of the lane, to ensure the building height is restricted to the official plan? Would the builder will have to start over?
- The loss of City property

Application

- There is then the question of what exactly is the expectation of the City and the planning department when an amendment is granted. The planning department representatives seem to indicate that they were in favour of the builder and there was little indication that there would be anything expected of them other than some minor design changes.
- The first question for which I require clarification, is what is the order of the amendments that will be required for the builder to proceed or is it a global approval process where all the amendments would pass.
- I would like to know why current zoning regulations should be changed
- the precedent it would set would lead to further such "developments"

These notes are not a verbatim record of the meetings and are a general summary of the discussions, including comments, questions, and answers.

Building

- There is no inclusion of any “green design” features in the building. The architect specifically said in the call that there were no LEED certification considerations and did not suggest any “green” environmental designs inclusions that were being considered.
- Many buildings in the city and the Region of Waterloo have been and are presently built to these “green “ standards, both commercial and residential builds. If the builder is looking for amendments that should be, in my view, a requirement.

Parking

- The amendment to the parking requirements appears to be a “green 'initiative from the planning department, but is confusing, considering the proposed occupants the builder envisions. Retirees and professionals moving into this area would be spending upwards of 3/4 to 1 million dollars . All of these individuals would likely have cars. They would have friends and visitors that have cars. The ION is close but not close enough for car use to decline. This isn’t King Street where you can step out your door to access transportation. Studies have clearly indicated that retirees, particularly high income earners consider car ownership an essential. The point is that this will inevitably increase the use of side streets as parking lots. Even if the reduced parking spaces are achieved, the traffic patterns will change as well as people avoid the Belmont/Glasgow intersection and there will be more left and right turns coming off Glasgow reducing traffic flow and access. This will mean that cars will use Avondale, Dunbar and Earl as outlets to access Union.
- This happened when there was construction previously on Glasgow and traffic was problematic both in terms of number and speed.
- The impact on parking.
- I'm also concerned about parking on adjacent streets, especially Earl St. as we already have a fair bit of parking of non residents on the street.

Massing / Floor Space Ratio

- The architect also states that the site has a 4 times massing. Then goes on to state that means 164 units and then bases all further design changes on this premise, 164 residential units. Does that mean that the builder can build anything as long as it does not exceed 4 times the area of the site?
- When I asked if they could design an 8 storey building any achieve the “massing “ or 164 residential units, his reply was that then the adaptations they had presented regarding the setbacks, connectedness to the trail etc., could not be facilitated. In addition, that if they cannot purchase the lane way then these features would not be included in their design (even if they are granted the mixed use additional height)"
- We are not opposed to adding needed residential space, but this proposal is not the way to do it.

Shadow

- Shadow Impact, This building does not fit the Belmont Village, Wind issues. Parking shortage, Excessive height of the building compared to surrounding area. Being a neighbour within 120M can I protest or stop this construction form happening?

Character

- The size (and character) of the proposed building would destroy the character of Belmont Village

- The proposed building will dwarf the rest of the village and destroy its character. Three stories would be fine (like the building just to the north of Dettmer). Perhaps slightly more than 3 would be acceptable, but 12 or 13 stories is way out of line for Belmont village!
- Converting a former tire and vehicle service outlet to a vibrant mix use commercial and residential building will only enhance "life" to the Belmont Village. A true improvement to the street scape.
- I am a strong advocate for intensification and for reducing urban sprawl and so appreciate the mix of needs you are needing to address. Belmont Village was a truly mixed use village when I moved into the community 19 years ago and is one of the reasons I choose to buy in this community. It has been disappointing to see so many of the core businesses leave, such as the bank, Ontario Service Centre, etc. I dearly hope we can maintain the sense of a village in Belmont rather than a condo strip and would like to know how we can protect the village from such an outcome.
- The plan to add restaurants, cafes, and potential food outlets will add such value and opportunity to the immediate neighbourhood. The added businesses will provide more options for local residents, and the design gives a more community feel for gathering and socializing.

Iron Horse Trail

- The harm to the Trail
- Nor should we be selling Belmont Lane to the developer or allowing them to tear down trees along the Iron Horse Trail.
- Zehr Group's argument about "access to Iron Horse Trail" is completely disingenuous! We use the trail all the time and the current access is more than adequate. From the Dettmer site it's only a few feet to either Glasgow or to the ramp in the Rexall parking lot. (We see people with walkers and wheel chairs on this ramp.) A superfluous new "access point" would just take away more trees.
- The forward thinking and concept of a pedestrian area at the rear of the property with direct connection to the iron horse trail in conjunction with the redevelopment of the site, is a true benefit to the immediate and outlying neighbourhoods
- Tearing down even more trees is the last thing KW needs! Nor does our neighbourhood need the pressure on parking space.

Official Plan / By-law Amendment

- We are also unclear where the City's new master Plan came from.
- We don't remember being consulted. Why can't it be modified?
- For example why should a height limitation of 8 stories be expandable to 12??
- but we're all hopeful this current discussion of 660 Belmont can - at least to some extent - be framed by a broader consideration of the City's long-term vision for the Belmont Village area.
- Is the zoning of other property along Belmont in the village such that we could have a string of high rise condominiums along the street in the future and therefore are we setting a precedent for high condo units?
- I'm curious about the rationale behind the original zoning of 8 stories.

Timelines

- I would be interested in the time lines of the balance of the process and when construction could begin.

Units

- I'm concerned about the need for more affordable, mixed housing, including family units in the Region versus so many higher end single or couple condos units in the downtown core.

Ownership

- I attended one of the information sessions. I thought I heard that the developer has also purchased other property on the street.

Wind Impacts

- I heard the planner stating that there would not be a wind tunnel created by the condo unit. When you walk between Vincenzo's and the new high rise condos near Vincenzo's, the wind tunnel is significant so I need more reassurance that we would not be creating one near a walking trail that is used be so many people.

Community Garden

- There appears to be a community garden in the park on the other side of the Iron Horse Trail from the proposed unit. What would be the impact on that garden?

Shadows

- I made a significant financial investment in raised bed vegetable gardens this past summer. I wondered if it might be possible to get an approximate idea of how much shade I could expect from such a high condo on my property at 10 Earl St. Four to five hours is generally not optimum for vegetables so I would like to plan accordingly.

Discussion During the Meeting

Q: When will a recording will be made available of this session?
A: Small group meetings will not be recorded. We are taking notes.

C: Overview of project – building can be 25 m in height according to current zoning
  - When project was presented, no indication of Belmont Lane being purchased
  - 4x coverage based on lot, assuming ownership of Belmont Lane
  - Developer assumed purchase of lot
  - Massing – does person who owns property have right to put 4 x size on lot, zoning bylaw allows 4x coverage
  - How are they moving forward without having purchased lane?
  - City of Kitchener has not yet committed to selling lane, elective representatives get to decide on sale of lane

Q: Will planning committee make recommendation that the City sell the lane? The concept depends on is. Will you recommend sale?
A: We have not made a recommendation yet. Consideration of the Official Plan Amendment and Zoning By-law Amendment applications and the sale of the lane will be presented in the same staff report at the same time.

C: Developers looked at a map, found empty space and are developing neighbourhood gem, eyes filled with dollar signs. City planners should think of needs of community, needs are livability, City has plans to intensify, understand need for more residential space, plan doesn't make sense.

These notes are not a verbatim record of the meetings and are a general summary of the discussions, including comments, questions, and answers.

C: This will set precedent if the City sells property and development allowed to proceed, others will want similar developments in the City, fear wall of high rises along Belmont.

C: Important pieces – where are we and what can we change? Can architect accomplish what they need in 8 storeys, developer said no; developer didn't explain that 4x coverage to get 163 units

A: The City's Official Plan (OP) is the highest level City document for how we grow until 2031. The OP allows for these lands that if you have mixed use building, you can have height of 25 metres and 8 storeys, but if you do a mixed use building in an Urban Corridor you can do up to 50% more height – this would allow 12 storeys and 37.5m without an Official Plan Amendment. The Zoning By-law allows up to 8 storeys or 25 m. Any additional height requires a Zoning By-law Amendment. For design details, the developer will need to go through a site plan approval process, regardless of height. Toronto has completed an avenue study, and has identified area for growth and has height limitations in other areas. Kitchener's growth is planned along corridors and in nodes, as well as downtown and MTSAs. These areas are planned to accommodate growth to maintain large areas of low density residential area. That means that we can expect to see larger taller development in growth areas, to balance all the areas that won't change.

C: There is confusion on heights – proposed 49m. Felt like neighbours were being dazzled with trees hiding building, 5m back but drawing shows trees, sidewalk and patio but that doesn't add up; developers made a pretty plan but doesn't relate to community
C: Belmont has value, feel proposal doesn't bring more value to community
A: Typically, conceptual drawings are used to show elements of development but Planning staff have a wide range of expertise to review detailed plans, approvals are not based on conceptual drawings.

C: We know that Belmont is commercial on ground floor, livable, walkable with patios, interaction with street
Q: Is 5m back from street part of the plan?
A: The revised site plan posted to Sharefile shows approximately a 5 metre setback from Belmont.

C: Desire to have walkable feeling, is there a way to have density and growth, what does that look like? Do we lower interior ceilings?

Q: Parking – number of issues – not providing parking for everyone even though they're luxury apartments, wouldn't people have 2 cars? Look to Vincenzo's for parking needs. Usually Earl Street is packed, parking will only be used 50% will lead to lots of parking on street, street can't accommodate extra parking demands – cause visibility problems.
A: Usual parking demand must be met on site. Special events like Bestival and other events lead to peak parking demand where street parking is needed.

C: There was an article in Record about development near Victoria Park – 12 Storeys, withdrawn and now doing low-rise?
A: Planning staff are aware that a development proposal going to Council later in the spring that has been revised from a tower design to stacked townhouses.

C: Parking – assume retirees coming in and they will walk 3 blocks, great concept and may not be possible.

C: Parking on street is common.

C: The architect was asked about LEED and developers said no LEED, tons of developers using LEED initiatives. Developer just looking to maximize number of units to maximize profits. If you want to make change, institute building with LEED initiatives, blend in with community, not focus on profits.

C: Couldn't believe height of proposal, building in village seems ridiculous. Too much shadow for a village in the city.

C: Disagree with findings from traffic report. Glasgow full of traffic, not sure roads can handle flow.

C: Shadow effects on Earl and Iron Horse Trail – 4-5 hours /day of sun will be plenty but residents will be upset for decrease in sun.

C: 8 storeys may make sense. Height – storeys have 12 foot ceilings, 49m is equivalent to 16 storeys

Q: Will planning enforce regulations in metres and not storeys?
A: The Zoning By-law is written in storeys and metres, any amending bylaw or updated bylaw stated in storeys and metres. The zoning regulation is written as a maximum, so both storeys and metres are regulated.

Q: If you do mixed use, you can apply for Zoning By-law Amendment to ask for an extra 50% in height?
A: We need to look at planned function and how it is integrated. In Kitchener we require podium (bottom part) and tower (upper part) for a building, with stepbacks. Ground floor residential uses are not permitted here.

C: Powerful to provide people with information in this type of platform, ask that we consider trying to plan conversations around the next buildings, can we get ahead of that and have conversation around larger vision in regards to executing master plan – things you wish you knew ahead of time, building seems to be in isolation, no logical fit for this building yet.

Q: Want to know are there criteria that justify original 25 metres plan?
A: 25 metres comes from new bylaw regulations, used to be 24 metres. General residential floor height is around 3 m, which allows 7 or 8 storeys within 24 metres.

Q: Were any shadows or parking issues brought up in original OP plan discussion?
A: Wider buildings can cast bigger shadows. Typically for shadows, taller skinnier buildings are preferred even though they cast longer shadow, because they pass over faster.

C: If you state this area has certain character, can we suggest future development has lower building height – meet in the middle, lower height, developers still profit. Or offer incentives to build lower.

A: The City does not have a program that exists like this. The City used to have financial incentive programs downtown but they are largely completed now. There have been recent changes to the Planning Act with respect to bonusing, a tool we used before to offer density increases as an incentive.

C: Reality is they can't build what they want without the lane, lane must be offered to community at large, unless City can do a deal. Not a lot of confidence that City won't make this deal, City will trade land for something else.

C: There will be increased traffic on side streets if main streets get busier, side streets can't handle more traffic. Traffic is biggest concern – development of that size is a problem.

Q: City isn't addressing issues regarding precedents set if development is approved**.** Development is too big and doesn't offer any solution for traffic.

A: The City looks at every application based on its merits, but whatever gets approved – the next developer will look to see what was approved here. If we look into height increase, we need to determine what justifies extra height, to set the expectation.

C: Developers talking about traffic, it's been studied and won't be an issue but that's not realistic – Glasgow is crowded in rush hour traffic.

A: We know that more people and more development can bring more traffic. As the City grows, and traffic gets heavier, we plan to have other viable options. That is why you are seeing investment in LRT, improvements on Iron Horse Trail. If the City is walkable, bike friendly, and has improved public transit, this will appeal to more people who are not as interested in cars.

C: We can't say we are moving completely from car dependency, will see gradual change**.** Not looking for commercial parking reduction, don't see people walking to grocery store**.** Will people have 2 cars/unit? More concerned about door dash drivers cutting corners and speeding.

C: As business owner – the prospect more people in village offset some concerns.

- As far as door dash types, most people doing take-out are local, % of door dash is minimal
- More people would be great, more people coming without cars would be great
- Understand concern for neighbourhood
- Lots of people looking to downsize, great location
- If 164 more people can live here, it's a win-win for restaurant and residents
- Concerned about parking, closed off other portion of Belmont, did a great job bringing people to community, talked about doing it at our end, objected to that, already little parking in village, can't lose 12 more parking spaces
- Hot yoga and others are parking on our end

A: The City does not build housing; we rely on home-builders to build housing. And we also plan to certain maintain low rise areas in city, like your neighbourhoods. Generally, if there are more people surrounding commercial, it becomes more viable.

C: Impact on Iron Horse Trail – going back to presentation, they had no conception of neighbourhood, they said they were going to improve trail and provide access – developer must not have known there is already access nearby. Believe developer will make trail worse by cutting down trees. Trail has become wind tunnel when you walk past buildings, if new building is approved, it will get worse.

A: The Iron Horse Trail used to be rail corridor, now that it's a trail connecting the community, no eyes on trails may feel unsafe for some people, some people feel more comfortable with more access points. Seeing building from trail helps create safer environment.

Q: What about hydro easement behind building?
A: KW Hydro doesn't own the lands. An easement may be required. Initial estimate is that it is too expensive to bury hydro.

Q: Shouldn't they have 163 parking spaces? Not 130
A: Bylaw doesn't require visitor parking for mixed use – visitor can also be commercial parking.

C: Business owners – more people obviously make for better business, but mixed use buildings with residential, many businesses don't have much lifespan, end up with fast food joints, has been drastic change in business profile**.** Look at red building – that has had multiple clients. Grocery store idea is interesting but changes height requirements.
C: There are spaces in Belmont Village available for rent (business) already.
A: Economic Development works with business partners – even before COVID, some of the most vibrant businesses, like restaurants and small businesses, are the most vulnerable to change.

Q: Clearly we don't think 12 storeys is appropriate, in favour of 8 storeys – what do we do now?
Q: Is developer taking concerns seriously? Are they willing to compromise?
A: The City is hoping to use these discussions to further dialogue, need more conversations to set expectations. Council will make the final decision on the applications. The Developer still requires lane sale which is also a decision of Council. The City has identified this as intensification area and it is likely there will be some increase over 25 metres for a mixed-use building.

C: Councilor Chapman involved with Mill St. Project. What helped was people presenting at Planning and Strategic Initiatives meeting. Encouraged public to speak at meeting. For Mill Street, the developer is making changes before Council meeting.

C: If you have parking on both sides of the side streets, can't have 2-way traffic.
A: Traffic study not required for this development. A parking analysis was done and looked at 200 surface parking spaces, used data from other studies including Belmont Trio.

C: We can ask City not to sell the lane? If they don't purchase property, they can't build this development. Can the City refuse this sale?
A: Consideration of the lane purchase would be part of same public meeting. We hear community concerns about height. Need to find balance. If City doesn't sell lane, the Developer can only build on lot that they have, but can still do 8 storeys and ask for increase in height through the current applications.

C: Community relies on Rexall, don't want developer to push Rexall out.
C: Need a plan for Belmont.
A: There are currently no plans for a Secondary Plan for Belmont Village.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions
Session 3
16-Mar - 6:30pm - 7:30pm

Issues Identified through RSVP Response to Meeting

Height

- As the architect discussed during the meeting last week, storey heights have been increasing in recent decades. So I feel discussing planning permission around storey is meaningless. It's the height in meters that matters.
- The proposed 49 m height versus the permitted 36 m for mixed use is what concerns me. 49 m is out of scale with the rest of Belmont Village.
- My concern is strictly related to the additional height. I understand that the mixed use designation allows for the additional increase is height/storeys, but I do not support that for this development.
- The topic I am focused on is the height of the building being over 8 storeys and its overbearing scale on the street.
- Residents do not see the benefit to the community of allowing the additional height, so why are we considering it?
- height of the building (storeys vs metres high)
- Would like a little more engagement on the total height vs. number of floors.
- The primary one has to do with the height of the proposed building. If I understand it correctly, the Official plan allows for a building of 8 stories and 25 metres in height. If the building is classified as ""mixed use"", this can change to 12 stories and 37.5 metres without an amendment to the official plan. The proposed building is 13 stories and 49 metres. I feel that the application to go from 37.5 metres to 49 metres should be rejected by Council.

Official Plan / Zoning

- Years ago, when the mixed-use re-zoning exercise was conducted for this node/corridor (and I think 7 others?), I expressed my concerns with this additional-height-clause at that time. I recall that study was a comprehensive review from a planning, servicing, traffic, environmental, etc. perspective that allowed for the recommended 8 storeys. I cannot find it but I actually recall for this sub-node/corridor for Belmont Village North(?) the recommended scaling of the buildings was less than that (4 storeys) but I cannot find the study that made those recommendations at the time so I'll admit I might be mis-remembering. My concern is that planning recommendations that resulted from the comprehensive study that took place a few years ago should be maintained, and I do not think it is appropriate to approve the addition height through what is perceived as a loophole. I do not think the additional seven storeys and additional height are consistent with the surrounding community. I am concerned of the precedent that the approval of this development would set, spurring every redevelopment project in the Belmont Village area to expect a 50% increase in height because that will not be congruent with the intent of the node and corridor study, in manner that is not consistent with adjacent and surrounding land uses.
- Specifically, I refer to consultant's Planning Report that references Kitchener's OP:
- I believe the objectives of the Region's and City's OP, PARTS, and all other relevant planning and transit focused policies can be achieved by adhering to the strict zoning allowance of 8 storeys.

- Section 15.D.4.23 directs that “increases to the permitted building height of up to 50 percent of the permitted building height” may be considered “where a development or redevelopment provides a mixed use building containing residential units” and where it is demonstrated “that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied”.
- The definition of an Urban Corridor that the City of Kitchener has assigned to Belmont Ave and what that means for future development.
- The official plan allows a building of 25 meters. If the building has mixed use, the building can be 37.5 meters (an increase of 12.5 meters or a 50% increase of height from the allowed height in the official plan). By allowing a building of 49 meters to be approved there will be an increase of 24 meters from the official plan (which is an increase of 96%). I view this as an extreme example of incrementalism that will establish a poor precedent for future development along Belmont Ave.

Parking

- The number of parking spaces per unit and the strain it will cause on the surrounding streets

Trees

- Removal of trees to accommodate the building
- This thought process of improving The Village and Iron Horse trail even extended to the fact that the trees that are to be removed are of non-native species and therefore the birds and bees and other natural beings would benefit by these being replaced by more appropriate trees and vegetation. I believe that this site will be completely clear cut of any trees to facilitate the construction and then these trees will be replaced by saplings which will take 10-20 years to mature. Artist renderings, such as the ones used in the presentation, do not accurately reflect reality.

Precedent

- Would granting developer exception for height lead to a precedence for other developers requesting increased height. Shouldn’t this be dealt with via a city-wide zoning/planning update rather than on a single case by case situation.
- If this amendment is approved, I see no reason why other developers will not see this as a precedent and make similar or even more aggressive applications in the future. We will then see the adage of "give them an inch and they'll take a mile" being commonplace.

Character

- Would like to provide my support for projects such as these to appear on Belmont (specifically the mixed use portion), provided they are not exasperating a culture that prioritizes cars.

Construction Traffic

- Construction traffic and building overflow onto Belmont and surrounding streets

Development Concept

- The obligation of both the City and the developer to produce a project as shown in the drawings (in other words at the end of the project I want to see the public spaces and lovely trees, etc shown in the proposal and not a parking lot).
- Lastly, there is the concept of design and architecture, which I admit is subjective. When I listened to the representatives of the planners and architects of this project on the last Zoom meeting call, it seemed clear to me that they expressed the opinion that Belmont Village consisted of a number architecturally insignificant buildings and what they were proposing to build would be such an improvement that one might be of the impression that they were "saving" the village. I feel in fact that the proposed condo does not add anything of architectural significance or style to the area. It is really no different to what we have become accustomed to in the new builds in Kitchener or Waterloo.

Iron Horse Trail

- Would like to give some thoughts on the connection of the Iron Horse Trail to the front or side of the new building, things such as safety crossing a laneway, ways to prioritize pedestrians over cars (a pedestrian crossing of some sorts perhaps).

Master Plan

- I also feel that the City of Kitchener should develop a master plan for Belmont Village. Belmont Village is marketed and promoted as a ""village"" by the area's BIA. There is no question that Belmont Village has evolved over the years, going from being anchored by three service stations/garages along with a Beer store and Zehrs grocery store to a rather quaint mix of owner operated retail stores and restaurants and other commercial businesses. This type of commerce is unique and has been successful both for the business owners and patrons. It is very rare to see a business site vacant for very long. The same cannot be said for other commercial retail areas in Kitchener or Waterloo (ie. the Shops at Waterloo Square, Bauer Lofts or downtown Kitchener and Uptown Waterloo). New development is expensive and in order to make a profit the landlords need to charge higher rents which then trickle down to the more local, established and independent business owners. This is what has happened on King Street in Uptown Waterloo .
- I am not against development and intensification. I know that it is mandated by the province and it makes good sense on many levels, however, I do not feel that the only way to intensify is by building large towers. It just happens to be the easiest way. I feel that there is no reason why the City Councillors and planners can't take time and make decisions that will ensure that our city and region becomes known for being a leader in thoughtful human scale intensification. There are many examples of this and I know that as planners you study and research them. The ones that I have experienced such as Cook St. Village in Victoria, Wortley Village in London and Hess Street Village in Hamilton have created successful and enviable environments . Why not give it a try here?

<u>Discussion During the Meeting</u>

Q: Biggest concern is population growth. How to leverage this community for the needs of the community to make things more affordable. Negotiating that the density is meeting the need.

A: We plan for affordability as best as we can but market forces have been very strong.

Q: What is the benefit of density?
A: Providing additional housing supply. The City is working on inclusionary zoning that can be implemented in MTSAs.

C: The 1-2 bedroom does not meet the need of affordable housing in the city.

Q: Out of the comments received to date, what percentage are supportive and opposed of the proposal? Prior to CRoZBy, would this be supported?
A: Comments are largely opposing, but we need to consider the planned function of the area as well as the future residents of the City as well. In 2012, Mixed Use Corridors (MU zones) were approved. The 2014 Official Pan implemented added the policy for a 50% increase in building height without an Official Plan Amendment. With either zoning by-law, a Zoning By-law Amendment is required for the requested height.

Q: Central Neighbourhood Urban Design Guidelines – Respect existing built form and other notions, it seems that 660 Belmont is contradicting. How could they ask for this?
A: Anyone can request to amend the Official Plan and Zoning By-law. More than one section of the Urban Design Manual guidelines and policies apply, and we use all applicable sections that to apply the development applications.

C: Concerned about size of structure. Comparing to City of Toronto – not imposing the streetscape.

C: Concerned about the height of the building. Are other properties that will be developed? Once the precedent is established, will there be a corridor of buildings. Can the City put a plan together? Aesthetic concerns with glass and concrete. The City should be concerned with the design.
A: Detailed design review occurs at the site planning stage. The City can control the design and the massing of the buildings.

Q: Opposed to the structure. New resident. Enjoys the Belmont village. 8 Storeys might seem to bring customers and people in the village – which is great. But 13 stories seem unnecessary and have high ceilings. Concerns with the parking spaces since it went down.
A 80% of the units are proposed to have a parking space. The City's requirement is 90%. Residential visitor and commercial parking are shared. Commercial parking is required at a rate of 1/35m2 GFA.

Q: It should be difficult to not have a vehicle in Kitchener area. Although developer is selling about the LRT, it does not seem to be realistic. Would be disappointed to see the parking on the side of the street.
A: There is a market for people who don't own cars, we have seen development applications downtown with little parking.

Q: Height concerns. When you look at meters, 36m vs. 49m, it is a huge gap.
A: Yes, it is understood that the request of 49m is close to double the 25m allowable.

Q: Shadows on the trail. It will ice over.
A: Development on the trail does allow more eyes on the trail. The corridor was formerly a rail corridor and there is a lot of back lotting now. People are intimidated to use it at night. Having development that faces the trail, and now that it is well lit, it would be safer. The Iron Horse Trail is one of the trails that is maintained in the winter by the City.

C: In support of the building, would like to downsize. Live in the area (7 min away) with high rise, like the design and location. Love the idea of tying Belmont with iron horse trail. Convenient for him and his wife. Seen growth in the area, had parking concerns before but not anymore. Only during construction. Good walking distance and locations to nice shops. Had same concerns as other neighbors in the meeting but changed mind.

Q: Concern about the 50% increase that was not known with 2012 mixed-use zoning. Support the 8 storey corridor study mixed use. The 50% does not fit in this case. Does not fit with other types of studies such as pedestrian transportation.

A: The 50% increase is permitted by the OP but still requires a Zoning By-law Amendment. Staff are evaluating a number of factors in order to prepare a recommendation to Council.

Q: Enjoys the neighborhood, does not want to live in the shadow. Concerns with shadow study and traffic studies. What benefits do neighbours receive? Shadows? Empty store fronts? Traffic and congestion? What are the benefits? How do developers live up with the promises made? The developer said on the recorded video that the street won't be closed.

A: Construction may require the temporary closure of a lane. We think about growth as across the city, not just one part. We have to accommodate 50% all new residential units in existing parts of the city (the Built-Up Area). We have development pressures across the city, and most neighbourhoods are experiencing growth and change.

Q: Character of the neighborhood and maintaining it. Does the City have statistics of the number of owners or renters?

A: The City does not have a residential licensing by-law. We can check with economic development for any general questions. We don't fully know how many owners rent their units. The City plans for dwelling units, regardless of tenure.

C: A lot of people are looking for smaller condos with one bedroom and can walk. That is why his wife and him are pleased to see the development. Whether you have 8 or 12 stories, you will still have a development. There is benefit in the community, the restaurant provided there.

C: Agree with the concerns with height and shadows, will there be enough parking for the uses?

Q: Concerns with the height – difference between 12 stories compared to the ceiling height of each floor. (13m difference) Has the City considered apartments wanting these heights or is it a standard now? Or do we need to know that moving forward for other apartments.

A: The 50% compromise is to get mixed-used buildings and get commercial on the ground floor. The trend is to have a higher ceiling height and it is also necessary for commercial uses.

Q: Should the City decrease a storey if the ceilings are higher? How to purchase the laneway and prioritize the pedestrians while promoting safety. How can we promote the connection to the trail? How to make it safe for families walking through there and prioritize it?

A: Best way to address safety for a pedestrian pathway is to have a design that makes a vehicle slow down to cross it.

C: Secondary plan needed for Belmont to guide development – there seems to not have clear guidelines for developers (we are reacting). Frustrated with lack of affordability in the city – what would you be willing to give up giving back to the community?

A: Inclusionary zoning is only allowed to be regulated around MTSAs. Council has requested that the Province allow inclusionary zoning in all areas of the city. Currently waiting to hear back if the province will consider a change to the inclusionary zoning framework.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions
Session 4
17-Mar - 9:30am - 10:30am

Issues Identified through RSVP Response to Meeting

Units
- The unit mix

Bicycle Parking
- The bike parking
- Other TDM measures.

Traffic
- High residential density on the property with the associated traffic, parking

Shadows
- Building height/shadows and skyline.
- Building shadow - Feb 25th meeting only showed September with stated minor impact. However, December's impact is significant. Any sunlight in winter is precious for wellbeing. According to the shadow analysis early morning shadow is about double for proposed 13 storey building than for an 8 storey building (over 500 m versus less than 300 m). As it happens our house all the way over on Union Blvd would be in that 500 m shadow. I like living where I can see a sunrise and do not want to feel I am behind a prison wall.

Public Spaces
- Increased use of local green space.
- Plaza - North corner public space? If controlled by Condo Corporation then could be restricted and made private.
- Summer Building Sketches - Images only show summer conditions. Ok for California however we have at least 6 months of wintry type weather. Building needs to be better designed for our climate as a year round destination. Such as on Belmont side of building have permanent extended covering/awning for easy enclosure in non-summer weather. Suggest the this is better location than cold north side breezeway.
- Rear Plaza Noise - As this area is raised above adjoining trail and park there will be minimal muffling of plaza event noise thereby disrupting Mount Hope neighbourhood and leading to noise complaint enforcement issues. Public events should be limited to facing along Belmont as has successfully occurred with noise muffled by buildings and directed skyward rather than into neighbourhoods.

Building Height
- I would like to know what is the criteria that establishes whether the City can allow the height of this building to be increased by 50% (from 8 floors to 12 floors per 15.D.4.23), and to allow height of the street level floor to exceed 4.5m and the subsequent floors to exceed 3m to increase overall building height from 25m to 36m (allowed if City permission granted) to 49m (currently requested by the developer).

Laneway
- Potentially privatizing the of the public laneway blocking public access and privatizing the currently public parking area and allowing the property to sustain higher density (floor

area) than would be possible on the site at its current size. Sale of the adjacent laneway will have similar impacts on the adjacent site.
- Rather than going private could become truly public space and added to adjoining park green space which is lacking in Mount Hope/Westmount neighbourhoods.

Uses
- If day care was located as suggested in commercial space then this plaza would be required for its fenced outdoor play area.

Building Design
- Placement of plaza on north side of building rather than south side seems too much like Kitchener market building where outdoor market area was poorly placed on north side and as a result not used as intended.

Floor Space Raito
- Building Footprint - Process called, I believe, building massing has achieved no significant increase in green space to justify extra height. External parking lot is large and appears according to a drawing to be located above part of the underground garage. Instead the building should use all of building's footprint to reduce building back to 8 storeys.

Building Design
- Loading Dock - Poor location for commercial use especially as suggested by developer at meeting for grocery store. Delivery transport trucks will have difficulty accessing and block parking. Such vehicles would be required to back in from Belmont creating dangerous situations for pedestrians and motorists.
- height/bulk/shade, by-law adherence, parking, traffic, Belmont Lane sale, precedent creation, preservation of Belmont Village character, spot amendment beneficiary

Precedent
- My primary concern is the precedent set for future proposals along Belmont (particularly the west side) if this development is approved as currently proposed.

Benefits to Community
- IF the City allows these changes, what compensation do Kitchener ratepayers, and the residents of the neighbourhood most impacted by the development get in return?

<u>Discussion During the Meeting</u>

Q: Concerns about the status of the laneway. Has there been a formal request from the developer? If it's up for sale, is the Tim Horton's owner able to buy the laneway?
A: It is under consideration now. City has not decided on these applications and Council will decide whether to sell the lane or not. We have not received any interest from Tim Horton's to buy the lane.

Q: What if they put another application next year just as big for their other building? Can they do that if they buy the whole lane?
A: They own the yellow 2 storey building to the north as well. They are requesting to buy the lane all the way to Claremont Avenue. We do not have an application for the adjacent lands at this time.

Q: Concerns of loading dock – safety. Loading dock is located where the transport trucks is backing in. Fundamental flaw for the laneway.
A: The City will use software to determine if turning templates will work at the site planning stage. No site plan application has been received.

Q: What about a having a one way lane.
A: We will look into this and bring this idea to Transportation.

Q: Congestion at Belmont near Tim Hortons, has that been looked at for truck turning?
A: Typically look at that lane during site plan stage. There is no traffic study required. A traffic study is only required if there are more than 100 trips expected in the AM and PM peak hour.

Q: What is the purpose of the two temporary parking spots?
A: Loading, carshare, deliveries, Uber Eats etc.

Q: Car share spot can reduce need for vehicle. Will it have it in the future?
A: The City supports car share- spaces that are publicly accessible. The developer would need to have an agreement with a car share provider.

Q: Some spaces look like they have two car garages. They should not have two bundling garages.
A: The spaces have to meet the zoning requirements to be counted as a parking spot.

Q: Why is this not an LEED building?
A: There are green initiatives that are brought forward in each update to the Ontario Building Code. although City policies encourage and support sustainability, they do not require a certain type of certification. LEED certification has been historically incentivized through bonusing – meaning a larger building.

Q: Parking – it's over the top of the parking garage extend to laneway? Are they justifying putting the height without greenspace? Buildings should not build with external parking lots, should be internal parking. Too much pavement. This is not California.
A: In Kitchener, we try to have underground parking. We want to have active uses at the street. We don't want to have blank walls. There are some groundwater concerns. We don't want to infiltrate road salts on the ground in the winter.

C: Bike parking – should have more bike parking if parking is reduced.

Q: Side streets with Belmont, has the City considered banning the parking on the street? If there is parking on both sides of the street, there will be congestion. Will the City widen the roads?
A: Historically roads were designed for quick movement in a car. In urban areas we are looking to find ways to support all modes of transportation – like bike lanes and wider sidewalks. There are currently no plans by the City to add additional lanes.

C: Generally, this building is huge and too dense without greenspace.

C: Need to look at the big picture and we need housing for newcomers.
C: They are not affordable housing units.

Q: The two applications that are filed - Official Plan Amendment and Zoning By-law Amendment. Are those the only applications filed?
A Yes

Q: What are they doing for stormwater drainage requirements? Is that posted on the Sharefile?
A: Stormwater information can be found in the Functional Servicing Report on Sharefile.

C: The developer only wants singles and seniors here, does not seem to be good for families and not align with this area. Suggestion is to set aside 10% or so for families or affordable housing (3-4 units).
C: This development is adding to the gentrification. Needs a building to be diverse.
A: Larger units can be part of the ask back to the developer, but they will be the most expensive units. We have to accommodate growth for our city in order to preserve certain parts of the city like low rise residential neighbourhoods. We will have to find a balance.

Q: There will be changes in the east side – then there will be in the west side as well. Don't want a canyon.
A: There is growth potential for the east side under the current zoning. The west side can have 14 metres or 4 storeys already. King Street between University and Columbia has been described as having a canyon effect. There is no street parking, limited street trees, and the buildings do not have podiums or increased setbacks for the tower. Kitchener requires setbacks and stepbacks and podium/tower designs that would not be a flat wall all the way up the face of a building.

C: Shadow – In December there is a significant shadow. The height is excessive.

Q: Was LRT taken into consideration? Belmont is not close enough for people to get groceries. They are not walkable. Grocery store is not definite in the building.
A: There are density incentives to have grocery stores in Downtown and in certain corridors. We plan so that each neighbourhood has access to a grocery store as part of a complete community.

Q: Where will the snow be stored?
A: A snow storage area is required to show on site plan.

Q: How far long along is the application in the approval process?
A: The applications have been accepted and circulated but have not been approved.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions
Session 5
17-Mar
12:00pm - 1:00pm

Issues Identified through RSVP Response to Meeting

Height

- My major concern is the height of the building. I worry that if the building is approved for the increased height that is being proposed it takes away from the village feel and set a precedent for future tall buildings
- Height of building
- Why is there a consideration for a building of more than the approved 8 stories? What is the rationale for this?
- The height of the proposed building.
- I am mostly interested in the test the developer needs to meet in order to be granted permission to go from 8 to 12 stories. And then what is the test to meet in order to be granted the 13th story.

Units

- size of units
- affordable housing
- retail space/rents
- No family units (i.e. units with 3 or 4 bedrooms) when studies show there is a dearth of family units in Kitchener.

Traffic/Parking

- traffic spillover
- Traffic impacts
- Parking impacts
- Inadequate parking. Yes, the area is well serviced for walking and biking but most people will still own a car whether they use it much or not.
- Traffic congestion in the residential neighbourhoods. Already Gildner and York streets have had an increase in traffic from the Catalyst development.

Application

- further clarification about the zoning process and what exceptions are being asked for and what has already been granted

Public Space / Iron Horse Trail

- a clearer statement about the implications such a development might have on public spaces such as the Iron Horse Trail.
- a clearer statement about the implications such a development might have on public spaces such as the Iron Horse Trail.

Mitigation

- mitigation strategies to protect the surrounding neighbourhoods from the downsides of the development

Development Concept

- I can see a lot of exciting development possibilities for that lot and Belmont Village. Many of us agree that what happened in the village last summer was exciting and showed what it might become. But this development lacks imagination - architecturally it sounds very generic, it will not lead to a diverse community, it is going to be placing demands on street parking which will mean we won't be able to experiment again with expanded patios that would support all businesses, and research seems to indicate that it won't be solving the actual housing issues that the region is facing (i.e. affordable housing for families).
- The lack of any green space around the building. i.e. The building has too big a footprint for the lot size.
- No recognition that we are in a climate emergency and need to build smarter. No attempt to implement any LEED green building strategies.

Laneway

- The sale of Belmont Lane property. does not benefit the common good, only the developer.

Official Plan / Urban Design Manual

- The proposed building does not follow the official plan for Upper Belmont as set out in the City of Kitchener Urban Design Manual. Why spend our tax money hiring planners and then not bother to listen to them or the community? This results in very disengaged citizens. Don't bother fighting City Hall because the developers always get their way.

Character

- The proposed building does not fit in with the unique character of Belmont Village. Many large cities value and protect their Urban Villages. e.g. Parkdale in Toronto."

Precedent

- If the by-laws are amended for this building it sets a precedent for creating a canyon of concrete all along Upper Belmont.

Shadows

- Also interested in what is considered reasonable in terms of casting shadows in a residential neighbourhood.

Decision

- Is there anyone independent going to be sitting on the decision committees?

<u>Discussion During the Meeting</u>

Q: Parking is main concern and street traffic with young kids, side streets were busy in summer when other streets were closed. Feel a lot of issues could be fixed if development allowed more parking, can developers dig deeper?

A: Underground parking is very expensive, especially if the garage is below the water table as significant de-watering would be needed. The City does not want an oversupply of parking and has added new parking maximums in the by-law. The Zoning Bylaw requires

0.9 spaces/unit. The parking report notes the use of street parking through neighbourhood and are requesting reduction to 0.8 spaces per unit (80% of units will have a parking space).

C: In favour of grocery store, currently have to drive to get groceries, can't afford Vincenzo's.

Q: Would on-street parking be too high for community events? Public transportation in the area is still about 1km away, will we see improved public transit access?

A: If people don't have cars, they will likely use public transit, and as ridership levels increase, service improves. Need to find a balance; we are watching trends of car ownership and proximity to public transit decrease and we don't want an oversupply. The developer is requesting a change to bylaw to allow 0.8 from 0.9 spaces per unit. Developer is only requesting change of residential parking rate for their project. The By-law allows a shared parking arrangement, commercial parking can also be residential overnight parking or visitor parking. The commercial parking may not be used during special events if they are held on site.

Q: If there is public benefit, we will need an easement to protect public space; will the City put this in place?

A: Yes, if the proposal includes publicly accessible space, like the Mews, an easement will be required as a condition of site plan approval. 345 King Street downtown in an example of a Mews that allows the public to walk through the site between King Street and the lane.

Q: Presentation is frustrating, felt developers were disingenuous; drawings removing trees and green space; don't believe they will introduce more native species; newest plan is now 11 storeys, close to 12 storeys but still have high ceilings that don't make much difference**.**

A: The City will not rely on renderings, will only review detailed drawings and proposals, ensure plans have any approved details.

Q: Why doesn't neighbourhood get to see plans that the City needs to review?

A: Everything received to date in posted online. The site plan approval process is not a public process like the Official Plan Amendment and Zoning By-law Amendment applications, however, should someone request the opportunity to review the submission material for a site plan, we would provide it. A site plan application has not been submitted to date.

Q: What tests do they run to determine if the additional floor is acceptable? Who decides?

A: The decision will be made by Council (11 members of Council will vote), Planning staff make recommendations with considerations for city-wide planning objectives in mind as well as site specific. The Official Plan says mixed use can go 50% more without amending OP, 12 storeys or 37.5 metres. The policy speaks to mixed-use building, but there will be regard as what aspects are included in the proposal like affordable housing, public spaces, building setbacks for landscape, how it meets City design objectives.

Q: The City has not permitted sale of lane; neighbourhood will be negatively affected; why are we spending time reviewing application but lane has not been sold?

A: Council will consider the sale of the land as part of the overall consideration of the application. This section of the lane is currently owned by the City but only benefitting two properties, which are both owned by the Zehr Group.

C: Function of lane allows building to come out to the street to make community more walkable; need to protect public access.

C: Developer kept referring to condos down the street – which have a dark feeling.
C: Can see Sunlife building (19 storeys); this development is close in height to that. This is out of character.
A: There are areas in the city that are planned to accommodate growth, which means a change to what is on the ground today. We grow downtown, in nodes and corridors, and in MTSAs to preserve the community and green areas, which cover more than ½ the City. The City needs to accommodate 50% of all new growth, in these limited areas (the Built-Up Area). We are in a housing crisis and increasing housing supply is important.

Q: Would developer consider increasing footprint and reduce height? Could Tim Hortons go into new building?
A: I am not familiar with any discussions with Tim Hortons but if more lands was purchased, that would increase lot area and building floor area.

Q: There appears to be misinformation in local paper, talking about 18 storeys.
A: The City ensures our information on the City's website is accurate and direct people there.

C: Tim Hortons is not best pedestrian use, crossing drive-thru.

C: Setting precedent in Belmont Village. The developer owns next door as well. Also, another developer in the area buying more property.

Q: Can we have a study of Belmont future development? Secondary Plan?
A: The City has no current plans to complete a Secondary Plan for this area.

Q: How do you test proposals for shadow impacts?
A: We review shadow with a 3D massing model. The City can create a video showing shadows for the future concepts. City standards are to focus on equinoxes, because in the summer everything is usually fine, and when looking in winter usually everything fails.

Q: Can they only build 8 storeys according by bylaw, OP allows up to 12?
A: Yes, but they are requesting permissions beyond the 50% policy – requested height is 49m and 13 storeys (equivalent to 16 storey)

Q: Shadow will cover one of the few parks in the area starting at 3pm – popular park with gardens, accessible garden. Can the shadow study show a 25m building?
A: The Developer has submitted that in Urban Design Brief – available online to view (last 30 pages). Different colours show shadows for as of right and requested height.

C: Area zoned for 8 storeys, great for business, want to maintain unique character of Belmont.

C: Don't want to feed corporate greed

C: Build 8 storeys right up to street level to get more units

C: City and Councillors should be aware, City of Waterloo allowed high rises before they had a plan in place, we should put plan in place.

C: Don't lose affordable housing view – developer not in business of affordable housing.
A: The developer did say they are not planning affordable housing at this location but want to work with an affordable housing provider elsewhere.

C: We want to know those details. How much.

C: Need bigger units for range of family sizes, majority of housing is directed to students or 1 or 2 bedroom for smaller families; area labelled urban corridor, not needing as much parking, would be nice to see component that satisfies affordable housing and access to public transportation. Developer not catering to population that will rely on public transit,
A: Inclusionary zoning – can only be done in Major Transit Station areas now, can state unit types and affordability criteria. The developer is asking City to change bylaw, so we can talk about a development may bring to the community, like affordable housing, green initiatives – within reason.

Q: If City declines proposal, can the developer appeal and Local Planning Appeals Tribunal make a different decision?
A: Yes, the Local Planning Appeals Tribunal can revisit that decision if the applications are appealed.

C: Recently in news, Mill St. cancelled development. Voices can be heard. Developer cancelled/altered plans, not the City.

Q: In favour of 13 storey building. Used to dealing with city life. We need a plan for Belmont. What do the residents want? Affordable housing, larger units? Find way to advocate for those things.
A: The City is in a housing crisis, the average single detached home increase significantly in the last year. The larger units will be the most expensive and may be out of a young families' budget. Many condo fees are based on square footage, and sales prices are based on square footage.

Q: That is the timeline on the decision?
A: We continue to have discussions and negotiations, not scheduled yet for a formal public meeting yet. When that occurs, we will notify everyone in writing.

Q: Wind issues, constructing wall of building that will redirect wind, wind will be very strong around that building, snow drifts?
A: We evaluate wind with high level study now, based on location of building, where are problematic areas? Downside of sharp corners of buildings – at detailed design stage, look at different things that can slow down wind.

Q: Does the developer need permission to construct within 120m of neighbours?
A: The applicants are circulated within 120m and advertised in newspapers and with property signs.

Q: Also ok with 12 storey development, but will have negative impact on Iron Horse Trail with shade and wind, can users of trail provide feedback?
A: We don't consult with trail users in regard to local development, only with changes to trail itself. However, anyone can comment on a development application – information is

available on the website for those interested. We post a sign on the property to help advise people in the community.

C: Trail previously didn't feel safe with design of trail and sharp corners, love the new changes to the trail including lighting; if you don't feel safe, you won't use the trail.

C: Disappointed about signalized guidance crossing Victoria, sign only says "Please Stop" - don't know details of crossing.

Q: We don't want 3 hour parking to be put on side streets, would be a pain for single lane driveways.

A: There is a city wide 3 hour limit but only enforced when we receive complaints.

Q: City spends so much money on design manuals and studies – this is opposite of design manual for Belmont Village, stick to the plan and it would be more accepted.

A: Planning is always evolving and we keep updating policies and guidelines. Part A of design manual is new part and applied to new development applications.

C: Mill Street plan was modified, thanks to people speaking up, as this moves forward, please have your voice heard, present to Council to inform other Councillors of your thoughts.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions
Session 6
18-Mar - 12:30pm - 1:30pm

Issues Identified through RSVP Response to Meeting

Height
- height of building
- Height of building beyond 25 metres
- consider what is the right amount of density to support a sustainable village culture (including the right building height and skyline development)
-

Precedent
- Setting a precedent for tall buildings on Belmont
- diverse housing and employment - live and work and shop in the community

Character
- changing character of Belmont Village.
- connected to natural environment and rest of the City's culture

Laneway
- Sale of Belmont Lane

Building Design
- No LEED certification
- what services and infrastructure are being planned to support this strategy (stricter parking, traffic, bike / pedestrian safety, increased natural environment connection via trees, parks, lighting, etc.)

Ownership
- I attended one of the information sessions. I thought I heard that the developer has also purchased other property on the street.

Official Plan / Zoning
- Is the zoning of other property along Belmont in the village such that we could have a string of high rise condominiums along the street in the future and therefore are we setting a precedent for high condo units?
- I'm curious about the rationale behind the original zoning of 8 stories.

Units
- I'm concerned about the need for more affordable, mixed housing, including family units in the Region versus so many higher end single or couple condos units in the downtown core.

Parking

- I'm also concerned about parking on adjacent streets, especially Earl St. as we already have a fair bit of parking of non-residents on the street.
- reduced impact of cars in the neighborhood - become more increasingly pedestrian & Transit oriented

Wind

- I heard the planner stating that there would not be a wind tunnel created by the condo unit. When you walk between Vincenzo's and the new high rise condos near Vincenzo's, the wind tunnel is significant so I need more reassurance that we would not be creating one near a walking trail that is used be so many people.

Community Garden

- There appears to be a community garden in the park on the other side of the Iron Horse Trail from the proposed unit. What would be the impact on that garden?

Shadows

- I made a significant financial investment in raised bed vegetable gardens this past summer. I wondered if it might be possible to get an approximate idea of how much shade I could expect from such a high condo on my property at 10 Earl St. Four to five hours is generally not optimum for vegetables so I would like to plan accordingly.

Discussion During the Meeting

C: This development has ramifications. Bylaws have to be met, why are we even doing this?
A: The City must consider and process all applications.

C: The proposed height doubles what is allowed, neighbours were not aware; first we find out the highest structure on avenue is 2 storeys, then we hear the bylaw says it can go to 25m, now we hear that it can go even higher – developer being aggressive with proposal requests. The Outdoor amenities are only for those who can afford them. Parking spaces need to be purchased. Reduced parking request is not ok. Only see one accessible parking space in underground. Have they submitted any plans that adhere to current bylaws?
A: No, the City has not received any plans that adhere to the permitted building height.

Q: The developer is basing entire project on their belief that they will be able to put this 49m high structure with less parking than what is required but it is based on the purchase of public land; if they don't have Belmont lane, they can't erect tall building.
A: Developer must do all studies that show this development can be supported; show us what development will look like; they invest in all the studies and reports without knowing if they will get approval of their Zoning By-law Amendment and Official Plan Amendment applications. No decisions have been made. Staff recommendations are often different from what is being requested – need to find balance. It is not uncommon to see a number of revisions throughout the process.

C: This is a unique community in the city. Developers requesting more than they need so they have room to cut back. If they get their approval, Belmont Village will have many condo buildings in 15 years. Will lose all benefits that village has, events, etc.

C: Development will create wind tunnel, won't be able to enjoy patio as much with wind.

C: Long-term residents are very attached to area – walkability, feeling of belonging, great for mental health and businesses – all will be lost if this goes through remotely closely to what is being requested.

C: Developer seems persistent to get what he wants.

C: Previously asked about laneway to be purchased – City has perfectly legal obligation to not sell to developer. Must keep reasonable height limit

Q: Seems novice to sell laneway without thoughtful consideration to future opportunities, Urban Design Manual recognizes Belmont Village as unique corridor, separates Upper and Lower Belmont - Upper Belmont allows up to 5 storeys, manual seems like it is being dismissed.

A: The Urban Design Manual was prepared when the mixed use corridors were first established, since then we've done updated sections – Part A is the newest section and include a section on Nodes and Corridors and MTSAs. The Mixed Use Corridors Design Brief was first established before LRT, but we did have a central transit corridor. The Council decision on the Official Plan Amendment and Zoning By-law Amendment can be appealed to Local Planning Appeals Tribunal but the Local Planning Appeals Tribunal cannot require the City to sell land. The idea of a lane, allowing parking in back, can still be achieved with private ownership. Zehr group owns this and the property to the north and is the owner landowner benefiting from this section of the lane.

Q: The plan for current request shows multiple uses for laneway, having events and parking, loading, seems a bit much.

A: The plans prepared by the Landscape Architect are creative. If we accept community space, like the Mews as part of the project, public access needs to be protected with an easement.

Q: Character of Belmont is that we visit and chat on streets, not at the back of a building or alleyway. The mews is mostly private, seating will be available for customers, not for general public, takes away from Belmont village, nothing out front for neighbourhood.

A: Public space would have to be public – not a space you need to be a paying customer for. If there will be public seating, it should be provided in areas that have public access – the same way the City has installed public benches and seats for public use.

Q: Has any attempt been made to make Belmont village a heritage designation?

A: No. The City has not identified Belmont Village as a Cultural heritage Landscape. Belmont Village today is low rise, but it is identified as intensification corridor, so change is expected.

C: Makes sense that we need to allow change, but amount of intensification needs to be reviewed; 6 or 8 storey is fine, 12/13 storey is not fine

C: Can still have vibrant community in shorter building, most people were not aware of 8 storeys, weren't aware of 50% increase possibility.

C: No one has said we are completely opposed to change.

C: Strongly support intensification, chose home based on diversity of services, unique feel.
C: Parking is significant on Earl, dilemma is that we have single driveways, park second car on street, don't want parking enforcement regularly enforcing parking.

C: Concerned about shadow, negative effects on gardens at Gildner Green.

C: If we approve this, can we reject further developments in the future?
A: Each application is considered on its own merits. But if additional height is allowed here, the positive aspects of the building would need to be clearly outlined to set the standard if other applications are received.

C: Not designed with LEED or green initiatives, not affordable housing, not a building that warrants an exception to the rule, doesn't have qualities that we are looking for

C: Talk about housing for seniors, from planning presentation a few weeks ago, didn't see anything that suggested housing would be affordable, if you own house and sell house, not looking for affordable housing, want to draw other people in, not thought for affordability or accessibility, no mention of more than 2 bedroom unit which would allow family gatherings; 1 or 2 bedroom, expensive units, meets minimum accessibility requirements, lacks sensitivity to the community of seniors who still want to live here.

C: The parking design speaks to lack of accessibility, decreased surface parking and eliminated 3 barrier-free spaces, and only 1 underground accessible spot. Seniors will need vehicles and will need accessible parking. Why is developer not being asked to provide sufficient parking, should not rely on on-street parking to meet their parking demands? Developer is looking for grocery store use, commercial units with staff, suppliers, customers, visitors, overnight guests, where will everyone park?
A: Commercial parking must be accessible and should appear to be for public use. You can't have locking garage doors. The general public may not feel they can use underground parking, if that is proposed there would need to be signage or used by commercial staff. The commercial parking rate is 1/35 square metres. The site will also need to be the minimum accessible parking requirements. When land use and density is decided, the developer will need to go through detailed site plan process showing how all criteria is met.

Q: What are temp parking spaces?
A: Loading, ride share, Uber Eats, Skip the Dishes, etc.

Q: What could continue to be built if this is permitted? Can City infrastructure support this growth?
A: Yes, the existing services can accommodate this growth.

Q: Lack of green space, shadows, top of list is Belmont Village – walkability, friendly feel, range of businesses that support ranges of families. Rent is increasing, new builds at tall heights, we will lose village feel that is not found anywhere else in Region, not opposed to development, support LRT and intensification; have we met provincial standards on growth?
A: Intensification targets can change with every update to Provincial policy – must meet intensification target each year. We have met targets in recent years easily with all the projects downtown, but we will likely need to meet 50% of all new dwelling units moving forward.

Q: There are problems with investors buying units and renting out.
A: The housing market is complicated – part of challenge is that people want to live here, there are jobs, and people like it here. Creating demand.

C: Don't want Belmont Avenue to become a road of concrete buildings – the reason why we were drawn to the area is how it is today. Feel sad about changes we are faced with.
A: We know we have to grow. Growth is change, many areas in the city haven't had to change all that much. We are looking to grow within our neighbourhoods, but in order to preserve built form that people like about Kitchener and living in a mid-sized City, we are limited to key intensification areas. It's a balance.

C: We don't want Belmont Village to be an experiment, we want stable plans, recognize need for affordable housing, must be change and better connection with parks, trails, culture, find uniqueness in village. Why has a formal study of Belmont Village never been completed? Felt dismissed immediately – can't afford study, don't have time and don't have staff; when will we look at what Belmont Village
A: There are no plan to do secondary plan or master plan or secondary plan for this area. We are doing a lot of engagement on these applications to understand the interests of the community. We also look at direction from City policies, planned function and intensification areas.

Q: Why can't we halt all development until more study is done?
A: There are no plans to do a study, if we had a plan to do a study, there are tools we could look at, but likely would not impact this application.

Q: How will we be informed of steps along the way? 120m doesn't include many interested parties?
A: We are building a list of anyone who has requested or provided comments, including 120m buffer.

Q: Belmont Village is a destination place, is anything going to be put in radio or newspapers?
A: Notice of the public meeting will be in the Record newspaper, and there is a sign on site.

Q: We have 4 neighbourhood associations, can you circulate them?
A: Yes. The initial circulation included the neighbourhood association for the subject property, typically there is only one where an proposal is located.

C: Councillor Johnston will continue to update her own social media with notices.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions
Session 7
18-Mar - 2:00pm - 3:00pm

Issues Identified through RSVP Response to Meeting

Parking
- Parking

Height
- Building height and impact to neighbourhood

Precedent
- What this means for future developments in Belmont Village

Impacts
- environmental and societal impacts of this proposed project.
- Impact on neighbourhood and future developments
- former gas station site for sale

Traffic
- Did not see separate study, busy intersection already with Tim's drive through and Catalyst truck traffic

Discussion During the Meeting

Q: Greenspace – arborist did a study 5-6 years ago. Did a review of the tree canopy and concerns that the trees are not doing well. How is developer proposing to increase the canopy and greenspace?
A: The City has lost some tree inventory from the Emerald Ash Borer and has been actively managing that situation. The City will require compensative plantings for any tree removed. Our standards require new trees as well.

Q: Urban design in central neighborhoods? If the proposed building is too high, it can be negative for future development.
A: The Urban Design Manual (UDM) is a guideline with flexibility for achieving the design objectives, and there are several sections that apply like Nodes and Corridors.

Q: Is there encouragement given to developer for the proposal based on the size and height. Is the lane being sold because of Charlie West?
A: It is Council's decision to sell the lane. I am not familiar with any arrangement linking this site to Charlie West.

Q: What are the benefits to residents?
A: There are big picture positive aspects to the city. Intensification – growing and increasing density and not using farmland. This would add new uses and new housing options to the community. Developer will also have to pay development charges for growth related items which are used to pay for schools, sewers, etc. Commercial landscape is changing and

adding commercial will attract more people, and adding more people will support the planned and existing commercial uses.

Q: Can residents have property tax reduction? Will property value be lower?
A: There is no tax reduction program. It is unclear how this proposal could affect property value given its location.

Q: What is the rationale for 15 storeys from the developer? Concern that is setting the precedence for other nearby properties. The east side: all the owners have been pushed out.
A: To confirm, the proposal is for 13 stories not 15.

Q: Traffic concerns. Can developers make something that is suitable for the area? Belmont is beautiful with little shops. Would be happy if they can have family housing. Harmony with the community.
A: Larger sized units have been discussed in other group meetings and will be brought back to the developer for consideration.

Q: Parking concerns due to the height and no parking study.
A: The developer completed a parking assessment. A parking reduction is being sought for residential uses. The City's zoning by-law applies parking standard geographically. For a residential building with a MIX zone the requirement is 0.9 spaces per unit. The request is for 0.8 spaces/unit. No reduction for commercial parking is being sought.

Q: With commercial parking, is it the grocery store at the base of the area? Vincenzo's spend 1.5 mil to compensate for parking on Caroline St.
A: Parking on site is important detail and the developer is not at the detailed design stage now. Commercial must be publicly accessible – usually surface level. The City looks to limiting parking to encourage change. We do not want to see excessive parking. We want to also promote opportunities for public transportation and active modes like walking and cycling.

Q: East side would be challenging for parking. Concerns will increase the problem (Earl). Neighbours should not be policing the parking. The developer is responsible for mitigating those problems. Costing the neighbourhood a lot of inconvenience.
A: We have parking requirement to meet the typical demand. There will be times were demand exceeds supply like public events (festivals etc).

Q: Belmont Village has wide streetscape. This area vs other parts of the city and towns. (Waterloo and Guelph) the area is unique and complimentary. This structure will dwarf the other existing buildings. The village will be gone if this goes up.
A: It is part of the vision for the growth of the city. To preserve stable neighborhoods in the City, intensification areas have been identified.

Q: Has the developer wanted to purchase the laneway? What is the length of the site that they want to buy? Relocation of the hydro lines – what will happen to the services under there? What are the criteria for declaring land surplus? Would Tim Horton's buy?
A: Yes, the applicant indicated they want to buy the laneway. All the way to Claremont. There are two options for services; relocate the services in public road, or protect access with an easement. Council's decision to sell. City will have to sell at fair market value. The City

looks at purchase requests to determine if they are feasible. The City has not received a request from Tim Horton's.

Q: What will it do to the characteristics of Belmont and future development? There will be opportunities for developers to use this as precedent for other areas.

A: Planners will look at each application individually. Will look at the total development proposal before making a recommendation.

C: When you walk down the Iron Horse Trail, turbulence will be significant – high rises will create it. Developer should consider this impact. Shadow impact. It will be colder. Position of the building to the trail will have an impact.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions
Session 8
18-Mar - 6:30pm - 7:30pm

Issues Identified through RSVP Response to Meeting

Height

- Zoning, better understanding of limit - 8 storey and height, and ability to increase by 50% within zoning type.
- the height issue, especially adhering to the restriction of 25m in the Official Plan. If that were to happen, I'd have no problem with the development. I'm in favour of in-filling, but 49m is just too high!
- I would like to discuss the height of the building as my main concern and the future of possible more tall building being added to the landscape.

Wind Study

- Wind and shade assessments, basis and comparison to other developments, like "Trio on Belmont"

Trees

- Tree Management
- Removal and replacement of tree
- Developers discussion of ecological plant/trees on trial seems beyond their scope

Official Plan / Zoning By-law

- Zoning / City Plan for Belmont Village

Traffic / Parking

- Traffic / Parking

Future Development

- Future Development

Discussion During the Meeting

Q: Frustrating at end of previous meetings as it seemed very one-sided. Main concern is height, building at 8 storeys is already much larger than rest of village, floors taller than normal, request of building height much larger than surrounding,

A: Policies all mixed use buildings to be an additional 50% in height to allow for higher ceilings on ground floor. However, the additional height is not a guarantee still requires an approval from Council on the Zoning By-law amendment.

C: Developers spoke about making space at the base which increased height. If we need to have a condo, which is out of character, keep it as small as possible. The perks that developers spoke of are not guaranteed. Commercial use will benefit community.

C: Concerned about going from 8 storeys, amendments to allow 50%, plus more. Developers speaking of benefits to community, community would prefer to trade those benefits back

in order to keep height lower. Development benefit would be protected to ensure it remains in place forever

A: As long as they have commercial on first floor, a mixed use building, the policies in the OP allows for 50% increase in height.

Q: The development is 13 floors, not just regular height, all storeys with higher ceilings. Developers have bought a lot of land in this area, worried about this development setting precedent.

A: Planning staff review every application based on its own merit. The overall development proposal will be considered when considering additional height, and any future application would be subject to the same review.

Q: How can they ask for more than 37m? Why would City consider this?

A: The City needs to process every application we receive. Just because an application is made, that doesn't mean it will be approved as requested.

Q: Need to also regulate minimum number of storeys (King Street for example). Try to regulate what is happening in building. Is that in OP?

A: The City's Official Plan is fairly new but provincial legislation has changed numerous times since 2014 and most changes have allowed greater densities, we will eventually need to update our Official Plan to match new provincial policies. We will continue to need to find additional areas for growth. Every 5 years, the City reviews the Official Plan. Region is updating the Regional Official Plan now, next year we will need to update our Official Plan to implement any required changes. The current Provincial Policy Statement says that 50% of all new units need to be in built-up areas. The Region will further regulate in the Regional Official Plan.

Q: Where does growth go?

A: The City has stable low rise areas that people enjoy in mid-sized cities. To preserve these areas, we need to focus on MTSAs, nodes & corridors, and downtown for growth.

Q: Can condo ceilings have regular height ceilings?

A: Yes, we can consider requesting that from developer. We will want to better understand that request from the developer.

Q: Why would the developer make application if they don't know if it will get approved. What if the City says no to the applications?

A: There are no guarantees in approval process, developers make assumptions, write applications based on assumptions. If the decision is no, the final decision could end in the hands of the Local Planning Appeal Tribunal if an appeal is filed.

Q: Mixed use is areas where we want to encourage more than one use, is that the only permitted use in this area?

A: Yes, residential uses are not permitted on the ground floor so the building must be mixed-use.

Q: If application is approved, can they start building right away?

A: A number of approval processes are in place including site plan approval which can take 6-8 months.

Q: Parking is not 1:1, worse with more floors in the building, parking is already an issue, lost parking when streets were redone, businesses requesting parking to be 1-hour for customers; demographic of condo is not just directed to bike riders.

A: The parking requirement is per unit, 90% of units require parking, they are requesting 80%. If parking is over supplied, you could end up with vacant parking, or you can undersupply and encourage other behaviours. We are seeing an increase in people who can't drive but don't want to live right downtown, some giving up cars because they want to change lifestyle or they can't afford cars.

Q: The Urban Design Brief's vision for Belmont Village is 2-5 storey condos. There are 2 sections of Belmont Village, upper section with village feel, lower section for intensification.

A: The mixed use corridor zoning considered the Urban Design Brief, but it was approved for up to 8 storeys. Nodes and Corridors, Major Transit Station Areas, and downtown are locations planned for higher density. Permissions on west side are lower than east side because the properties on the east side are larger and are better buffered.

Q: Belmont Lane divides parcel in 2, developer assumed city will sell him the land, if he doesn't get the lane, he will not have as much land for development.

A: The sale of the lane way provides opportunity to negotiate with developer, decision of sale lies with Council. The existing parcel, without the lane, still has same zoning – 4x coverage, up to 8 storeys, and the Official Plan policy to allow 50% more height with Zoning By-law Amendment would be applicable. It would not necessarily be the end of the proposal.

Q: This lane allows loading, parking, etc to happen behind building, keep that away from street.

A: If the City's sells the lane; the intent can be maintained and all functions can continue and the City would not have to maintain the lane.

Q: Negotiating and benefits – what might sway you to support it?

A: Have to consider all feedback from community and as well as overall planning objectives. What makes great urban places? Streetscapes, wider sidewalks, larger street setbacks, features like the mews, increased access to trail (increase trail safety). Affordable housing is so important. We have relied on bonusing before to allow taller buildings with more density if they included affordable housing. Inclusionary zoning – looks at different size units and affordable units and the City is developing those standards.

Q: How long does it take to implement inclusionary zoning? Can we speed that up?

A: There are a lot of parameters to consider – if affordable housing is required for a development, we need to understand how to best integrate with our policies and regulations. The City has little control on house prices and rent costs. We know it continues to increase, demand for people to live here driving up prices, will more units lower the price? Need a lot of supply.

Q: Where is inclusionary zoning?

A: The Provincial direction is for Major Transit Station Areas only as of now.

Q: Can you still offer similar perks but cap building height at 8 storeys? Is this out of the question as he would be giving up profits?

A: I cannot answer for developer if they can build 8 storeys.

Q: What kind of mixed use would be of value to community that would warrant the extra 50%? We don't need more office space, maybe would like grocery store

A: We do not want residential on ground floor in Belmont Village, commercial is hard right now, especially during the pandemic. Eaton Lofts has seen many commercial vacancies. Building must be designed with commercial because it won't be added later.

Q: What is timing on this? How is it moving forward?

A: Next step – finish these meetings, consolidate comments, discuss comments with developers. A formal public meeting will be held at Planning and Strategic Initiatives Committee which when scheduled, I will inform everyone with a letter/email.

Q: Is there anything more we can do to express our hopes of what the decision might be? Is this enough?

A: You are welcome to write in or speak at public meetings but first we will respond to comments. Planning staff will advise of you of future meetings by email and mail.

Q: The Neighbourhood Planning Reviews project recommends a mixed use with reduced height, lowering heights? Is that a proposal the City will make?

A: The Neighbourhood Planning Reviews looks at Central Neighbourhoods, just east of Iron Horse Trail, part of station area planning which is being done to plan how we will meet minimum densities, coming up with new secondary plans to plan for change, mixed category to provide transition from abutting residential to other uses.

Q: Are they looking to remove trees along trails? Will trees be replaced?

A: If the trees are City owned, they will need permission to remove them, and will need to replace them. Replacement depending on species, need to look at purpose of trees (holding slopes), want trees to protect trail. Landscape architects can suggest species (slow growth and faster growth).

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions
Session 9
19-Mar - 8:00am - 9:00am

Issues Identified through RSVP Response to Meeting

Development Concept
- look, design/style, building materials, energy sources, landscape proposed for 660 Belmont

Character
- chain stores, cafes or independent (small local) ones

Public Space
- space for cultural events

Height
- Building height - on what basis does "Building Massing" conclude the building should be 49m high. The architect couldn't explain this.

Bicycle Parking
- possibilities for bike traffic and parking

Belmont Village Mater Plan
- broader future vision of Belmont Village

Traffic
- The 'traffic calming' measures over the past few years in THIS IDENTICAL AREA of our neighbourhood have been substantial. This development will increase traffic in the immediate neighbourhood and it will be significant at specific times of each day. Why is the City & Region's transportation/traffic department not opposed to the size of this proposed development? Or have they not had any input into this? If not, will they?
- I would like to discuss the impact of the development on neighborhood parking and traffic.
- Belmont is a dead end street ending in a residential community. It does not "want" more traffic. The traffic report was done before Belmont was reduced to 2 lanes from 4 for bicycles

Precedent
- Will this development by the Zehr Group, if permitted, then set the precedent for the height of future developments along that side of Belmont? Especially since the same developer owns the immediate adjacent stretch of property, extending to the next corner across from Rexall Pharmacy. I.e. will the City/Region subsequently assume this will be an acceptable height for all future developments along that same side of Belmont? [we understand and have been informed the opposite side (backing onto Earl St) has a height limit of 4 storeys] In fact, we believe a height of 8 storeys is plenty for this declared 'urban corridor' since it is NOT at the same level of urban design as King St or other main streets are.
- We do not wish to see the Zehr Group 'back away' from this development as we believe they will do an outstanding job with it. And it is much more attractive to have a local developer involved on Belmont, than someone from out of the city, or worse, out of the

province. But we would like to see some 'give' on the height OR assurance, in writing, the height of 13 storeys will NOT be permitted anywhere else along Belmont.

Notification

- Other than those who attended the Feb. 25 meeting, how is word of these discussion/focus groups being advertised to neighbourhood residents? Since the initial communication last August 2020 was only sent by the city to residents within 120m of 660 Belmont, which is VERY FEW residents, thus virtually no one knew of this, unless we were customers of Dettmer Tirecraft. That is how many of us learned of the proposed development. We believe it is only fair for all residents who walk to Belmont and use the business services within Belmont Village, should be notified. That would mean notifying residents from William to Park to Gage to Westmount

Parking

- Reduced parking for an upper income facility is a contradiction in logic. Two working adults probably need 2 cars.
- Grocery Store - the "secret" and after the fact idea of having a grocery store on the lower level comes after the results of the 2018 traffic report and requests for reduced parking.

Laneway

- sale of the laneway property, size of the building and the negative impacts on neighbouring properties.

Official Plan / Zoning By-law

- Zoning - how is it that what we decided in 2012 and 2016, in the zoning, is no longer relevant

Public Spaces

- Green space - the aerial diagram of the property shows all concrete and asphalt with 2 or 3 potted treetops

Development Concept

- Climate Crisis - Kitchener has declared "Climate Change" to be a crisis. Seriously, how is this monstrous building helping reduce GHG by 8% by 2026. They didn't even consider LEED criteria.

Affordable Housing

- This is a rich person's housing. We have an affordable housing crisis. This increases the problem; it changes the income distribution in the Belmont community. It is condo purchasing, not rental housing.

Shadow

- Parks and back yards are places people go to enjoy the sunshine and /or garden. How is reducing an already expected and used natural resource for individual profit in the public interest and contributing to community.

Discussion During the Meeting

Q: Setting precedent of Belmont area. Are there plans that are limiting the other developments in the neighborhood?
A: Each application will be looked at individually. The additional height will be looked at – for example, positive aspects that it brings to the community.

Q: Storey count is not a full measure of height. It is double the amount that is allowed (height). Residents who live on the East side – there are shadows that will be affected.
A: Yes, the application is for 5 more stories, but also double the height.

C: Community gardens: important to others, need to consider.

Q: How high is it compared to the neighbourhood tall buildings.
A: Buildings around 50 metres in height are Queen/Margaret and the tallest tower at Belmont Trio.

Q: Supporter of condo development. The City is in demand for supply in terms of housing. What is the goal in the number of condo in the area? How do you get there? Is it aligned with that?
A: The City is not a home builder, so we rely on private sector to provide. We allow multiple dwellings at different scales across City. DTK tower – it is 39 stories because the zoning allows high growth for residential. We identify Belmont on the east side because it is identified for growth. All together these different growth areas will accommodate growth in the built up area – existing neighbourhoods.

Q: It is hard to visualize this building. Neighbour has a software tool. A building near-by was 47 metres, just a couple metres shorter than the Belmont. The land is comparable because the land is lower.
A: Queen Margaret building and the tallest Belmont Trio building are similar.

C: Soft impact, there are mature trees.

C: Doesn't blend in with the neighbourhood. Does not fit the area.

C: 49m building is double the permitted height, too big to compliment streetscape. Concern about selling the laneway, for traffic entering and exiting the site. Inflating the height and mass of building. Insufficient parking. Site needs to be self-sufficient. Removal of 10 existing trees. Overwhelming negative reaction in the neighbourhood and majority of people are opposed.

Q: There are errors in the Zoning By-law. Gildner Green has R-5 zoning, same as rest of the neighbourhood.
A: The Neighbourhood Planning Reviews project for the broader neighbourhood will update the zoning to reflect the park use.

Q: How long has the R-5 been in place.
A: It was put in place with the Secondary Plans, likely in the early 90's. R-5 is a low density zone.

Q: Errors in the By-law don't reflect the use of the properties. Are they mis-zoned? Please explain what you mean by Neighbourhood Planning Reviews project? Expected timeline? Request that the City strictly enforce 85-1 and remove the height allowance that threatens Belmont Village.

A: The Neighbourhood Planning Reviews project is the larger planning project to update secondary plans and zoning for Major Transit Station Areas. The project website will show proposed land use designations and policies and zoning. The project is on hold until the Regional Official Plan review is completed showing new Major Transit Station Area boundaries.

Q: Significant area concern is traffic. Have transportation staff reviewed? Are they in favor? Opposed? Input?

A: Transportation staff have reviewed the application and report. There was not a requirement for a Traffic Impact Study, would have to exceed 100 trips in AM/PM hour. Since the developer has asked for parking reduction, they submitted a parking justification report.

Q: Since they changed the crosswalks, there are issues (speeding, passing the light). Given the pre-existing issues, shouldn't there be some warrant for this? Major concerns on the development for the traffic. But in favor of the development.

A: The City also conducts ongoing traffic calming and traffic monitoring programs for existing conditions.

Q: Climate change concerns – Kitchener 5 major projects. City wants to reduce GHG, so how is that implemented here? This development is not proposing LEED certification.

A: The UDM has a micro-climate guidelines that will have to be addressed at the site planning stage. We require sustainability statements at site plan. We cannot require LEED.

Q: Sewer system along the Iron Horse Trail. Present proposal, will the underground parking be an issue with the sewers? Will the drainage become an issue?

A: The City's new storm water management criteria will come into effect with any new development. Clean roof top water is often infiltrated into the ground. Clean water may be infiltrated. Dirty water will be in the sewer system. There aren't any known capacity servicing issues. The geotechnical evaluations showed that only the elevator pit will be below water table.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions
Session 10
19-Mar - 3:30pm – 4:30pm

Issues Identified through RSVP Response to Meeting

Building Height
- Building Height and Compatibility with the Neighbourhood & previous Design Plans
- the height of this development,

Traffic
- Traffic & Parking

Public Spaces
- Sunlight/Shadow
- Specifically, do your models that look at flows and number of spaces depend on returning back to normal (i.e.: no extended patios in Belmont?). I thought the provision to allow for more space for patios was a huge success this past summer and I think it's something the City should allow the business to do indefinitely.

Planning Process
- Overall direction of City Development & Process used to make development decisions.
- the development process,
- lack of accountability on the part of the City planning department.

Parking
- The key thing I'd like to talk more about is the parking + the extended patios for COVID.

Discussion During the Meeting

C: Impact on gardeners due to shadows**.** Proposed driveway entrance is directly in front of Rock St., If I wanted to avoid the light at Belmont and Glasgow, I would use Rock St., traffic will be added, and parking as well on residential streets. Parking on site is not handled well. With COVID, we closed streets and had vibrant community, would love to see that more in the future, extended patios, remove parking; that idea will remove parking that developers are relying on.

C: Concern with development is just too physically big for this site, in terms of impact on rest of village; 13 storeys is too high, base footprint is too large. In Toronto lots of fun small stores, other retail moved in and pushed interesting shops out; fear that happening in Belmont Village.

C: Don’t feel City is representing neighbours living in development areas, felt insulted at presentation.

Q: Traffic/parking - buildings have to deal with their own parking on site, assumption can’t be made that side streets will deal with parking, want to understand requirement for new builds to provide parking; parking requirements of Commercial vs. Residential.

A: New development requires parking on site that meets their demand. Minimum parking requirements are set out in the Zoning By-law as minimums. Commercial parking is 1 space /35 m2 of floor area. Residential parking is calculated by the unit. In the MIX-2 zone, requirement is 0.9 spaces/unit. The developer is asking for 0.8 spaces/unit.

Q: How will the City deal with the issue due to insufficient parking? Will neighbourhood have to do parking policing as bylaws are complaint-based?
A: Overnight visitor is allowed to be shared with commercial**.** Transportation staff review if parking reduction is appropriate and didn't feel parking would be issue.

Q: How many stores? How much commercial parking will be provided?
A: Depends on size; roughly 30 commercial parking spaces based on the proposal. Many parking spaces are below grade, most people may not know to park underground as a visitor so surface spots work well for commercial and visitor.

Q: Height – 13 storeys is unreasonable, can City tell us what they are thinking?
A: We have received two applications. An Official Plan Amendment to allow 49m and 13 storeys and a Zoning By-law Amendment to allow the same. The Official Plan allows increase in height of 50%. The application is requesting 5 storeys more and almost 2 times the height measured in metres. We need to look at planned function of the City's Urban Structure.

Q: Urban Design should be part of review; review Upper Belmont – 2-5 storeys; how will you use these documents to guide your position?
A: Urban Design is a guideline for implementing zoning. Urban Design helped to guide the Official Plan and new bylaw, but urban design is a guide, not a set of rules. Urban Design Manual not part of Official Plan, it is an implementation tool but it is separate, they are related but manual has sections we use to evaluate any development, compatibility to determine adverse effects – shadow, compatibility.

Q: Compatibility has a lot of room for interpretation. What do you look at?
A: Must look at all policies and all interests and planning consideration before making a recommendation. Permissions exist in intensification areas that are needed to meet growth targets. The challenge is that many lands in neighbourhoods include low rise residential uses that are planned to remain, so we have Nodes and Corridors, MTSAs, and downtown which are intensification areas.

Q: The pattern is the City to go along with every exception that developers ask for, only tiny changes happen. Only Mill St. is where a developer listened to concerns.
A: Planners influence changes on almost every application through the development review process..

Q: Why are there guidelines and planning documents when developer can make request for exemption? Assuming we are not upholding our criteria.
A: We review all documents when we make recommendations. We have to think about the people that live there today and future residents. We need more housing and the City doesn't provide housing, private sector supplies housing.

Q: How can developer make application in absence of land, reduced parking, over height requirements, no affordable housing, no LEED in climate crisis?

A: The City addresses all applications where someone wants an exception to rules, we try to work together to find a balance. Planning staff work to process applications and influence changes based on comments and feedback.

C: Developer is already selling these units before decision has been made.

C: Developer owns low rise building just north of 660 Belmont, will we be back again when he wants to demolish those to make larger buildings? This building is first step in destruction of what we like about Belmont Village.

Q: Does the City have plans to encourage development of Tire Factory on Strange St.? It is a huge parcel that could provide many units.
A: We can apply land use designations to allow for redevelopment opportunities through the Neighbourhood Planning Reviews project. For example, the City introduced Official Plan policies, zoning regulations, and incentives to encourage growth downtown. There are site specific intensification opportunities to accommodate more density.

C: City should encourage developers to reuse other locations that don't have such adverse effects to existing neighbourhoods.

Q: What are next steps?
A: We will prepare a fulsome response to comments, will write summary of all meetings with answers to all questions that were brought up.

Q: Decision timeline?
A: No meeting scheduled yet, need to see how things go with discussions. Members of Council will hear application recommendation at public meeting, you can speak at that meeting, will inform all of that meeting, hoping in about 3-4 months,

Q: What are Councillors feeling? Will they support. They need to represent to us. Will you oppose?
A: Councillor Chapman – would not support this application as it is today, hoping developer will hear comments and adjust. Encourage you to speak as a delegation at the Planning and Strategic Initiatives Committee; email Councillors and they will pass that to other Councillors.
Councillor Johnston – hearing many comments, know where community stands, hoping for changes to development; looking forward to seeing staff report before deciding.

Q: What staff report?
A: Planning staff will prepare a staff report which will contain a recommendation on the applications and will present to Council. Ultimately Council will make a decision on the development applications at a public meeting.

660 BELMONT AVE WEST

660 BELMONT AVE WEST, KITCHENER, ON. N2M 1N6

RESIDENTIAL DEVELOPMENT

ISSUED ON 2021.10.18

ZBA/OPA SUBMISSION

1.1 MASSING CONCEPT
1.2 AERIAL PLAN
1.3 SITE PLAN
1.4 SITE STATISTICS
1.5 TRUCK MOVEMENT PLAN

2.1-2.3 FLOOR PLANS

3.1-3.4 ELEVATIONS

4.1 ANGULAR PLANE DIAGRAM

5.1-5.4 PERSPECTIVE VIEWS

architects inc.

LEVELS 9-11 CONSISTENT FLOOR PLATE

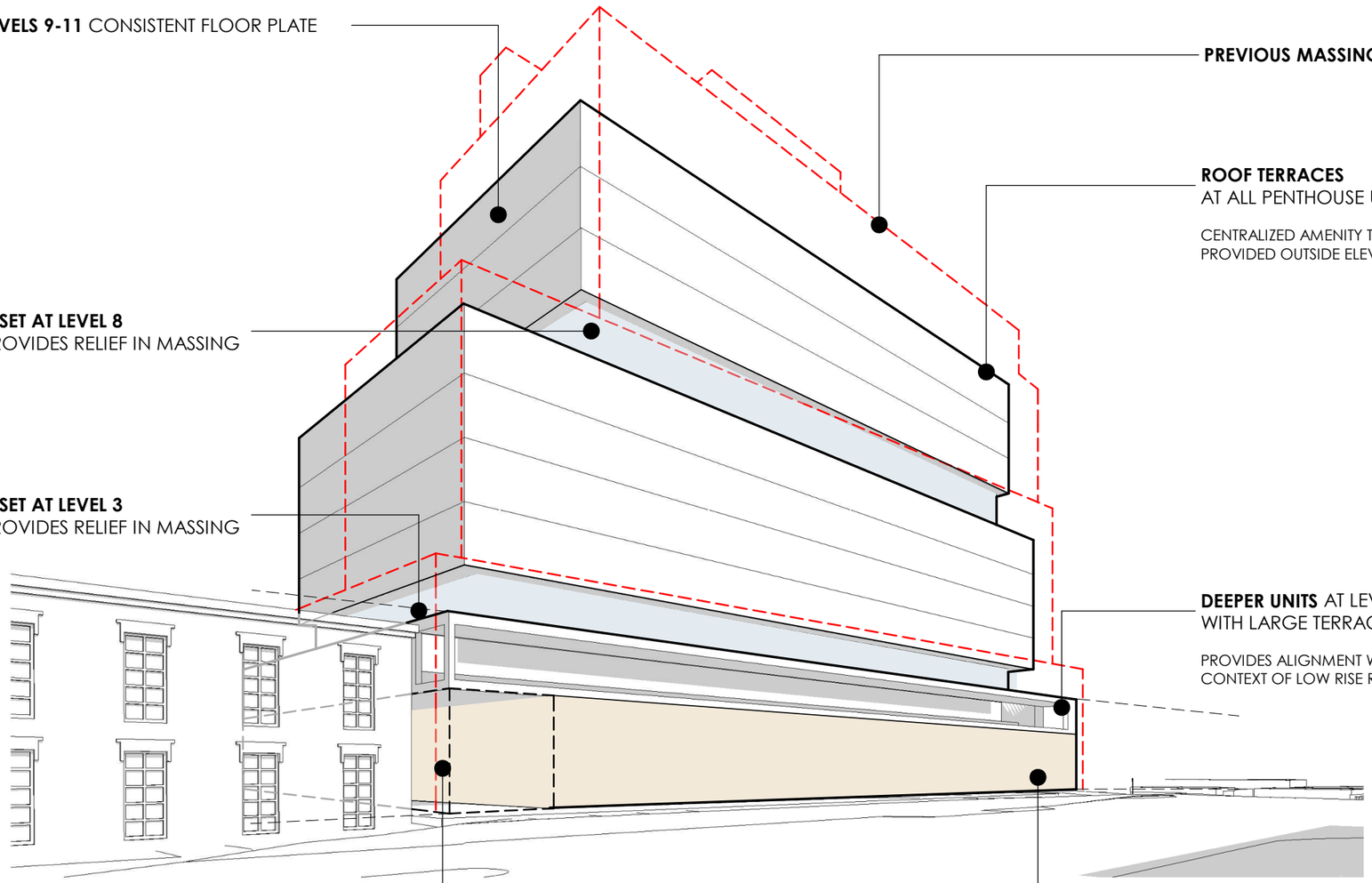
PREVIOUS MASSING

ROOF TERRACES
AT ALL PENTHOUSE UNITS

CENTRALIZED AMENITY TERRACE AT ROOF
PROVIDED OUTSIDE ELEVATOR LOBBY

INSET AT LEVEL 8
PROVIDES RELIEF IN MASSING

INSET AT LEVEL 3
PROVIDES RELIEF IN MASSING



DEEPER UNITS AT LEVEL 2
WITH LARGE TERRACES

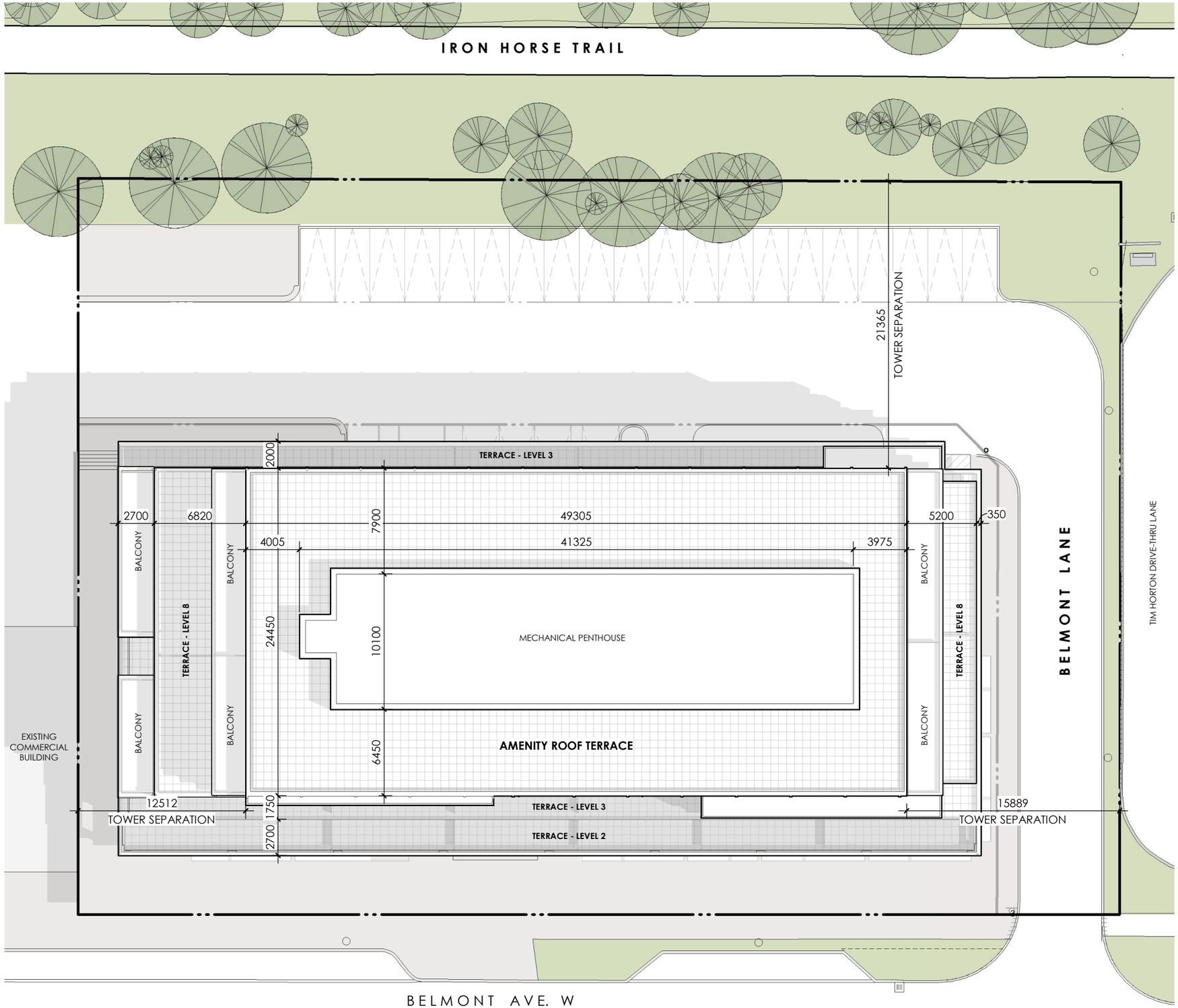
PROVIDES ALIGNMENT WITH PODIUM MASSING IN
CONTEXT OF LOW RISE RETAIL ALONG BELMONT

UNIQUE MEWS PEDESTRIAN REALM
PROVIDES CONNECTION TO IRON HORSE TRAIL

COMMERCIAL GROUND PLANE

PROJECT NO. 2019-098
660 BELMONT AVE WEST

CONCEPT MASSING
N.T.S
2021.10.18 | ZBA/OPA SUBMISSION



660 BELMONT AVE WEST

PROJECT NO. 2019-098

AERIAL SITE PLAN

1:300

2021.10.18 | ZBA/OPA SUBMISSION

ZBA 1.2

BOTTOM OF BANK

TOP OF BANK

IRON HORSE TRAIL

LS LS LS APPROXIMATE EXTENT OF TRAIL LS LS

APPROX. EDGE OF BERM

PROPERTY LINE

POTENTIAL CONNECTION TO THE IRON HORSE TRAIL

LANDSCAPED AREA

16556 BIKE PARKING (4)

PAVED AREA

5650

MH

ROLLED CURBS

52000

3452

9235

± 12063

EX. CB

EX. H.P /L.S

20

41.14 m

CB

CB

CB

860

EXTENT OF U/G PARKING

19879 (PODIUM)

16364

8650

R 6000

EX. BELL BOX ON CONCRETE PAD

EX. MH

BENCHED ASPHALT

R 1000

PAINTED LINE

TRANSFORMER ROOM

SWITCH GEAR

65.594 m

N26°08'45"W

4.306 m

N185.430°E

ROLLED CURBS

AMENITY AREA

2264

36.575 m

UP UP UP

6

BOLLARDS

R 3000

COMMERCIAL ENTRANCE

CONCRETE SIDEWALK

EXIT/ SERVICE ENTRANCE

20310

RESIDENTIAL GARBAGE ROOM

MOVE-IN

2165

3350

1650

12600

ENTRANCE / EXIT

BOLLARDS

6445

3708

33.528 m

PATIO

12000

LOADING COMMERCIAL EXIT

RAMP DN. TO PARKING GARAGE

BELMONT LANE

PROPERTY LINE

RETAINING WALL

COLUMNS

COMMERCIAL ENTRANCE

COMMERCIAL ENTRANCE

PROPOSED
11 STOREY 132 UNIT
MIXED-USE BUILDING
G.F.A: 14,933.1 sq.m *(160,743.8 sq.ft)*

24499

29849

COMMERCIAL ENTRANCE

EXISTING CONCRETE RETAINING WALL c/w BOARD FENCE

TIM HORTON DRIVE-THRU LANE

EXISTING 2 STOREY COMMERCIAL BUILDING

EXTENT OF U/G PARKING

7711

59362

3195

6100

+/- 1321

3268 (PODIUM)

10626 (PODIUM)

1020 (U/G)

N63°52'35"E

COMMERCIAL ENTRANCE

ENTRANCE / EXIT

PRINCIPAL RESIDENTIAL ENTRANCE

CONCRETE AREA

COMMERCIAL ENTRANCE

BIKE PARKING (6)

FRONT YARD SETBACK:1.5m

EXTENT OF U/G PARKING

4997 (PODIUM)

1002 (U/G)

N63°58'25"E

N63°58'23"E

N26°08'45"W

PROPERTY LINE

68.580 m

9.144 m

EX. CONCRETE SIDEWALK

EX. L.S

EX. CONCRETE SIDEWALK

EX. L.S

EX. LANDSCAPED AREA

R 6000

R 6000

EX. L.S

EX. CB

BELMONT AVE. W

FIRE ROUTE

PROJECT NO. 2019-098

660 BELMONT AVE WEST

SITE PLAN

1:300

2021.10.18 ZBA/OPA SUBMISSION

0m 2 4 10 20

SITE DATA - 660 Belmont Ave. W, Kitchener

Zone: Mixed Use (MIX-2, 49,128, 142)

DENSITY	Minimum	Maximum	Provided
Units / hectare			310
Total Floor Space Ratio (FSR)	2.0	4.0	3.5

AREAS	Metric	Imperial	%
Net Site Area	0.4 ha	1.1 acre	-
	4,260.0 sq m	**45,856.2 sq ft**	**100%**
660 Belmont	3,210.8 sq m	34,561.7 sq ft	0%
Belmont Lane	1,049.3 sq m	11,294.6 sq ft	0%
Building Footprint at grade	1,411.4 sq m	15,192.7 sq ft	33%
Asphalt Area	1,451.6 sq m	15,625.4 sq ft	34%
Concrete Area	164.1 sq m	1,766.5 sq ft	4%
Concrete Sidewalk	892.7 sq m	1,766.5 sq ft	21%
Total Impervious Area	**3,919.8 sq m**	**34,351.0 sq ft**	**92%**
Landscaped/Sodded Area	340.2 sq m	3,662.0 sq ft	8%
Total Permeable Area	**340.2 sq m**	**3,662.0 sq ft**	**8%**

SETBACKS	U/G Parking		Podium(L1-L7)		Tower (L8 & Up)	
	Required	Provided	Required	Provided	TBG	Provided
Front Yard Setback (West) (Belmont Ave. W)	-	1.0 m	1.50 m	4.9 m	-	8.7 m
Rear Yard Setback (East) (Iron Horse Trail)	-	12.0 m	-	19.8 m	10.66	21.3 m
Internal Side Yard (North)	-	1.0 m	-	3.2 m	10.66	12.5 m
Internal Side Yard (South)	-	0.8 m	-	10.6 m	10.66	15.8 m

FRONTAGE	Min Required	Provided
Lot Frontage	15.0 m	77.7 m

LANDSCAPING	Min Required	Provided	
Landscaped Area (15% of Site Area)	639.0 sq m	1,232.94 sq m	29%
Landscaped Buffer	3.0 m	< 3.0 m	0

BUILT FORM	Min Required	Provided	
Street Line Façade Width (50% of Abutting Street Width)	38.9 sq m	59.3 sq m	76%
Street Line Façade Openings (50% of Ground Floor Façade)	160.5 sq m	162.0 sq m	50%
Min. Stepback	3.0 m	2.7 m	

TALL BUILDING GUIDELINES

Tower Design per Tall Building Guidelines:		Calculation Used:
A: Building Height	43.10 m	A = Building Height incl. Mech Penthouse
B: Tower Length	49.46 m	B = Tower's Longest Façade
C: Tower Width	24.45 m	C = Tower Façade Width
D: Tower Floor Area	1185.5 sq m	D = Gross Floor Area of Typical Tower Floor Plate
***E:** Tower Size Area*	*Large*	E = D < 850 sm = Compact, D > 850 sm = Large
F: Tower Proportion	2.0	F = B/C
***G:** Tower Size Proportion*	*Slab*	G = F < 1.6 = Point, F > 1.6 = Slab
H: Physical Separation	10.66 m	H = (A x B) / 200

Parking Data

VEHICLES					Spaces
REQUIRED				**Min.**	**Max.**
Multi Unit Parking: (Min.:1space / 35sq.m.; max.: 1space/24 sq.m.)				26	38
Multiple Residential Building: (Min.: 0.9space / unit; Max.: 1.3Space/unit)				119	172
Total Parking Required				**145**	**210**
Barrier Free Parking Required (1+3% applies for 101-1000 spaces req'd)				***5***	***6***
Type A Required			*3*	*3*	
Type B Required			*3*	*3*	
Electric Vehicle Parking Rough-ins - Multiple Dwellings (20% of Required Parking				*23*	*34*
Electric Vehicle Parking Rough-ins - Non-Residential (15% of Required Parking)				*3*	*7*
Electric Vehicle Parking - Non-Residential (5% of Required Parking)				*1*	*1*

PROVIDED	*Compact*	Type A	Type B	Standard	Total:
Surface Parking (Commercial, Visitor & Residential)*	-	1	1	24	26
P2 (Underground) (Residential Only)	*4*	1	1	66	72
P1 (Underground) (Residential Only)	*4*	1	1	66	72
Total Parking Provided	*8*	3	3	156	**170**

** The surface level parking spaces is to be shared between commercial customers, visitors and residents.*

BICYCLES			
REQUIRED	**Class A**	**Class B**	**Total**
Multi Unit Parking: (Class A: 1space / 1,000 sq.m.; Class B: 1Spaces/333sq.m.)	1	3	**4**
Multiple Residential Building (Class A: 0.5 space / DU; Class B: 6 Spaces)	66	6	**72**
Total	67	9	**76**
PROVIDED	**Class A**	**Class B**	**Total**
P2 (Underground)	0	0	**0**
P1 (Underground)	73	0	**73**
External Bicycle Parking	0	10	**10**
Bike Parking Total	73	10	**83**

BUILDING DATA

BUILDING AREAS

Below Grade	*Total Area (sq.m.)*	*# of Floors*	Metric	Imperial
P2 (Underground)	3157.4	1	3,157.4 sq m	33,987.1 sq ft
P1 (Underground)	3157.4	1	3,157.4 sq m	33,987.1 sq ft
Gross Floor Area (Below Grade)			**6,314.8 sq m**	**67,974.2 sq ft**

Above Grade	*Total Area (sq.m.)*	*# of Floors*	Metric	Imperial
Level 1 (Ground Floor)	1411.4	1	1,411.4 sq m	15,192.7 sq ft
Level 2 (Lower Podium / Base)	1645.2	1	1,645.2 sq m	17,709.4 sq ft
Level 3 (Upper Podium)	1275.1	1	1,275.1 sq m	13,725.5 sq ft
Levels 4,6 (Upper Podium)	1378.4	2	2,756.8 sq m	29,674.9 sq ft
Levels 5,7 (Upper Podium)	1389.2	2	2,778.4 sq m	29,907.4 sq ft
Level 8 (Tower)	1062.5	1	1,062.5 sq m	11,437.0 sq ft
Levels 9-10 (Tower)	1169.8	2	2,339.6 sq m	25,184.1 sq ft
Level 11 (Penthouse)	1185.5	1	1,185.5 sq m	12,761.0 sq ft
Mechanical Penthouse	478.6		478.6 sq m	5,151.8 sq ft
Gross Floor Area (Above Grade)		11	**14,933.1 sq m**	**160,743.8 sq ft**
Total Gross Floor Area (Above + Below Grade)			**21,247.9 sq m**	**228,718.0 sq ft**

BUILDING HEIGHT (Min.:11.0m; Max.:25m, 8 Storeys)	*Height (m)*	*# of Floors*	Metric	Imperial
Level 1 (Ground Floor)	5.40	1	5.40 m	17.7 ft
Level 2 (Lower Podium / Base)	3.45	1	3.45 m	11.3 ft
Levels 3-6 (Upper Podium)	3.20	4	12.80 m	42.0 ft
Level 7 (Upper Podium)	3.45	1	3.45 m	11.3 ft
Level 8 (Upper Podium)	3.45	1	3.45 m	11.3 ft
Level 9-10 (Tower)	3.45	2	6.90 m	22.6 ft
Level 11 (Tower)	3.65	1	3.65 m	12.0 ft
Total Building Height		11	**39.1 m**	**128.3 ft**
Mechanical Penthouse (Not Included in Building Height)			*4.0 m*	*13.1 ft*
Parapet (Not Included in Building Height)			*0.6 m*	*2.0 ft*

COMMERCIAL

Gross Floor Areas (Max. 7,500 sq.m)	Metric	Imperial
Ground Floor Commercial (Unit A)	134.9 sq m	1,452.1 sq ft
Ground Floor Commercial (Unit B)	118.8 sq m	1,278.8 sq ft
Ground Floor Commercial (Unit C)	101.6 sq m	1,093.6 sq ft
Ground Floor Commercial (Large)	555.4 sq m	5,978.5 sq ft
Total Commercial Gross Floor Area	**910.7 sq m**	**9,803.0 sq ft**

RESIDENTIAL

UNITS	*# of Floors*	Studio	1 Bed	2 Bed	Units/Flr	Beds/Flr
Level 1 (Ground Floor)	1	-	-	-	-	-
Level 2 (Lower Podium)	1	-	10	4	14	18
Level 3 (Upper Podium)	1	-	10	4	14	18
Levels 4-7 (Upper Podium)	4	-	10	4	14	18
Level 8 (Upper Podium)	1	-	8	4	12	16
Level 9-10 (Penthouse)	2	-	8	4	12	16
Level 11 (Penthouse)	1	-	8	4	12	16
Total	11	**-**	**92**	**40**	**132**	172

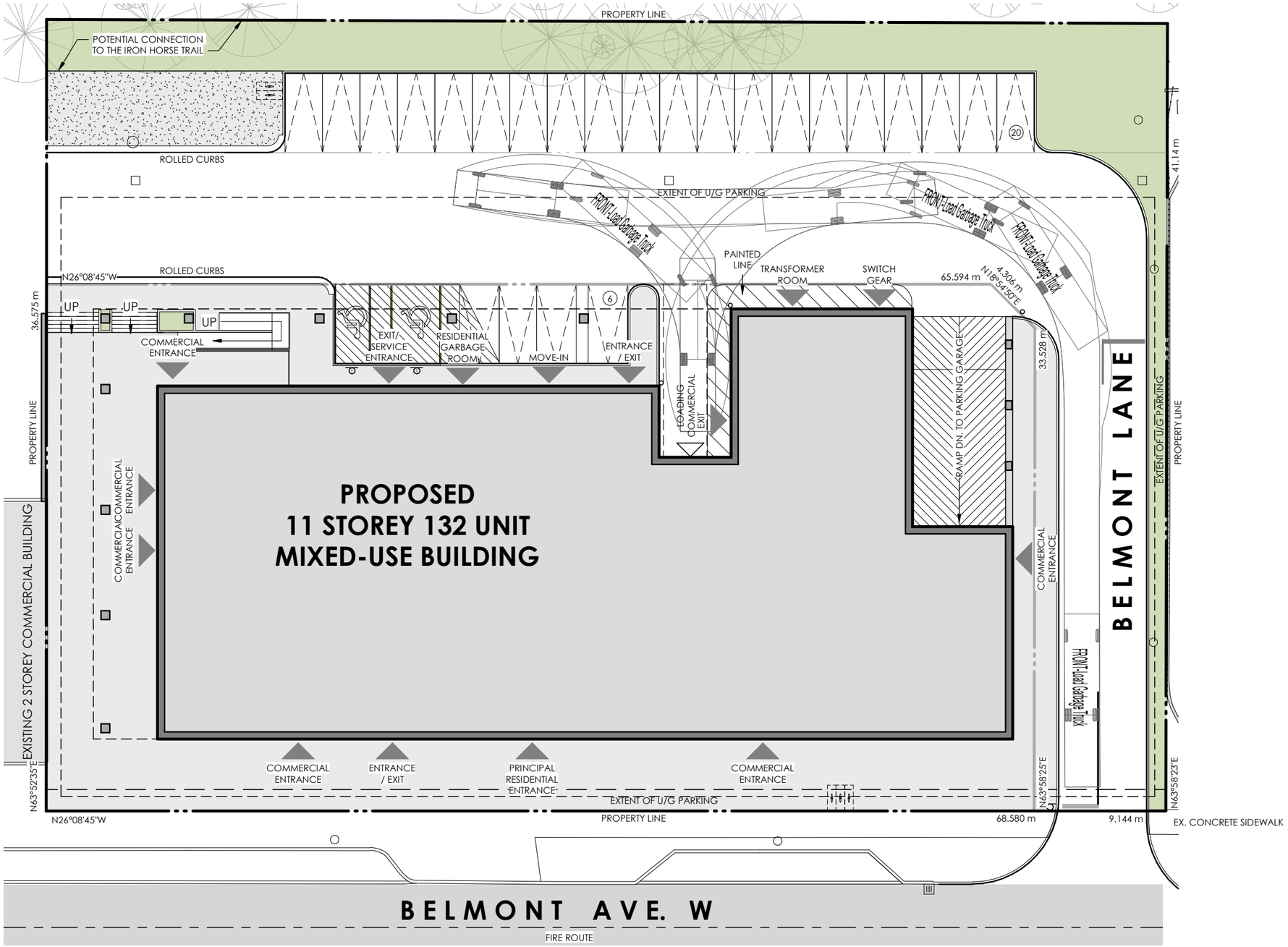
PROJECT NO. 2019-098

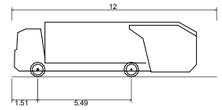
660 BELMONT AVE WEST

SITE STATISTICS

N.T.S

2021.10.18 | ZBA/OPA SUBMISSION





FRONT-Load Garbage Truck	
Overall Length	12.000m
Overall Width	2.438m
Overall Body Height	3.194m
Min Body Ground Clearance	0.285m
Track Width	2.438m
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	27.40°

Note: Refer to ZBA.2.1-2.2 for car movements in the U/G Parking.

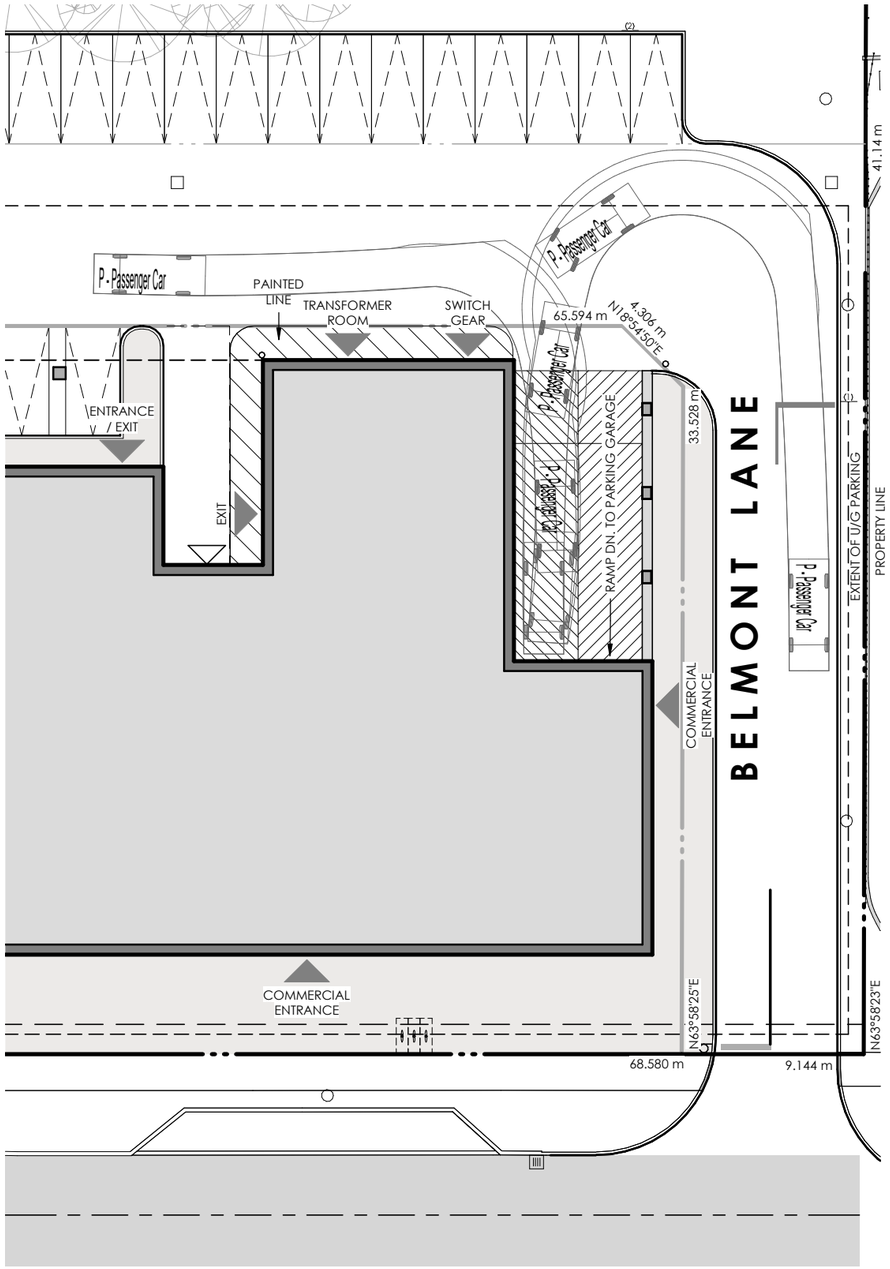
PROJECT NO. 2019-098

660 BELMONT AVE WEST

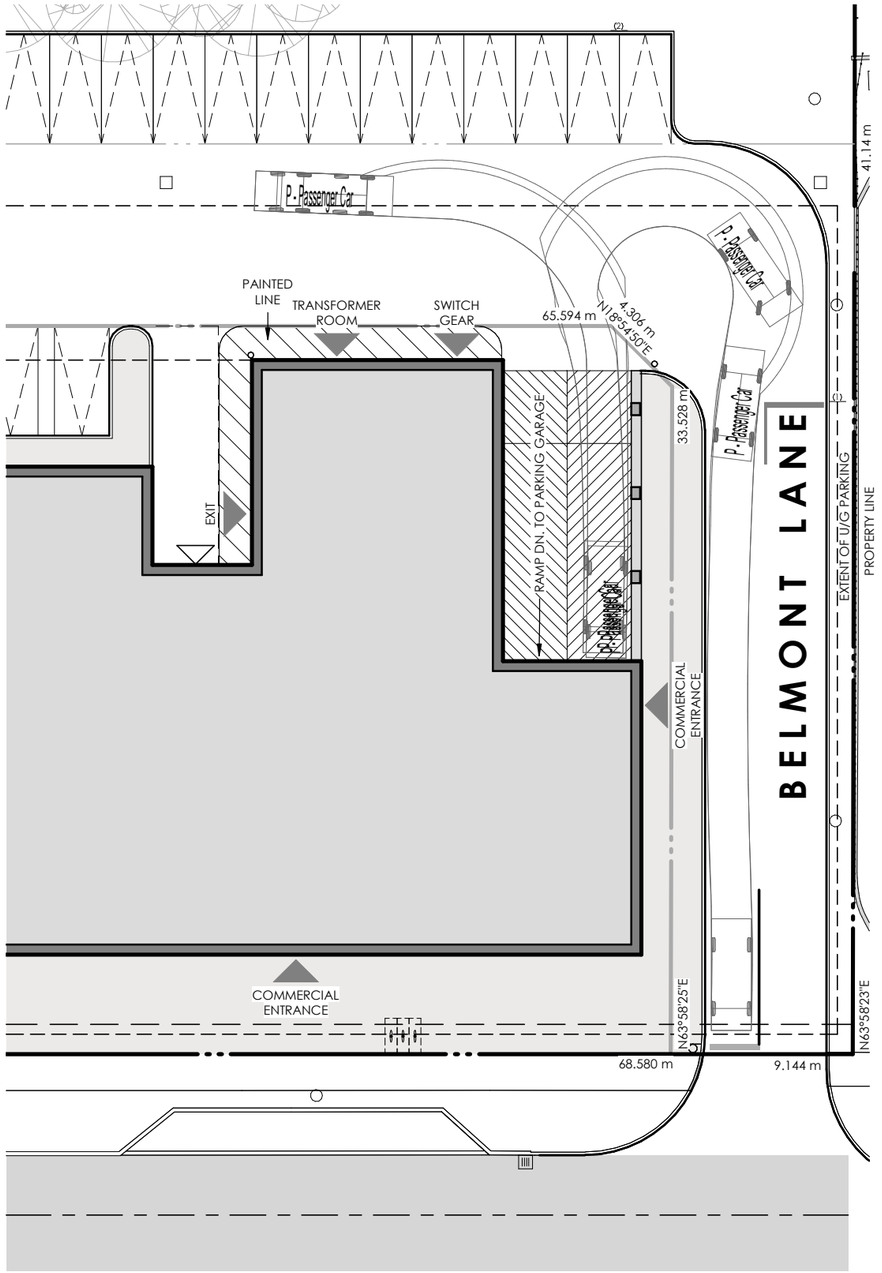
TRUCK MOVEMENT PLAN

1:300

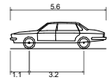
2021.10.29 ZBA SUBMISSION



INBOUND CAR MOVEMENT



OUTBOUND CAR MOVEMENT



P - Passenger Car	
Overall Length	5.600m
Overall Width	2.000m
Overall Body Height	1.555m
Min Body Ground Clearance	0.340m
Track Width	2.000m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.300m



STOP SIGN RA- 1 (60x60) cm
SUPPORT: STEEL

MIRROR

1

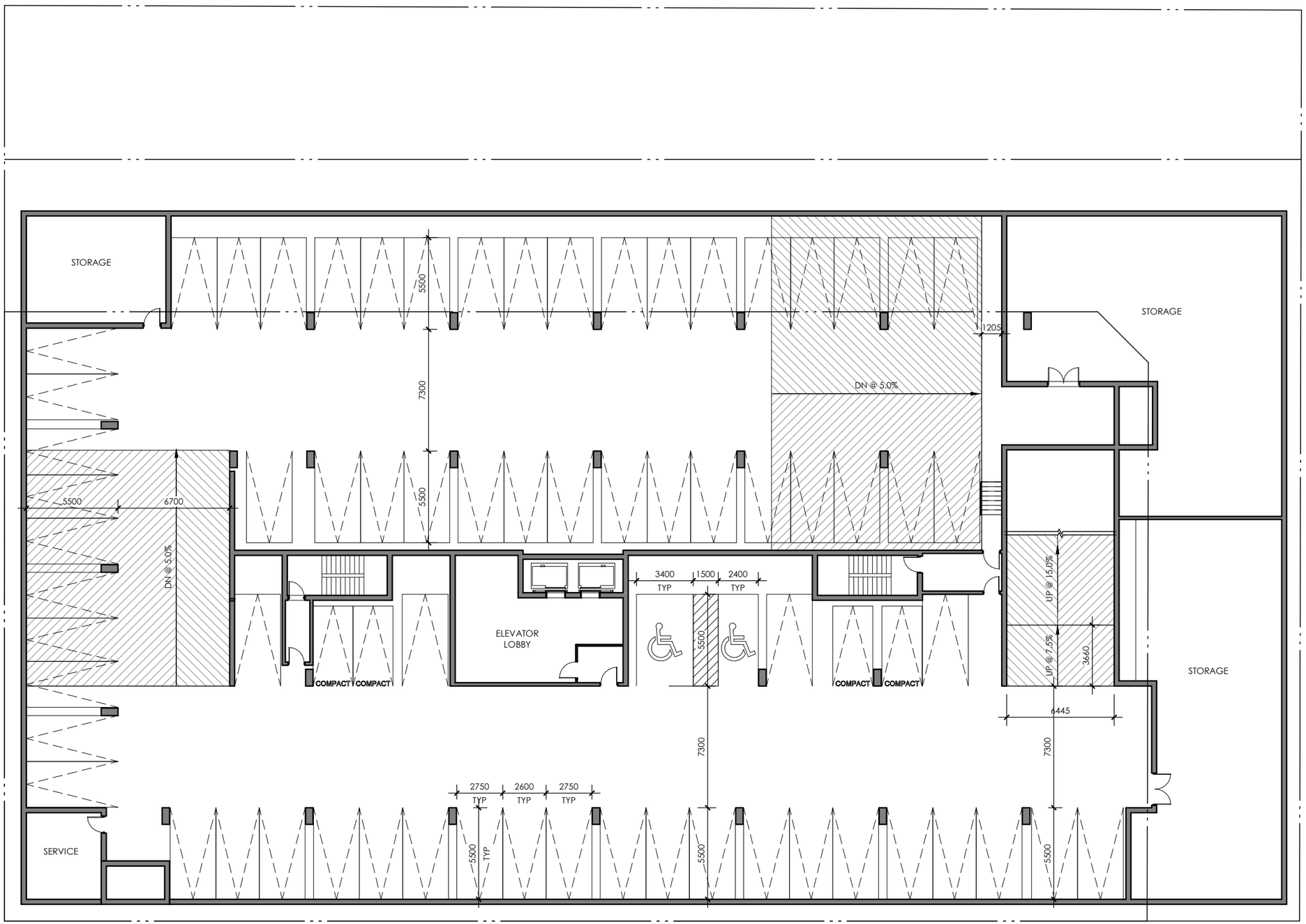
PROJECT NO. 2019-098

660 BELMONT AVE WEST

CAR MOVEMENT

1:300
2021.10.29 | ZBA SUBMISSION

0m 2 4 10 20



1

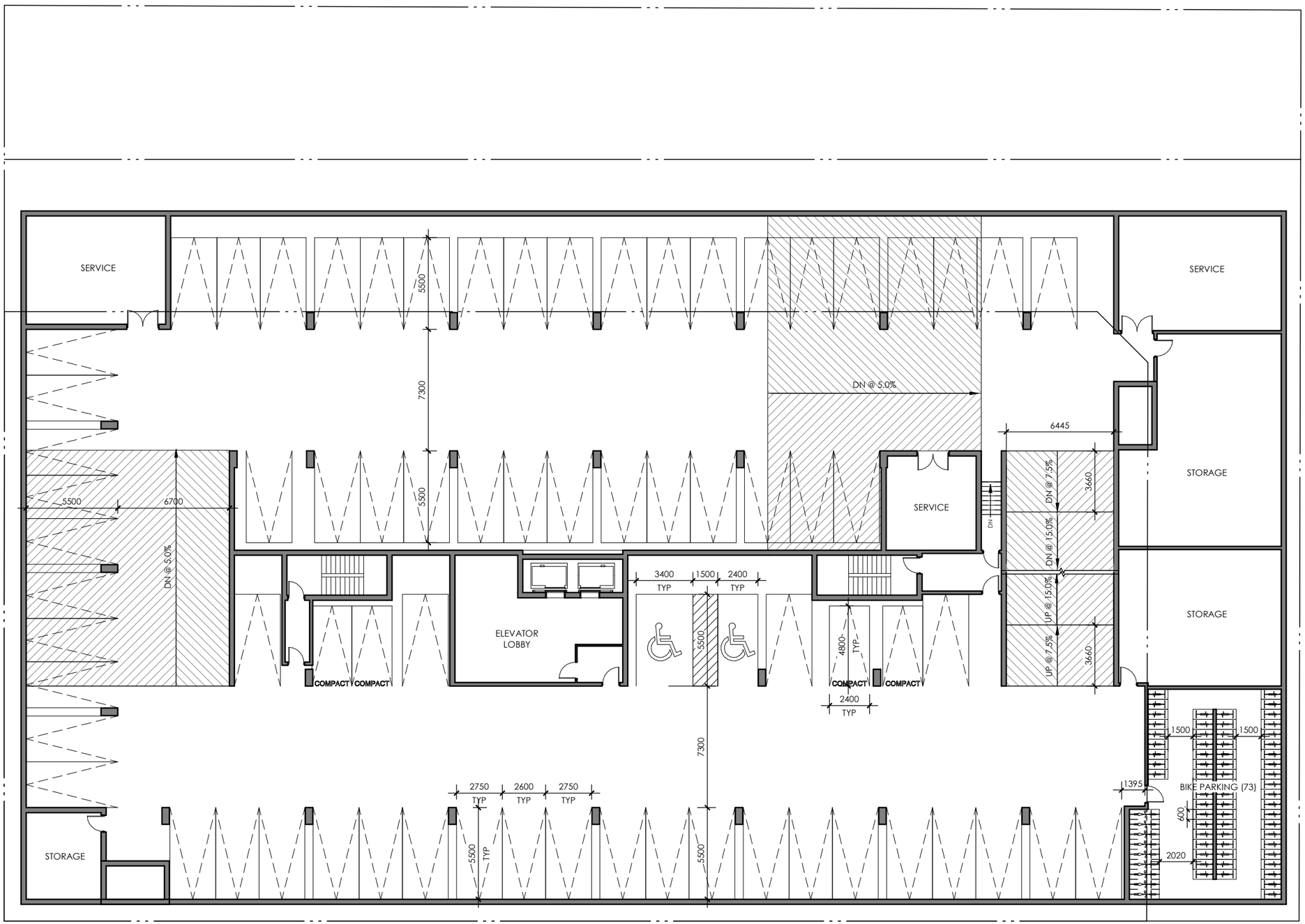
660 BELMONT AVE WEST

PROJECT NO. 2019-098

FLOOR PLANS
PARKING LEVEL 2

1:250
2021.10.18 ZBA/OPA SUBMISSION

ZBA 2.1



PROJECT NO. 2019-098

660 BELMONT AVE WEST

FLOOR PLANS
PARKING LEVEL 1

1:250
2021.10.18

ZBA/OPA SUBMISSION

0m 2 4 10 20

ZBA 2.2

POTENTIAL CONNECTION
TO THE IRON HORSE TRAIL

UP
UP
UP

CANOPY ABOVE

3000

LOADING

12000

TRANSFORMER

SWITCH
GEAR

DN @ 7.5%

DN @ 15.0%

EXIT CORRIDOR

DN

RESIDENTIAL/
COMMERCIAL
GARBAGE RM

MOVE-IN

DN

UNIT A
134.9 sm
1452 sf

UNIT B
118.8 sm
1279 sf

UNIT C
101.6 sm
1093 sf

CANOPY ABOVE

ACCESS / EXIT CORRIDOR

PARCEL
/ MAIL

CACF

CONCIERGE

RESIDENTIAL
LOBBY

COMMERCIAL
555.4 sm
5978 sf

EXISTING
BUILDING

PRINCIPLE COMMERCIAL
ENTRANCE (FIRE)

PRINCIPLE RES.
ENTRANCE (FIRE)

BELMONT LANE

1

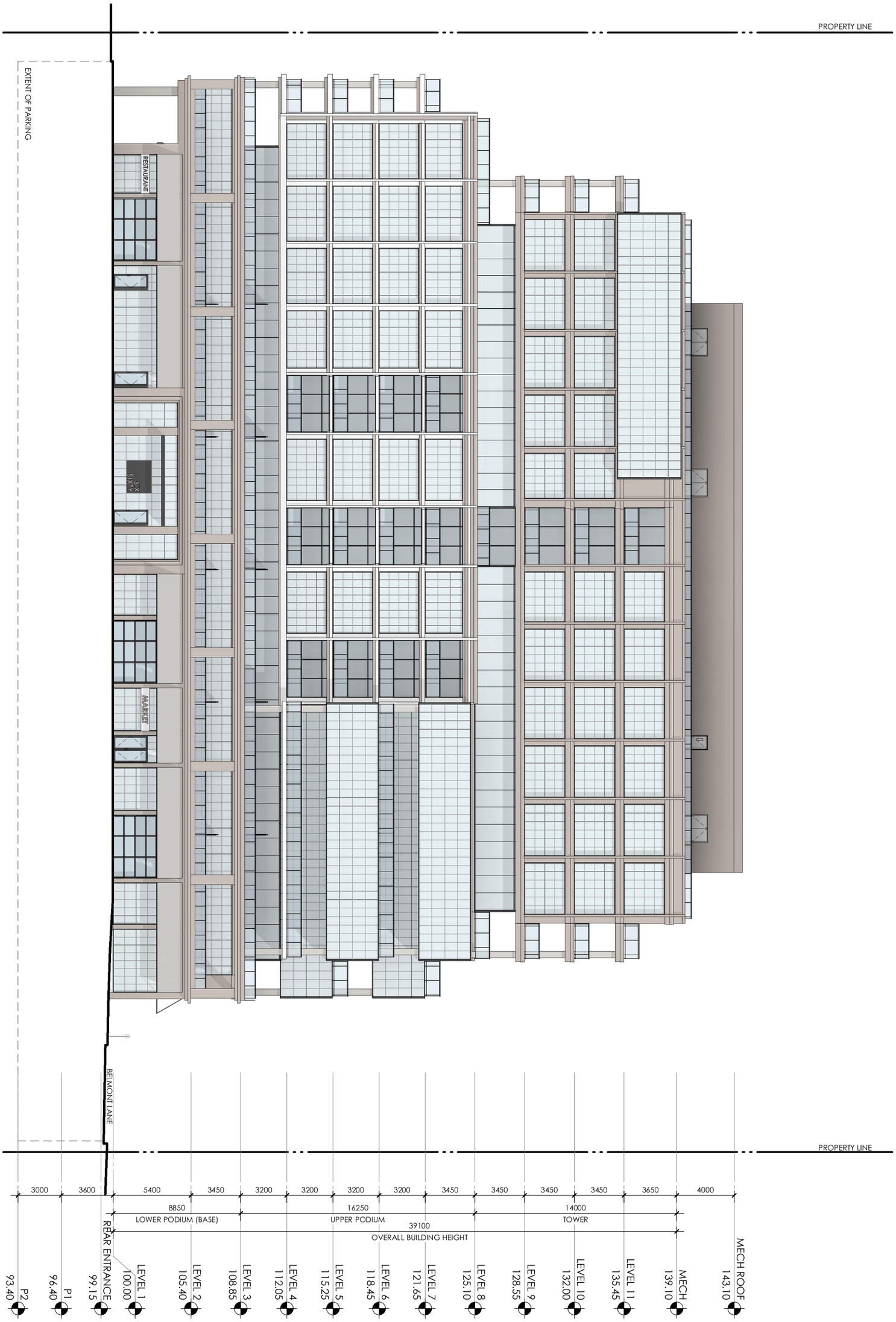
PROJECT NO. 2019-098

660 BELMONT AVE WEST

FLOOR PLANS
LEVEL 1 (GROUND FLOOR)

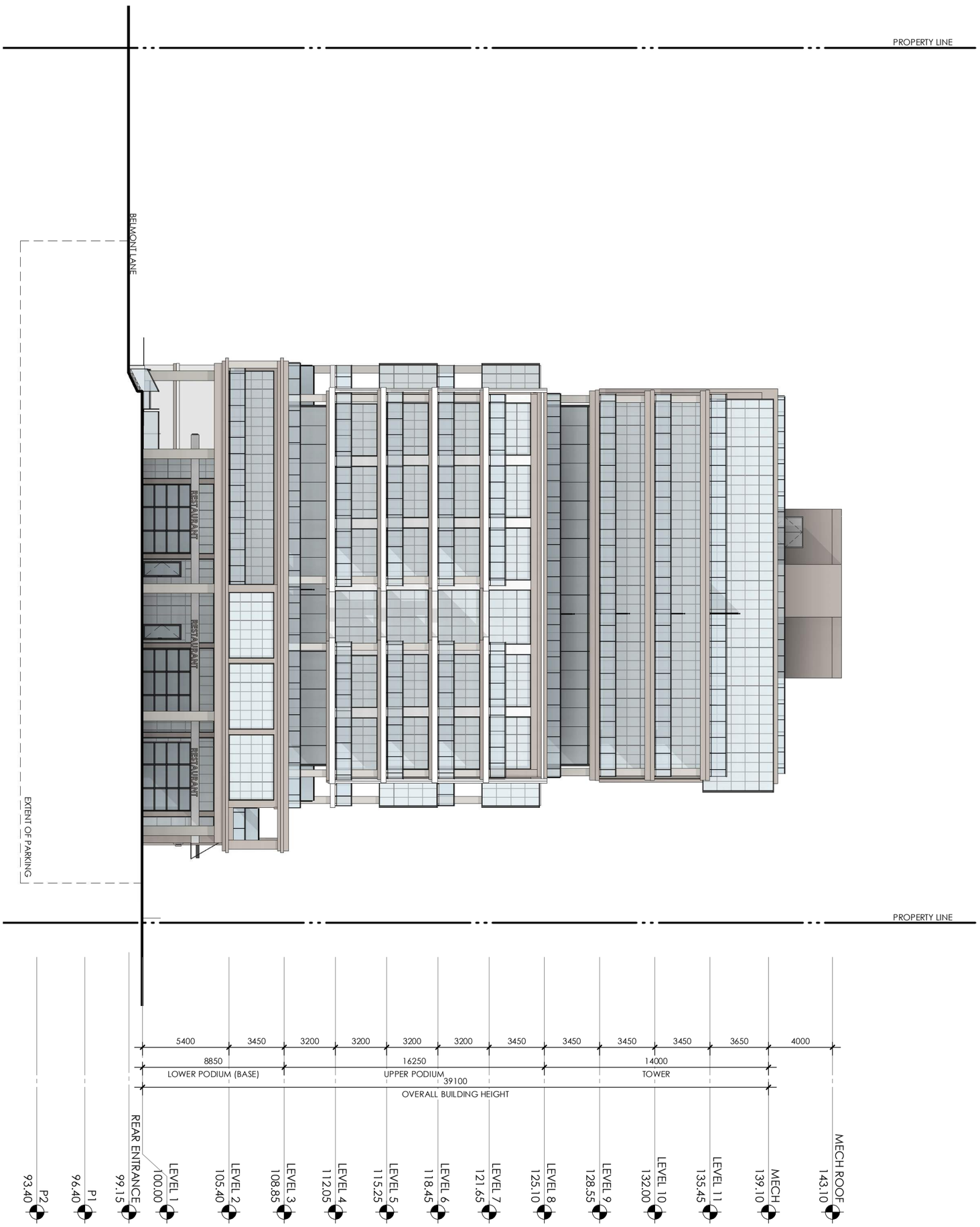
1:250
2021.10.18 ZBA/OPA SUBMISSION

0m 2 4 10 20



ELEVATIONS
WEST ELEVATION
1:250
2021.10.18 | ZBA/OPA SUBMISSION

PROJECT NO. 2019-098
660 BELMONT AVE WEST

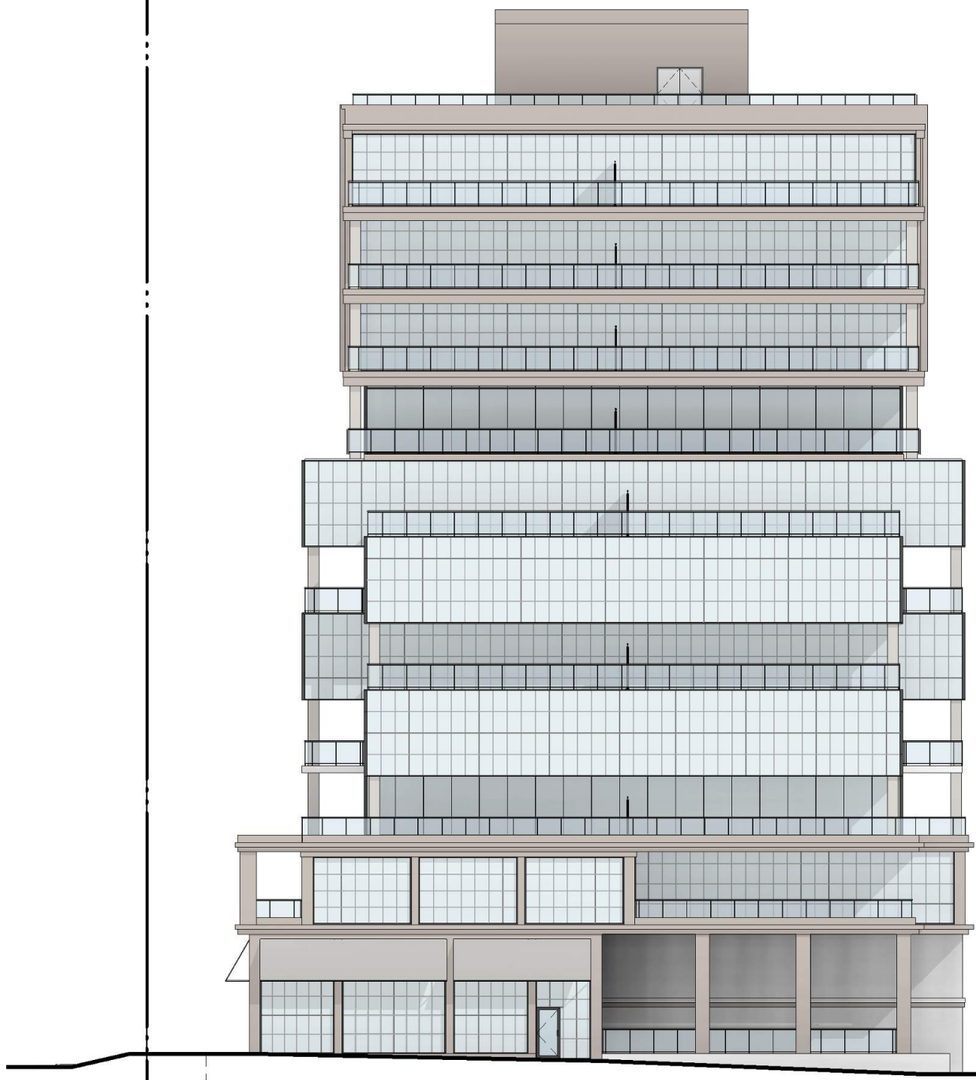


0m 2 4 10 20

ELEVATIONS
NORTH ELEVATION
1:250
2021.10.18 | ZBA/OPA SUBMISSION

PROJECT NO. 2019-098
660 BELMONT AVE WEST

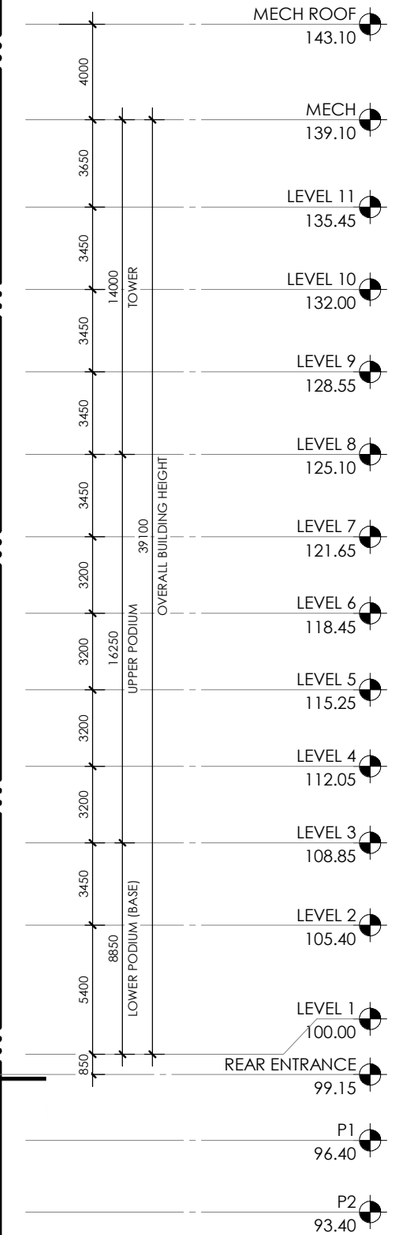
PROPERTY LINE



BELMONT LANE

EXTENT OF PARKING

PROPERTY LINE



PROJECT NO. 2019-098

660 BELMONT AVE WEST

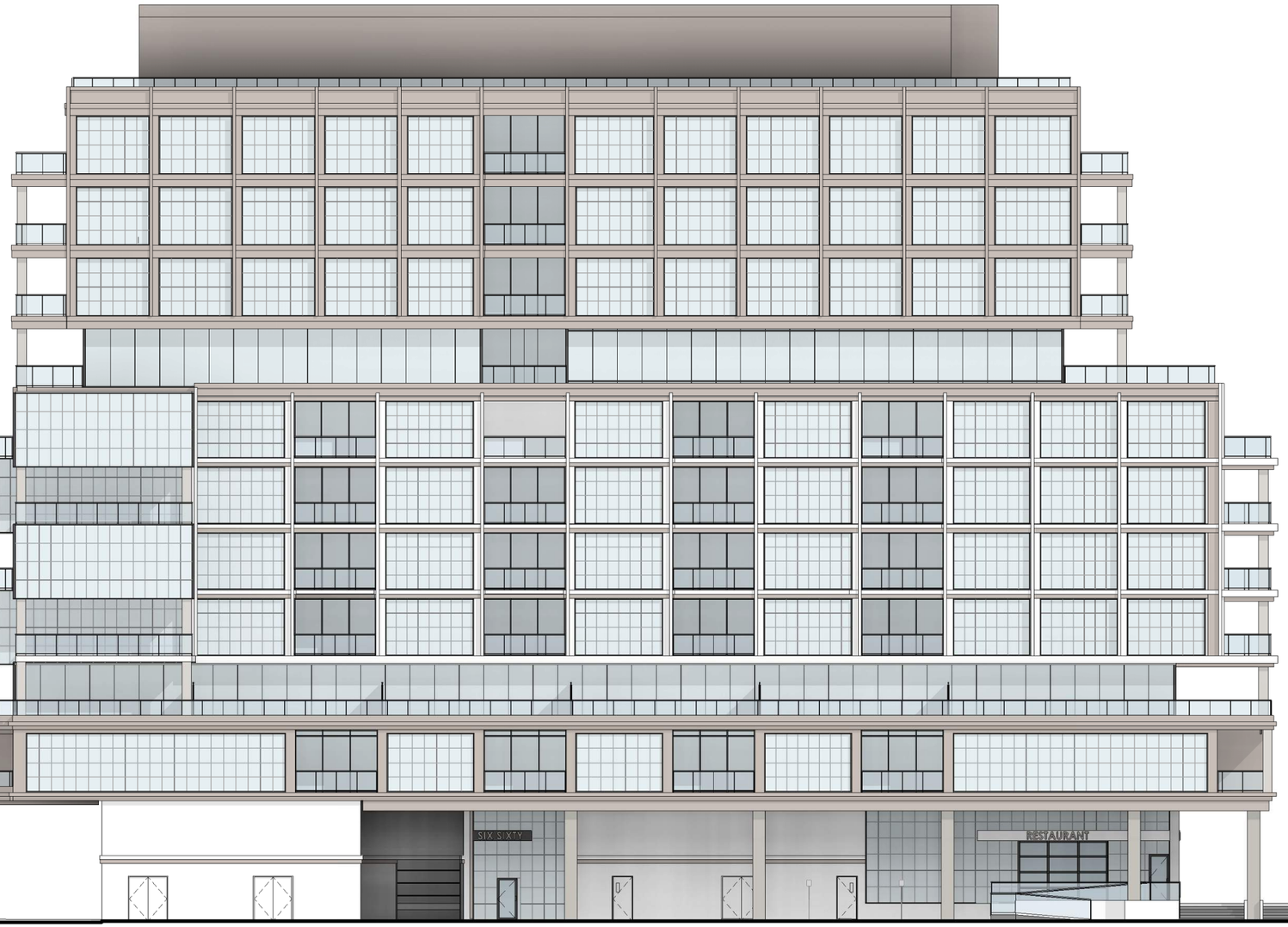
ELEVATIONS
SOUTH ELEVATION

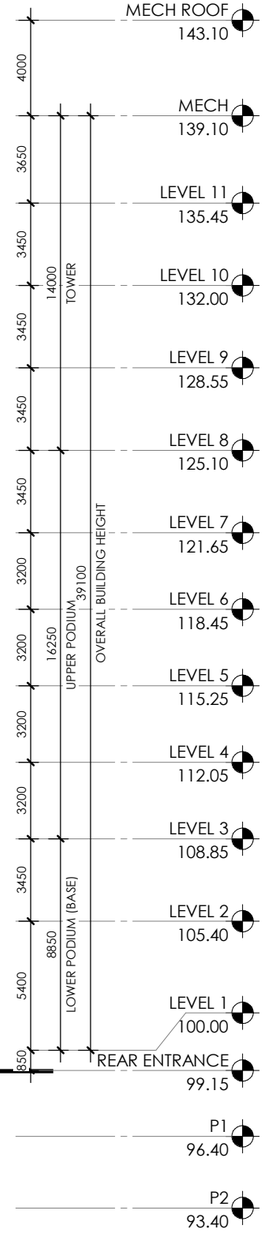
1:250
2021.10.18 ZBA/OPA SUBMISSION

0m 2 4 10 20

PROPERTY LINE

PROPERTY LINE





PROJECT NO. 2019-098

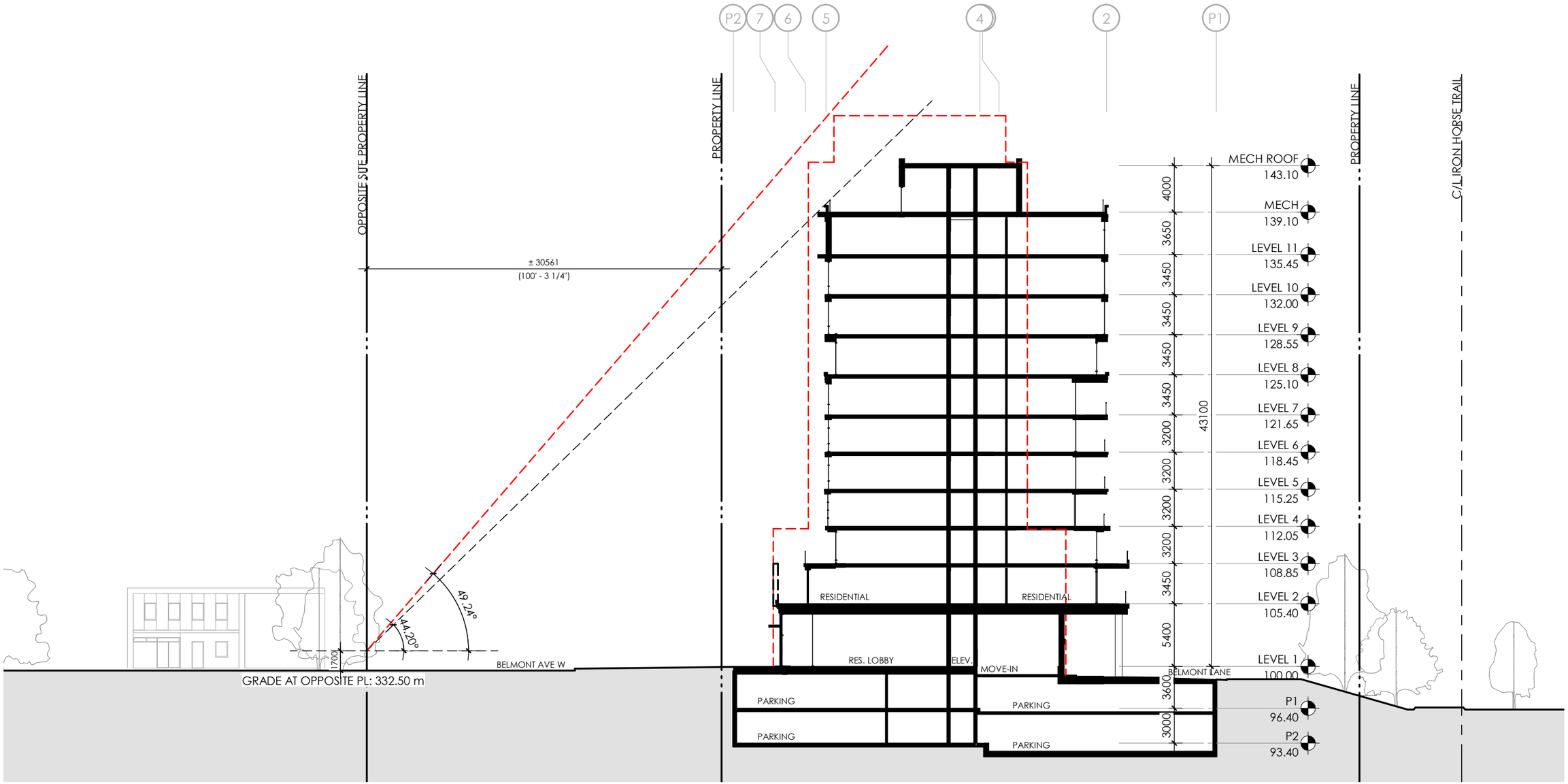
660 BELMONT AVE WEST

ELEVATIONS

EAST ELEVATION

1:250

2021.10.18 | ZBA/OPA SUBMISSION



EAST-WEST CROSS SECTION

OUTLINE OF MASSING AS PER ZBA/OPA SUBMISSION JULY 2020

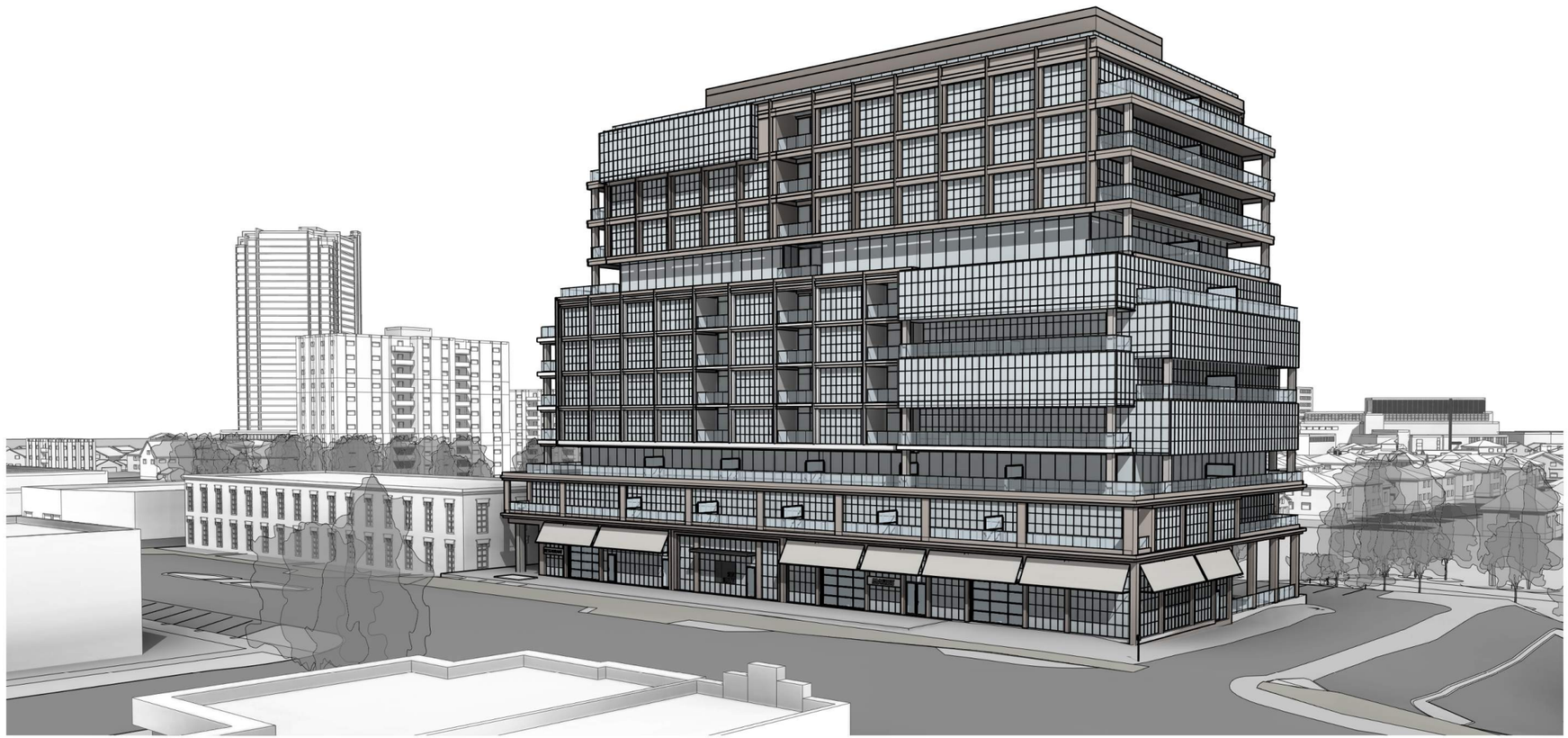
PROJECT NO. 2019-098

660 BELMONT AVE WEST

ANGULAR PLANE DIAGRAM

1 : 350

2021.10.18 ZBA/OPA SUBMISSION



BELMONT AVE LOOKING NORTH

PROJECT NO. 2019-098

660 BELMONT AVE WEST

PERSPECTIVE VIEWS

N.T.S

2021.10.18 | ZBA/OPA SUBMISSION



BELMONT AVE LOOKING SOUTH-EAST

660 BELMONT AVE WEST
PROJECT NO. 2019-098

PERSPECTIVE VIEWS
N.T.S
2021.10.18 | ZBA/OPA SUBMISSION



BELMONT AVE LOOKING NORTH

660 BELMONT AVE WEST

PROJECT NO. 2019-098

PERSPECTIVE VIEWS

N.T.S

2021.10.18 | ZBA/OPA SUBMISSION



AERIAL VIEW

660 BELMONT AVE WEST

PROJECT NO. 2019-098

PERSPECTIVE VIEWS

N.T.S

2021.10.18 | ZBA/OPA SUBMISSION

Region of Waterloo

PLANNING, DEVELOPMENT
AND LEGISLATIVE SERVICES
Community Planning
150 Frederick Street 8th Floor
Kitchener Ontario N2G 4J3 Canada
Telephone: 519-575-4400
TTY: 519-575-4608
Fax: 519-575-4466
www.regionofwaterloo.ca

Melissa Mohr 226-752-8622
File: D17/2/20004
C14/2/20012
October 2, 2020

Juliane von Westerholt
Senior Planner
City of Kitchener
200 King Street West, 6th Floor
P.O. Box 1118, Kitchener, ON
N2G 4G7

Dear Ms. Von Westerholt,

Re: Proposed Official Plan Amendment OPA 20/004 and Zoning By-law Amendment ZBA 20/012
660 Belmont Avenue
GSP Group on behalf of 660 Belmont LP
CITY OF KITCHENER

GSP Group has submitted an Official Plan Amendment and Zoning By-law Amendment for a development proposal at 660 Belmont Avenue in the City of Kitchener.

The site is located in the 'Urban Area' of the City of Kitchener and is designated 'Built-Up Area' within the Regional Official Plan. The site is located in an Urban Corridor of the City of Kitchener and is designated Mixed Use within the City of Kitchener Official Plan. The site is currently zoned Medium Intensity Mixed Use Corridor (MU-2) 424R 573 R (1807) Zone in the City of Kitchener Zoning By-law.

The applicant is proposing a site specific Official Plan Amendment to permit an increase in the height from 36 metres to 49 metres (13 Storeys) and a site specific Zoning By-Law Amendment to permit an increase in height to 49 metres (13 storeys) and to permit a maximum of 161 parking spaces, whereas 185 spaces are required. The amendments are being requested to permit the construction of a 13 storey mixed use building with 1090 square metres of commercial space on the ground floor and 163 condominium apartment units above. Parking is proposed via at grade and underground parking located on site.

The Region has had the opportunity to review the proposal and offers the following:

Regional Comments

Consistency with Provincial Legislation and Regional Official Plan Conformity
The subject lands are designated "Urban Area" and "Built-Up Area" on Schedule 3a of the Regional Official Plan (ROP) and the site is located in an Urban Corridor and designated Mixed Use in the City of Kitchener Official Plan.

The Urban Area designation of the ROP has the physical infrastructure and community infrastructure to support major growth and social and public health services (ROP Section 2.D). The ROP supports a Planned Community Structure based on a system of Nodes, Corridors and other areas that are linked via an integrated transportation system (ROP objective 2.1 and 2.2). Components of the Planned Community Structure include the Urban Area, nodes, corridors and other development areas including Urban Growth Centres (UGC's) and Major Transit Station Areas (MTSA's).

This Planned Community Structure reflects the intent of the Regional Growth Management Strategy and provides a framework for decision-making on a wide range of issues, including land use and transportation planning among others. Mostly all of the Region's future growth will occur within the Urban Area and Township Urban Area designations, with a substantial portion of this growth directed to the existing Built-Up Area of the Region through reurbanization. Focal points for reurbanization include Urban Growth Centres, Township Urban Growth Centres, Major Transit Station Areas, Reurbanization Corridors and Major Local Nodes (ROP Section 2.B).

Regional staff understand that the proposal is for a mixed use, high density development that exceeds the reurbanization target within the Built-Up Area and that this site is located within 500-800 metres of the Grand River Hospital ION Stop. In addition, this site is located within an Urban Corridor. Regional staff are supportive of higher density within the MTSA area and Urban Corridors of the Region as the type of mixed use, high density development proposed on site supports the Planned Community Function of the Regional Official Plan.

The Region wishes to advise the applicant of the following technical comments related to the proposal:

Corridor Planning
Environmental Noise Study Comments:
Transportation Planning staff have reviewed the report entitled "660 Belmont Avenue West Noise Assessment", dated June, 2020 (DOCS_ADMIN-#3369785-660 Belmont - Environmental Noise Assessment) as prepared by SLR Consulting (Canada) Limited and concur with the recommendations of the report.

The report has determined that the proposed development is feasible with certain noise attenuation measures as detailed in the report.

The following recommendations of the noise assessment shall be required through a registered agreement with the City of Kitchener and implemented as a Regional condition through a future Plan of Condominium Application:

A) The developer agrees to implement the recommendations of the report "660 Belmont Avenue West Noise Assessment", dated June, 2020 as prepared by SLR Consulting (Canada) Limited and further agrees that:

B) For All Residential Dwellings:

a) The dwellings will be installed with forced air-ducted heating system suitably sized and designed with provision of adding central air conditioning.

b) The following noise warning clause (Type C) will be required to be included on all offers of purchase, deeds and rental agreements for the building:

"The purchasers / tenants are advised that this dwelling has been designed with the provision of adding central air conditioning at the occupant's discretion. Installation of central air condition by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Region of Waterloo and the Ministry of Environment, Conservation and Parks (MECP)."

Prior to the issuance of a building permit, a Professional Engineer qualified to provide acoustical services in the province of Ontario should certify that the noise control measures for the development as per recommendations of the related noise study have been designed as per the recommendations of the noise study.

Stationary Noise Comments:
Comments regarding the Stationary noise component of the report will follow under separate cover.

Traffic Demand Management:
The Region of Waterloo supports a reduced parking supply considering the findings of the proxy site survey, the site's location near transit and that it is immediately adjacent to a Regionally significant, high-quality active transportation commuter corridor that is paved, winter-maintained and illuminated.

Hydrogeology and Source Water Protection
The subject lands are located in Wellhead Protection Sensitive Area 7 (WPSA 7). A salt management plan shall be required as part of a future Site Plan Application and implemented through the Plan of Condominium. Additional comments will come from Hydrogeology and Source Water Protection under a separate cover.

Record of Site Condition
There is a medium environmental threat located on the subject lands in accordance with the Region's Treats Inventory Database (TID). A Record of Site Condition (RSC) shall be required in accordance with the Region's Implementation Guidelines. The Region shall accept a holding zone until such time that the RSC and Ministry Acknowledgement letter have been received. Alternatively, should the RSC be required in accordance with O.Reg 153/04, the Region may defer the RSC to building permit issuance, subject to confirmation in writing from the CBO of the City of Kitchener that the RSC will be required prior to building permit issuance.

Housing Services
The Region supports the provision of a full range of housing options, including affordable housing with a target for 30% of all new residential development between 2019 and 2041 to be affordable to low and moderate income households. Staff recommend that the applicant consider providing a number of affordable housing units on this site.

For the purposes of evaluating the affordability of an ownership unit, based on the definition in the Regional Official Plan, the purchase price is compared to the least expensive of:

Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households	$357,200
Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area	$456,000

*Based on the most recent information available from the PPS Housing Tables (2019).
In order for an owned unit to be deemed affordable, the maximum affordable house price is $357,200.

For the purposes of evaluating the affordability of a rental unit, based on the definition of affordable housing in the Regional Official Plan, the average rent is compared to the least expensive of:

A unit for which the rent does not exceed 30 per cent of the gross annual household income for low and moderate income households	$1,430

A unit for which the rent is at or below the average market rent (AMR) in the regional market area	Bachelor: $810 1-Bedroom: $1,045 2-Bedroom: $1,231 3-Bedroom: $1,300 4+ Bedroom: $1,300

*Based on the most recent information available from the PPS Housing Tables (2019)

In order for a unit to be deemed affordable, the average rent for the proposed units must be at or below the average market rent in the regional market area, as listed above.

Fees

By copy of this letter, the Region of Waterloo acknowledges receipt of the review fees of $7,150.00.

General Comments

Any future development on the lands subject to the above-noted application will be subject to the provisions of Regional Development Charge By-law 19-037 or any successor thereof.

Further comments relating to the Stationary Noise Study will be provided under a separate cover. It is recommended that these comments be received prior to the city proceeding with a recommendation.

Please accept this letter as our request for a copy of the decision pertaining to this application. Should you have any questions, please do not hesitate to contact me.

Yours truly,

Melissa Mohr, MCIP, RPP
Principal Planner

C. 660 Belmont LP Inc. C/O Zac Zehr of Zehr Group (Owner)
Kevin Muir, GSP Group Inc.(Applicant)

Garett Stevenson

From: Jason Brule
Sent: Thursday, November 25, 2021 1:30 PM
To: Garett Stevenson
Cc: Angela Mick
Subject: RE: For Review & Comments - Recirculation of ZBA (660 Belmont Avenue West) - Zoning By-law Amendment 20/012/B/JVW

Hi Garett,

Engineering has no new comments pertaining to the updated materials. We were in support of the original application and this new version has shaved some units off which would be even less requirement for capacity of the infrastructure. I feel confident that KU would have the same opinion since they were okay with the original version as well. I have copied Angela Mick to confirm.

Regards,

Jason Brûlé, C.E.T.
519-741-2200 ext.7419

Garett Stevenson

From: Dave Seller
Sent: Monday, November 29, 2021 10:22 AM
To: Garett Stevenson
Subject: ZBA recirc comments: 660 Belmont Avenue West

City of Kitchener

Zoning By-law Amendment Comment Form

Project Address: 660 Belmont Avenue West

Application Type: Zoning By-law Amendment 20/012/B/JVW

Comments Of: Transportation Services

Commenter's Name: Dave Seller

Email: dave.seller@kitchener.ca

Phone: 519-741-2200 ext. 7369

Date of Comments: November 29, 2021

After reviewing the updated 660 Belmont Avenue West Residential Development (site plan and architectural drawings) submission by ABA Architects Inc., dated October 18, 2021, Transportation Services offer the following comments for the proposed 132 unit, 11 storey mixed-use development.

a. Page 4 of 19 – Site plan ZBA 1.3
   - Sidewalk adjacent to parking spaces 1 to 6, have minimum width of 1.8m and be noted on the plan. Dimensioning be taken from back of curb.
   - The amount (10) of Class B bicycle parking spaces proposed is acceptable. However, the location of the four Class B bicycle parking spaces in the northeast portion of the site, adjacent to parking be realigned and offset to not interfere with the door swing of a parked vehicle.

b. Page 5 of 19 – Site statistics ZBA 1.4 – Parking Data
   - Vehicles
     - Recommend that the surface parking spaces (26) be assigned to the commercial use and visitors only and the residential parking remain as proposed with 144 parking spaces for tenants in the underground parking.
   - Bicycles
     - The amount of Class A (73) and Class B (10) bicycle parking proposed is acceptable.

c. Page 6 of 19 - Truck movement plan ZBA 1.5 – acceptable

d. Page 7 of 19 - Car movement plan ZBA 1.6 – acceptable

e. Page 8 of 19 – Parking Level 2 ZBA 2.1

- Compact car parking be dimensioned as 4.8m x 2.4m and noted on the plan.
- Compact car parking and barrier free parking be appropriately signed and noted on the plan.
- The amount (73) and location of Class A bicycle parking proposed is acceptable.

f. Page 9 of 19 – Parking Level 1 ZBA 2.2

- The ramp to access the underground parking from the surface is greater than 12%, therefore, recommend that the ramp and transition areas be heated, due to safety concerns.
- Compact car parking length be dimensioned as 4.8m and noted on the plan.
- Compact car parking and barrier free parking be appropriately signed and noted on the plan.
- Class A bicycle parking is acceptable.

Dave Seller, C.E.T.
Traffic Planning Analyst | Transportation Services | City of Kitchener
519-741-2200 ext. 7369 | TTY 1-866-969-9994 | dave.seller@kitchener.ca



Garett Stevenson

From: Parmi Takk
Sent: Monday, August 10, 2020 12:22 PM
To: Juliane vonWesterholt
Subject: FW: Circulation for Comment - OPA/ZBA (660 Belmont Avenue West)
Attachments: Dept-Agency Letter.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane,
I have no concerns relating to this zoning application,
Thanks,
Parmi

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Monday, August 10, 2020 11:48 AM
To: CNR <proximity@cn.ca>; Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; DSD - Planning Division <DSDPlanningDivision@kitchener.ca>; Feds <vped@feds.ca>; GRCA - Planning (planning@grandriver.ca) <planning@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Lesley MacDonald <Lesley.MacDonald@kitchener.ca>; Linda Cooper <Linda.Cooper@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; MTO - Allan Hodgins (allan.hodgins@ontario.ca) <allan.hodgins@ontario.ca>; MTO - Bonnie Baker <Bonnie.L.Baker@ontario.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Parmi Takk <Parmi.Takk@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; UW - SA <Steven.amirikah@uwaterloo.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine_burns@wrdsb.ca) <elaine_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: Circulation for Comment - OPA/ZBA (660 Belmont Avenue West)

Please see attached. Supporting documents can be access through our ShareFile folder (you will be required to sign in using the email address that you received this notice at, plus the password you created for your account). Comments or questions should be directed to **Juliane von Westerholt**, Senior Planner (copied on this email).

Christine Kompter
Administrative Assistant | Planning Division | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-741-2200 ext. 7425 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca

Internal memo

Development Services Department

KITCHENER

www.kitchener.ca

Date: August 20, 20202

To: Juliane vonWesterholt, Senior Planner

From: Dayna Edwards, Senior Planner (Urban Design)

Subject: Application Comments (OPA/ZBA/SP)
660 Belmont Ave West

The Long Range and Policy Planning Section has received the circulation of a development proposal for a 13-storey mixed use building containing 1090 m2 of at-grade commercial space with 163 residential units with underground parking and 31 at-grade parking spaces.

Official Plan

Urban Structure
The subject lands are located within an Urban Corridor. The planned function of Urban Corridors is to provide for a range of retail and commercial uses and intensification opportunities that should be transit supportive.

Land Use Designation
The subject properties are designated Mixed Use. Mixed Use lands are intended to provide an appropriate and compatible mix and range of commercial, retail, institutional and residential uses, at different scales and intensities depending on their location within the City's Urban Structure.

15.D.4.22 b) stipulates that the maximum building height is 8 storeys or 24 metres for lands designated Mixed within an Urban Corridor. Policy 15.D.4.23 allows for increases in permitted building height up to 50% where the development provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. The proposal is for a mixed-use building height of 13 storeys/49 m tall whereas the Official Plan would allow a maximum of 12 storeys or 36 metres. Accordingly, an Official Plan Amendment would be required for the proposed building height.

As per Policy 15.D.4.19, the floor space ratio (FSR) requirements for lands designed Mixed Use within Urban Corridors, where higher density development or redevelopment is desirable and appropriate, is a minimum of 1.0 and a maximum of 4.0. Policy 15.D.4.20 allows for increases to the maximum FSR to 5.0 if the development:

a) is designed to LEED certification standard or equivalent building rating system;
b) incorporates a below-grade parking structure, public amenity area, cultural heritage resource and/or public art; and/or,
c) contains a food store located internal to a mixed use development.

Kitchener Growth Management Plan

The subject properties have been ranked as 'Priority A' in the Kitchener Growth Management Plan (KGMP) 2017-2019.

Zoning

Council passed Stage 1 of the new zoning by-law, By-law 2019-051, on April 29th, 2019. By-law 2019-051 is currently under appeal. The subject lands are included in By-law 2019-051 and are zoned MIX-2 with site specific (49), (128), (142). (49) stipulates that the minimum FSR is 1.0 and the maximum FSR is 4.0 (To implement Official Plan Policy 15.D.4.19). An FSR that exceeds 4.0 would require a zoning by-law amendment. The maximum number of storeys permitted in MIX-2 is 8 storeys and the maximum building height is 25 metres. Accordingly, a zoning by-law amendment would be required for the proposed height. The proposal provides less parking than required by the zoning by-law. When considering a parking reduction, the City of Kitchener PARTS TDM Checklist could be utilized for this site. The applicant should look at implementing appropriate measures in lieu of providing a certain amount of parking spaces, along with providing justification for the requested parking space reductions in any required Transportation Demand Management (TDM) Report.

Depending on the timing of the application, By-law 2019-051 may not be in force and effect if still under appeal and appeals have not been scoped. We trust that the file planner will further confirm zoning matters and that a future site plan will meet the required form of development, regulations (i.e. Minimum percent street line façade Openings, etc) and uses in the Zoning Bylaw.

Urban Design

Staff trust that the Urban Designer on the file will address detailed design comments and specifications. Additional design guidelines/standards contained in the City's Urban Design Manual should be forwarded to the applicant for reference and further compliance with will also be reviewed at the site plan stage. This resource is available online: http://www.kitchener.ca/en/businessinkitchener/UrbanDesignGuidelines.asp

Sustainability Measures

A Sustainability Statement is required as part of a complete application that identifies what energy, water and waste conservation measures will be included in the design and construction of the site and building to support provincial, regional and city policies, particularly Sections 7.C.4 -7.C.8 of the Kitchener Official Plan. Terms of reference for the statement can be found at www.kitchener.ca/sustainabilitystatement.
The Sustainability Statement may be included in the Planning Justification Report.

If you have any questions pertaining to these comments, please contact the undersigned.

Dayna Edwards, MCIP, RPP
Senior Planner (Urban Design)
P: 519-741-2200
E: dayna.edwards@kitchener.ca

To: Juliane vonWesterholt, 519-741-2200, ext. 7157

From: Karen Leasa, Parks & Cemeteries, 519-741-2600, ext. 4176

Subject: Parks & Cemeteries Comments for 660 Belmont Ave. W. – OPA-ZBA Circulation

1.0 Parkland Dedication

(Required)

.1 Parkland dedication is required for the application as cash-in-lieu of land. The total calculation for parkland dedication will be **$452,491.20** [Residential - $443,034.00 + Commercial - $9,457.20] Please refer to respective development land class sections below for further clarification.

.2 Due to the mixed use proposal, final dedication fee consists of the taking of both Commercial and Residential values, consistent with Official Plan item 8.C.1.29.c. The below calculations reflect both the Residential and Commercial portions of the required dedication fee.

.3 Should any further revisions be made to the site plan, a revised parkland dedication may be required.

.4 Dedication requirements are subject to the Parkland Dedication Policy current to the time of application.

Residential

.1 Parkland dedication will be required for the application taken as cash-in-lieu of land at the policy standard rate of 1ha per 500 units, at a value of $1,359,000.00 per hectare as per the Multiple Residential (Apartment) development land class.

.2 With its proposed residential unit count of 163, the estimated parkland dedication cash-in-lieu of land amount for the residential portion of the application is calculated at $443,034.00.

Commercial

.1 Parkland dedication is also required for the application taken as cash-in-lieu of land on the proposed 1090m^2 of new gross floor area. The policy standard land valuation of $1,110,000 per hectare under the Commercial land class with a parkland dedication rate of 2% of the new gross floor area will apply. The estimated parkland dedication cash-in-lieu of land amount for the commercial portion of the application is calculated at $9,457.20.

3.0 Trails

(Iron Horse Trail)

.1 The existing Iron Horse Trail corridor is directly adjacent to 660 Belmont Ave. W. on the Northeast side of the property. Parks & Cemeteries requires a paved connection to the Iron Horse Trail from the applicant's property.
The intent is to strengthen all pedestrian connections to private residential properties along this corridor to encourage active trail use. This initiative is consistent with the Iron Horse Trial Improvement Strategy (2015).

.2 Trail connection requirements shall include, but are not limited to the following:

a) Vegetation planted along the trail edge is to be in accordance with Urban Design and Environmental Planning comments, but should respect the character of the adjacent public land and/or the trail corridor with a preference for native material.
b) No drainage from the site is permitted towards the trail or public lands.
c) All drainage and snow clearing from the proposed access trail is to be kept off public lands.
d) Alignment from the site to the Iron Horse Trail is to follow the shortest possible route from the property as allowed by proposed grading, with final approval required from Parks & Cemeteries staff.

Please also reference coordinated comments from Urban Design with regards to future requirements for pedestrian connections throughout the site to the IHT.

4.0 Impacts to Public Lands

.1 The applicant shall demonstrate that the proposed development will not adversely affect existing vegetation, drainage or grading within the adjacent publicly owned land (Iron Horse Trail Corridor), in coordination with comments from Environmental Planning and Urban Design. As the Tree Management Plan

provided by the applicant has highlighted, the majority of the existing tree species along this stretch of 660 Belmont adjacent to the Iron Horse Trail are invasive Manitoba Maples. Even though these species do still provide significant shade to users of this trail network, exceptions with regards to the removal of existing vegetation will be made in order to implement an appropriate pedestrian connection and associated grading solution.

.2 A Tree Management Plan has been submitted, indicating 'Existing Deciduous Tree to be Preserved', but not clearly indicating trees that would be removed as a result of the application (presumably those in hatched in grey). At the stage of Site Plan application, if any revisions have impacted the submitted TMP, it is requested that an updated TMP be provided to the approval of Parks & Cemeteries staff to demonstrate protection of remaining trees throughout the construction process.

.3 A Grading Plan showing existing and proposed elevations, proposed stockpile areas, existing vegetation, and proposed surface drainage is required.

END OF COMMENTS

Infrastructure Services
Operations - Design & Development
KITCHENER

PARKLAND DEDICATION

City of Kitchener
Kitchener Operations Facility, 131 Goodrich Dr.
Kitchener, ON N2C 2E8

PART 1: SITE INFORMATION AND BACKGROUND

1.1	Application Type	Zone Change Application
1.2	Address of Property	660 Belmont Ave.
1.3	Owner	660 Belmont GP Inc.
1.4	Previous Dedications	No Previous Dedication

PART 2: SITE USE DETAILS

2.1	Land Use Appraisal	Commercial	
	Appraisal Value	$1,110,000	per hectare
	Dedication Rate	2%	
	Site Statistics:		
2.2	Land Area (ha)	0.426	
2.3	Land Frontage - Severances only (l.m.)		
2.4	Corner Lot (yes/no)		
2.5	Net Land Frontage (l.m.)		
	Residential Units:		
2.6	Existing Units to be Retained		
2.7	Existing Units to be Demolished		
2.8	Proposed Units:		
2.9	Proportion of New Units		
	Commercial / Industrial Floor Area (m²):		
2.10	Existing to be Retained	0	
2.11	Existing to be Demolished	0	
2.12	Proposed	1,090	
2.13	Net Addition	1,090	
2.14	Percent Addition	100.0%	

PART 3: FINAL DEDICATION

3.1	Dedication Type	Cash in Lieu
3.2	Park Dedication - Cash in Lieu	**$9,457.20**
3.3	Park Dedication - Land Requirement (ha)	**No Land Required**

PART 4: COMMENTS

4.1	Parkland dedication required as cash-in-lieu, with opportunity to explore offsetting this amount in the form of pedestrian connection amenities to the Iron Horse Trail. Refer to attached internal memo & comments from Urban Design for further clarification.

Form completed by:	Karen Leasa
Date application received	August 7, 2020
Date comments due	September 8, 2020
Date of completion:	September 8, 2020

Park dedication calculation shown above is an **estimate only**. The required dedication will be determined as of the day prior to the issuance of Building Permit.
All calculations are based on City of Kitchener *Council Policy I-1074* and *Council Report DTS-10-134*

Infrastructure Services
Operations - Design & Development
KITCHENER

PARKLAND DEDICATION

City of Kitchener
Kitchener Operations Facility, 131 Goodrich Dr.
Kitchener, ON N2C 2E8

PART 1: SITE INFORMATION AND BACKGROUND

1.1	Application Type	Zone Change Application
1.2	Address of Property	660 Belmont Ave.
1.3	Owner	660 Belmont GP Inc.
1.4	Previous Dedications	No Previous Dedication

PART 2: SITE USE DETAILS

2.1	Land Use Appraisal	Multiple Residential Apartment
	Appraisal Value	$1,359,000 per hectare
	Dedication Rate	1 ha : 500 units
	Site Statistics:	
2.2	Land Area (ha)	0.426
2.3	Land Frontage - Severances only (l.m.)	
2.4	Corner Lot (yes/no)	
2.5	Net Land Frontage (l.m.)	
	Residential Units:	
2.6	Existing Units to be Retained	0
2.7	Existing Units to be Demolished	0
2.8	Proposed Units:	163
2.9	Proportion of New Units	163
	Commercial / Industrial Floor Area (m^2):	
2.10	Existing to be Retained	
2.11	Existing to be Demolished	
2.12	Proposed	
2.13	Net Addition	
2.14	Percent Addition	

PART 3: FINAL DEDICATION

3.1	Dedication Type	Cash in Lieu
3.2	Park Dedication - Cash in Lieu	**$443,034.00**
3.3	Park Dedication - Land Requirement (ha)	**No Land Required**

PART 4: COMMENTS

4.1	Parkland dedication required as cash-in-lieu, with opportunity to explore offsetting this amount in the form of pedestrian connection amenities to the Iron Horse Trail. Refer to attached internal memo & comments from Urban Design for further clarification.

Form completed by:	Karen Leasa
Date application received	August 7, 2020
Date comments due	September 8, 2020
Date of completion:	September 8, 2020

Park dedication calculation shown above is an **estimate only**. The required dedication will be determined as of the day prior to the issuance of Building Permit.
All calculations are based on City of Kitchener *Council Policy I-1074* and *Council Report DTS-10-134*.

Date:	September 2, 2020
To:	Juliane Von Westerholt
From:	Jason Brûlé
cc:	Linda Cooper
Subject:	Zoning By-law Amendment and Official Plan Amendment Application 660 Belmont LP Inc. 660 Belmont Avenue West, Kitchener ZBA 20/012/B/JVW OPA 20/004/B/JVW

The below comments have been prepared through the review of the supplied Preliminary Servicing Report and Drawings prepared by WalterFedy; dated June 30, 2020 in support of the above noted applications received August 10, 2020.

Engineering can support this proposal based on sufficient capacity existing for the servicing requirements put forth in the noted documents. The comments below are provided to guide the applicants on the next phase of the project.

Sanitary:

1. There are discrepancies in site area between the report and the City's files. The circulation letter indicates a total site area of 0.48ha whereas the report says 0.426ha. This is not a huge difference but should be resolved prior to detailed design.

2. The design sheet has some errors including the infiltration value (City still uses 0.15 L/s/ha) and total area as the residential is already showing all of it and then there is a portion included as commercial. I understand the intention and I think that the commercial portion needs to be prorated into the overall site area or population so that the sheet tracks. Further to this, how was the population density determined? The City uses zoning as its benchmark to determine population not ppu. For a MU-2 zoned property the equivalent residential would be R8 which is 387ppl/ha. This would only yield a population of 166 people +/- which is nowhere near the almost 300 people indicated in the report. Please provide the source that was used to determine the population.

Water (Angela Mick, KU):

3. Kitchener Utilities has no concerns with the proposal.

Storm and Stormwater Management:

4. A little more detail will need to be provided at detailed design specifically to the outlet configuration. The report mentions the use of an OGS for the site's quality control but then the drawing shows a connection to the existing 250mm storm sewer flowing north in Belmont Lane. The report also mentions that the existing 250mm sewer was undersized,

so I don't understand the desire to continue to connect to it. If that is the proposal, please note that quality control will also be required for that outlet as well.

5. The report mentions the City's retention requirement will not be achieved. Evidence should be provided that maximum extent possible was attempted with respect to retention before going straight to the SWM fee scenario. This could include green roofs, reuse or other methods. The final determination of fee value will occur at SPA and that year's valuation per hectare will be used.

6. Groundwater elevation should be discovered as early as possible in the process. If permanent dewatering will be required for the underground parking the City needs to know that as soon as possible to review the impacts in the receiving sewers.

Grading:

7. Please be sure to outline what measures are going to be taken to protect the retaining wall along the mutual property line to the south of the site (Tim Horton's site) at detailed design. Include cross-sections showing the property line, their wall and your excavation/footings and all other construction requirements.

Jason Brûlé, C.E.T.
Engineering Technologist

Garett Stevenson

From: Dave Seller
Sent: Tuesday, September 8, 2020 8:58 AM
To: Juliane vonWesterholt
Subject: ZONING BY-LAW AND OFFICAIL PLAN AMENDMENT COMMENTS: 660 Belmont Avenue West

Follow Up Flag: Follow up
Flag Status: Flagged

City of Kitchener
ZONING BY-LAW AND OFFICAIL PLAN AMENDMENT COMMENT FORM

Project Address: **660 Belmont Avenue West**

Application Type: **ZBA & OPA**

Comments of: Transportation Services

Commenter's Name: Dave Seller

Email: dave.seller@kitchener.ca

Phone: 519-741-2200 ext. 7369

Date of Comments: September 8, 2020

Comments:

a. Transportation Services have no concerns with the proposed Zoning by-law and Official Plan amendments.

b. After reviewing the Parking Study and Transportation Demand Management Plan (June 2020) submitted by Paradigm Transportation Solutions Limited, Transportation Services offer the following comments.
The report submitted by Paradigm speaks to several alternative modes of transportation such as; walkability, existing GRT routes and cycling. Couple this with the implementation of unbundled parking, shared on-site surface parking and parking data collection completed, Paradigm has demonstrated that this site could function with the on-site parking being provided. Therefore, Transportation Services is in support of the proposed off-street parking, Class A and Class B bicycle parking being proposed for this development.

Dave Seller, C.E.T.
Traffic Planning Analyst | Transportation Services | City of Kitchener
519-741-2200 ext. 7369 | TTY 1-866-969-9994 | dave.seller@kitchener.ca

Garett Stevenson

From: Chris Foster-Pengelly <cfosterpengelly@grandriver.ca>
Sent: Monday, August 24, 2020 4:01 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] RE: Circulation for Comment - OPA/ZBA (660 Belmont Avenue West)

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane,

The subject property is not regulated by the GRCA under Ontario Regulation 150/06. As such, we will not be providing comments on this application.

Thank you,
Chris

Chris Foster-Pengelly, M.Sc., CAN-CISEC
P: (519) 621-2763 x2319
F: (519) 621-4844
www.grandriver.ca

City of Kitchener
OPA/ZBA Comments

Project Address: **660 Belmont Ave. W.**

Date of Meeting: **September 14 2020,**

Application Type: **ZBA & OPA**

Comments Of: Urban Design

Commenter's Name: Sandro Bassanese

Email: sandro.bassanese@kitchener.ca

Phone: 519-741-2200 ext. 7305 (Sandro Bassanese ext. 7027 Adam Clark)

Date of Comments: September 17, 2020

☒ I plan to attend the meeting (questions/concerns/comments for discussion)

☐ I do NOT plan to attend the meeting (no concerns)

---

1. Urban Design Brief Comments:

These comments are specific to the urban design brief submitted in support of this application:

Built Form Massing:

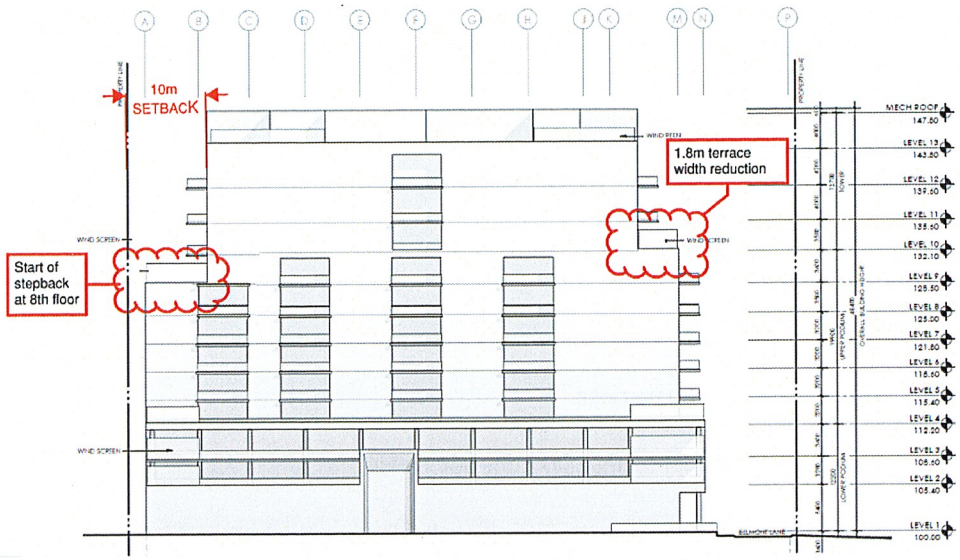
Having reviewed the Urban Design Brief there is specific reference to current City of Kitchener Tall Building Design Guidelines (TBDG). The current building as designed does not meet the TBDG standards.

The separation distance calculated and noted within the urban design brief is 10.0m (which appears to be correct given the information provided in the brief reviewed by staff). The brief notes a proposed separation distance of 8.2m for levels 10- 12 and 2.0m for levels 5-9. Staff have reviewed the stepbacks and propose the following.

That the step back be introduced at the 8th rather than the 9th level to create a better transition to the adjacent property when it redevelops. This would also create less shadow impacts to adjacent properties and the iron horse trail when the adjacent property develops as a similar separation distance would be imposed through future development.

The step back of 10m (as calculated through the TBDG) would be provided from floors 9 through 12. The 9th floor north terrace would increase from 8.2m to 10m (1.8 m increase in width) the south terrace would decrease from 5.7m to 3.9m. An image of the proposed change is provided below for reference.

Choose an item.



The size and mass of this building will make it a gateway to Belmont village. Staff request that the applicant consider shifting the massing and creating an enhanced street facing corner elevation to further accentuate the gate way into Belmont village. This would eliminate the terrace feature on the south elevation but create an opportunity for an enhance corner treatment that could connect directly to the ground plane (see image below) with terraces wrapping the building corner.



Staff would be supportive if either design solution as both achieve the intent of the Tall Building Design Guidelines.

Shadow Study:

The shadow study provided notes minimal impacts to adjacent residential properties and all shadow times noted fall within acceptable limits.

2. Plans, Studies and Reports submitted:

The following comments are specific to the studies provided in support of this application:

Wind Analysis:

The wind analysis notes that there are some issues regarding pedestrian comfort around the ground floor level (Proposed patio corner at grade) and some of the upper floor outdoor amenity areas these are minimal in nature and are to be addressed through the detailed design phases of the project (site plan phase).

Tree Preservation Enhancement Plan:

Most of the trees on site will be removed due to impacts from construction. The removal of vegetation along the Iron Horse Trail is to be coordinated with and approved by parks and operations staff. New tree plantings are to be included as part of comprehensive landscape plan for the property additional comments related to this can be found in the general comments section below.

3. General Comments:

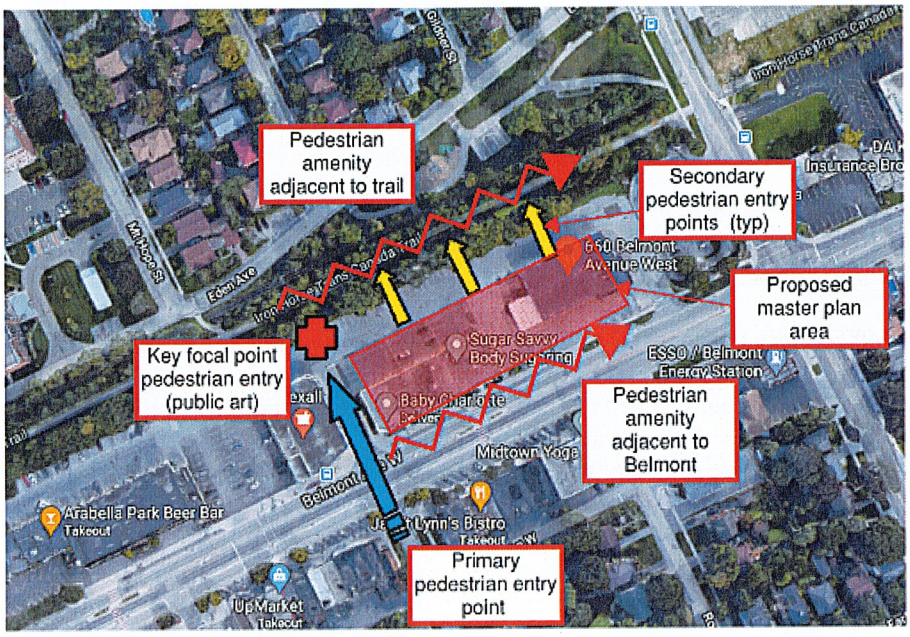
During the pre-application process the owner noted that there was an interest in developing a landscape masterplan to address the Iron Horse trail for their properties at 660 Belmont Ave W and 678-692 Belmont Ave W. Through internal conversations with Parks and operations staff it was determined that is was desirable to address the Iron Horse trail through a landscape master plan as well.

The masterplan would be part of the zone change process for 660 Belmont W. and then serve as a guiding document for the future development of the adjacent property. Parks and operations staff have also indicated that they would consider a blended park land dedication rate similar to other projects in the area that could be explored through the site plan process if this application moves forward.

Through the zone change process the applicant would work with City staff to create a comprehensive landscape plan addressing both properties.

The existing trail interface is not conducive to pedestrian movement due the existing parking and laneway location, overgrown vegetation, long blank walls and lack of pedestrian access.

The figure below notes a masterplan area as well as a general overview of areas of potential focal points, pedestrian access and amenity along the street and trail edge.

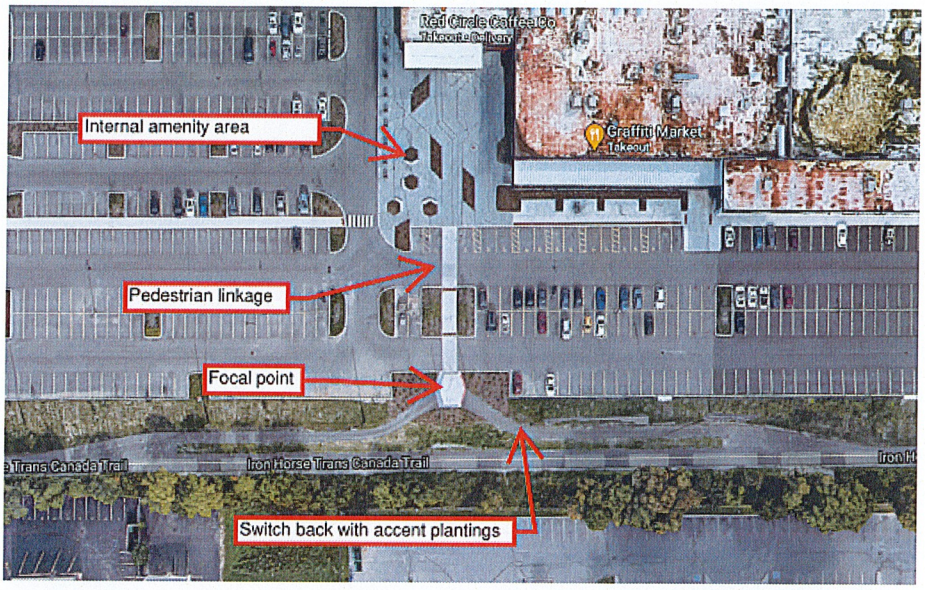


The terminal view down Claremont through the site presents an opportunity for a bold vertical element such as a public art piece that would serve as focal point and wayfinding element along the trail.

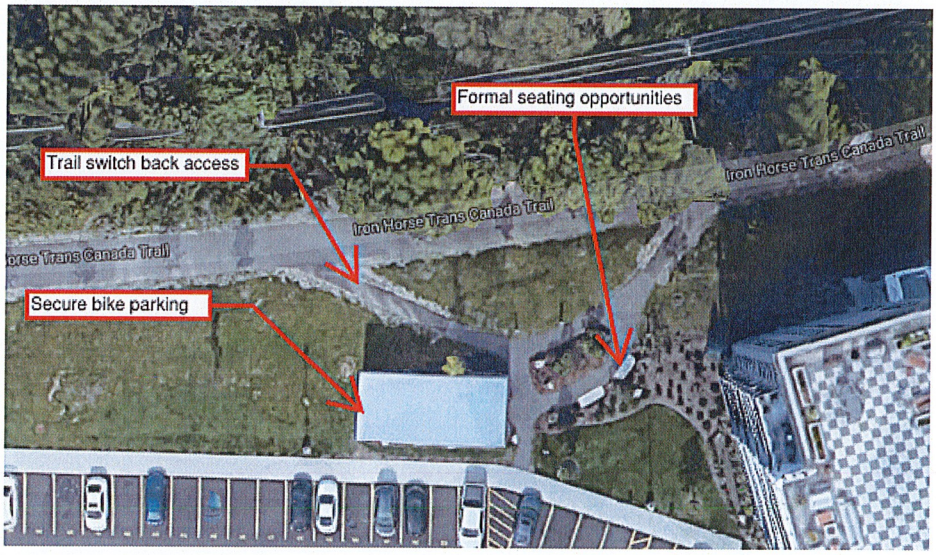
The applicant is encouraged to further activate the front and rear of the proposed development as much as possible. The at grade patio proposed is an excellent intervention that will animate the street edge. The applicant should explore the extension of this along the rear of the building and possibly the trail edge. Consideration is to be given to the provision of canopies and building cantilevers around the base of the building to create pedestrian refuge as well.

The following examples of trail enhancements that were implemented through the site plan process in the neighborhood have been provided for reference as well.

137 Glasgow St (see image below) provided a central internal amenity area with direct pedestrian access through parking to the Iron horse trial. The use of paving patterns and plantings associated with the switch back makes the entry a focal point along the trail edge and internal to the site. The amenity area with direct access from the trail internal to the site serves as destination point for trail and site users as well.



The use of switchbacks and direct pedestrian access through the site to the trail is also encouraged. The provision of amenities including secure bike parking and seating directly adjacent to the trail is encouraged as well similar to the project at 460 Belmont Ave W. (see image below).



Staff look forward working with the applicant through the zone change process and addressing issue of site, building and trail design to further enhance the development. If you have questions or concerns, please contact me directly.

Regards

Sandro

Choose an item.

KITCHENER

INFRASTRUCTURE SERVICES DEPARTMENT
TRANSPORTATION SERVICES

Dave Seller, C.E.T.
Traffic Planning Analyst

200 King Street West
City Hall, P.O. Box 1118
Phone: 519-741-2200 ex. 7369
Fax: 519-741-2747
TTY: 1-866-969-9994
E-mail: dave.seller@kitchener.ca

August 2, 2019

To: Aaron McCrimmon-Jones, City of Kitchener, Manager of Transportation Services (email)
Alain Pinard, City of Kitchener, Director of Planning (email)
Brian Bennett, City of Kitchener, Manager, Business Development
Dan Steffler, Bell Canada (email)
Gary Stewart, Kitchener-Wilmont Hydro (email)
Lesley MacDonald, City of Kitchener, Director of Legal Services/City Solicitor (email)
Roslyn Lusk, City of Kitchener, Director of Operations Roads and Traffic (email)
Steve Allen, City of Kitchener, Manager of Engineering Design and Approvals (email)
SWOGR.PERMITS@rci.rogers.com (email)
Sylvie Eastman, City of Kitchener, Utilities Engineer (email)

RE: Proposed Lane Closure - Belmont Avenue East

Transportation Services has received a request to close/sell the lane that runs behind 678 to 692 Belmont Avenue West. The property owner of 678 to 692 Belmont Avenue West is pursuing the purchase of 660 Belmont Avenue West. The City of Kitchener currently owns the lane, however, consideration is being given to closure to facilitate development.

Accordingly, please review the lands highlighted on the attached map and advise me of any easements, servicing constraints and/or other difficulties from your perspective, which would halt the closure/sale of this lane.

Please submit your response by **Friday, August 23, 2019**. If you have comments or concerns regarding the proposal, please feel free to contact me.

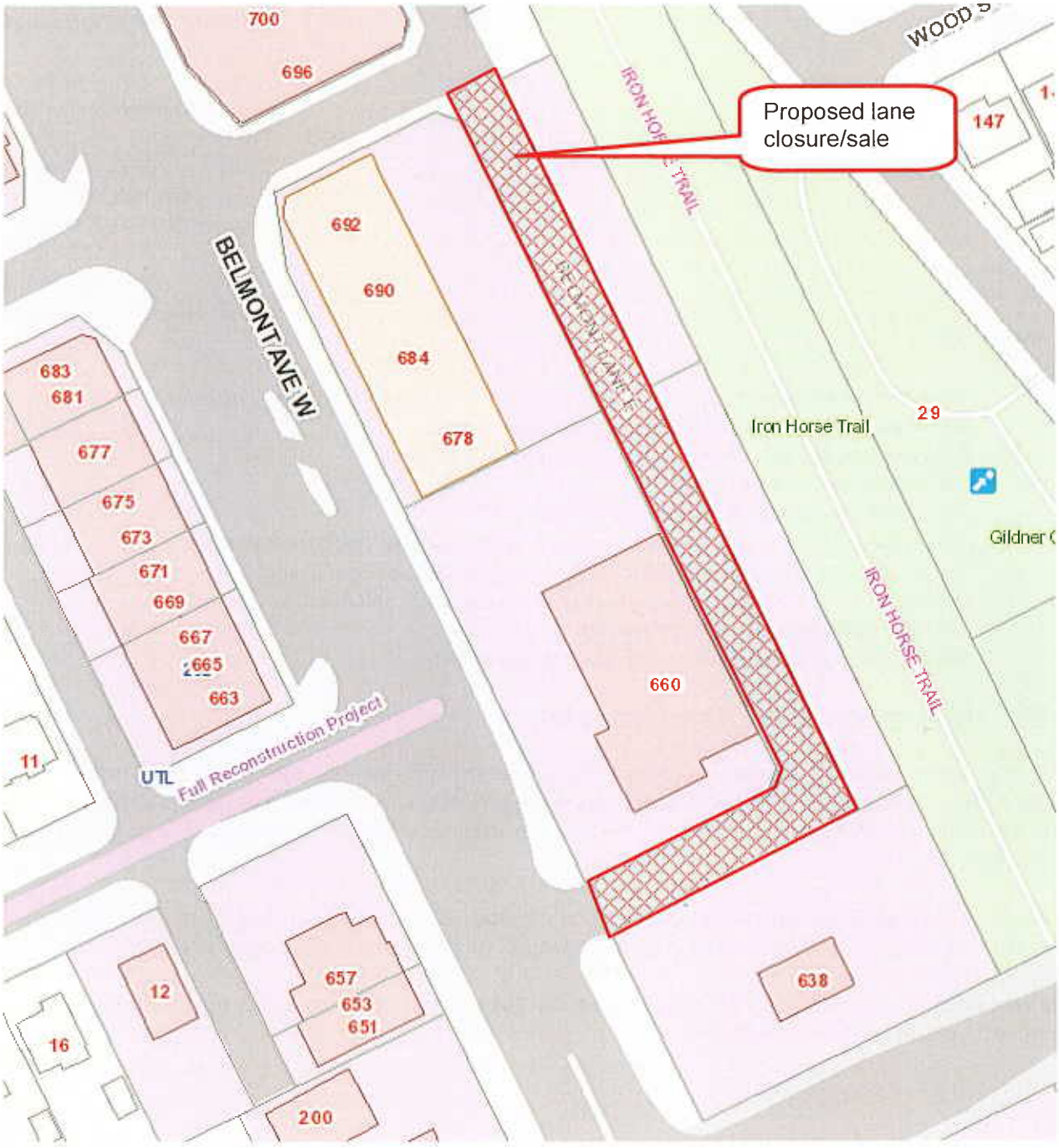
Thank you for your co-operation.

Sincerely,

Dave Seller, C.E.T.
Traffic Planning Analyst

Attach.
Email: Councillor Margaret Johnston, Ward 8

Approximate area of proposed lane closure/sale



Garett Stevenson

From: Steve Allen
Sent: Friday, August 2, 2019 2:34 PM
To: Dave Seller
Cc: Hans Gross
Subject: RE: Proposed Lane Closure - Belmont Avenue East

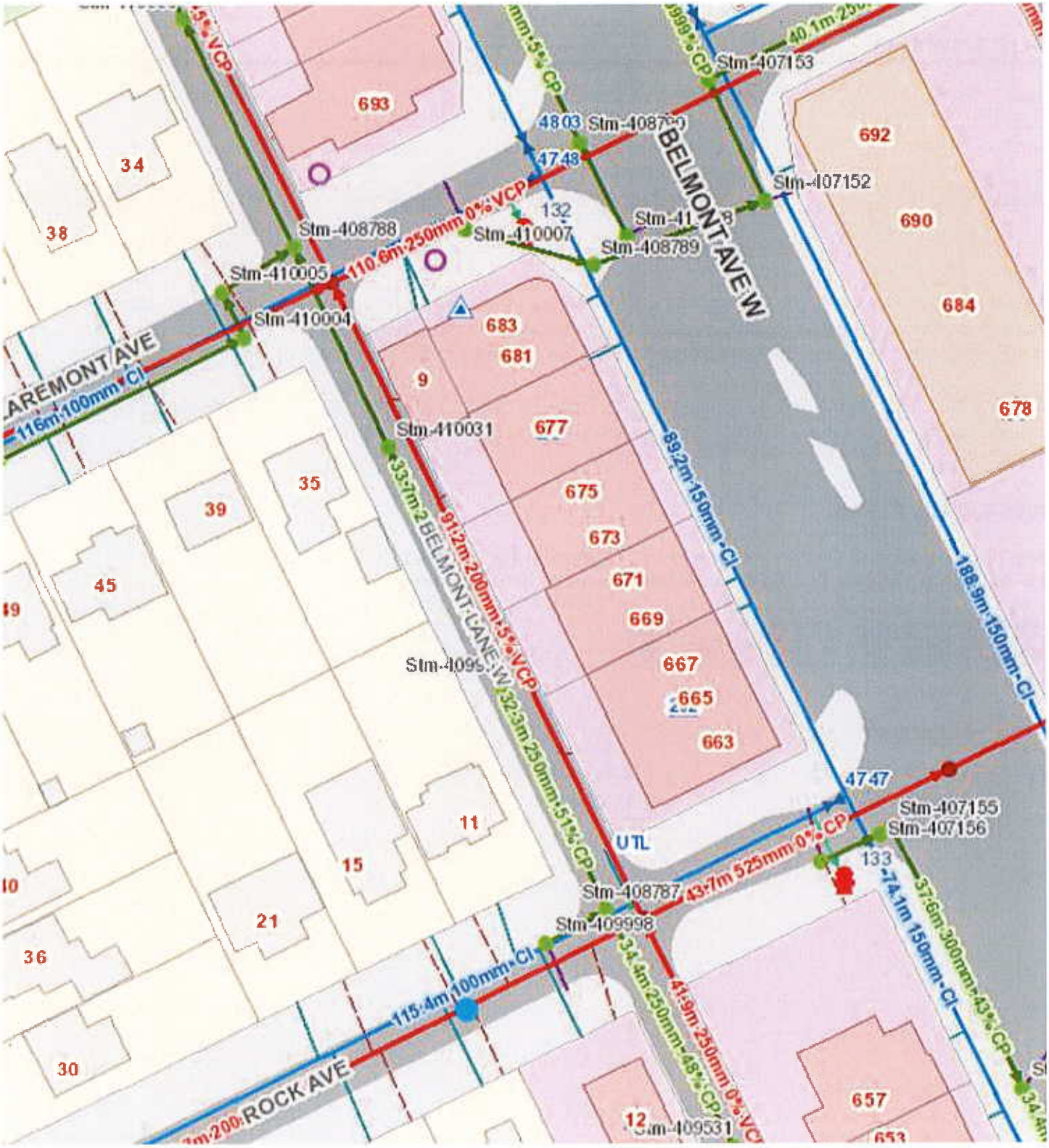
Hi Dave.
The lane appears to conatain the sanitary and storm servicing for properties addressed on Belmont. Additionally, records show the sanitary from Rock Ave outletting through 660 and the laneway.
Any disposal of this land (laneway behind 660) would require review and likely rerouting of the sanitary.

Regarding the closure of the portion behind 678-692, I have no concerns provided the underground infrastructure in this laneway is accessible and there is ample space to turn around with a maintenance vehicle.

Steve R Allen, P. Eng.

Manager, Engineering Design and Approvals | Engineering Services | City of Kitchener
519-741-2200 x7584 | TTY 1-866-969-9994 | steve.allen@kitchener.ca





From: Dave Seller <Dave.Seller@kitchener.ca>
Sent: Friday, August 02, 2019 1:56 PM
To: Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Alain Pinard <Alain.Pinard@kitchener.ca>; Brian Bennett <Brian.Bennett@kitchener.ca>; Dan Steffler <'daniel.steffler@bell.ca'>; Gary Stewart (gstewart@kwhydro.ca) <gstewart@kwhydro.ca>; Lesley MacDonald <Lesley.MacDonald@kitchener.ca>; Roslyn Lusk <Roslyn.Lusk@kitchener.ca>; Steve Allen <Steve.Allen@kitchener.ca>; SWOGR-PERMITS

<SWOGR.PERMITS@rci.rogers.com>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: Proposed Lane Closure - Belmont Avenue East

Please review the attached and provide any comments.
Thanks.

Dave Seller, C.E.T.
Traffic Planning Analyst | Transportation Services | City of Kitchener
519-741-2200 ext. 7369 | TTY 1-866-969-9994 | dave.seller@kitchener.ca



Garett Stevenson

From: Les Jones
Sent: Tuesday, August 6, 2019 10:17 AM
To: Sylvie Eastman; Parmi Takk; Dave Seller
Subject: RE: Proposed Lane Closure - Belmont Avenue East
Attachments: Belmont Lane E.jpg

Hi Dave / Sylvie, I know that we have a header service between buildings north of this location (740/ 732 Belmont) that concerns us. I would like to see a new gas main run in Belmont Lane E from either entrance (beside 740 or 696) to feed these businesses. For the south section you are discussing I don't know of any concerns with servicing.

Thanks
Les

From: Sylvie Eastman <Sylvie.Eastman@kitchener.ca>
Sent: Friday, August 2, 2019 2:23 PM
To: Parmi Takk <Parmi.Takk@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; Les Jones <Les.Jones@kitchener.ca>
Subject: RE: Proposed Lane Closure - Belmont Avenue East

Hi Dave. We currently have no gas piping in this lane. However, we had discussed possibly improving the gas network by installing a small main in this area (since the services are all off the lane. Parmi and Les, can you see the attached and refresh my memory on the details?
Thanks, Sylvie

From: Dave Seller <Dave.Seller@kitchener.ca>
Sent: Friday, August 2, 2019 1:56 PM
To: Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Alain Pinard <Alain.Pinard@kitchener.ca>; Brian Bennett <Brian.Bennett@kitchener.ca>; Dan Steffler <'daniel.steffler@bell.ca'>; Gary Stewart (gstewart@kwhydro.ca) <gstewart@kwhydro.ca>; Lesley MacDonald <Lesley.MacDonald@kitchener.ca>; Roslyn Lusk <Roslyn.Lusk@kitchener.ca>; Steve Allen <Steve.Allen@kitchener.ca>; SWOGR-PERMITS <SWOGR.PERMITS@rci.rogers.com>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: Proposed Lane Closure - Belmont Avenue East

Please review the attached and provide any comments.
Thanks.

Dave Seller, C.E.T.
Traffic Planning Analyst | Transportation Services | City of Kitchener
519-741-2200 ext. 7369 | TTY 1-866-969-9994 | dave.seller@kitchener.ca

Garett Stevenson

From: Stewart, Gary <GStewart@KWHydro.ca>
Sent: Tuesday, August 6, 2019 9:08 AM
To: Dave Seller
Cc: Cameron, Greig; Wang, Shaun
Subject: RE: Proposed Lane Closure - Belmont Avenue East

HI Dave,

I have reviewed the proposed lane closure and Kitchener Wilmot Hydro Inc. has an existing overhead line parallel to the proposed lane closure, in order to maintain the existing overhead distribution line Kitchener Wilmot Hydro Inc. will require access easements the entire length of the lane way. A minimum of 6 meters from the center of the overhead distribution line.

Any questions please contact me.

Best Regards,

KITCHENER WILMOT HYDRO INC.
Gary Stewart
Distribution Design Supervisor
301 Victoria Street South, PO BOX 9010
Kitchener, ON. N2G 4L2
Phone: 519.745.4771 ext. 6247
Cell: 519.497.6221
Fax: 519.745.0643
Email: gstewart@kwhydro.ca

Electrical Safety Authority Ontario Electrical SAFETY AWARD WINNER 2011
Waterloo Region's Healthy Workplace Awards 2014 Platinum Award Recipient
BUSINESS EXCELLENCE AWARD WINNER 2015 GREATER KITCHENER WATERLOO CHAMBER OF COMMERCE HEALTH & WELLNESS IN THE WORKPLACE

From: Dave.Seller@kitchener.ca <Dave.Seller@kitchener.ca>
Sent: August-02-19 1:56 PM
To: Aaron.McCrimmon-Jones@kitchener.ca; Alain.Pinard@kitchener.ca; Brian.Bennett@kitchener.ca; 'daniel.steffler@bell.ca'; Stewart, Gary <GStewart@KWHydro.ca>; Lesley.MacDonald@kitchener.ca; Roslyn.Lusk@kitchener.ca; Steve.Allen@kitchener.ca; SWOGR.PERMITS@rci.rogers.com; Sylvie.Eastman@kitchener.ca
Cc: Margaret.Johnston@kitchener.ca
Subject: Proposed Lane Closure - Belmont Avenue East

EXTERNAL EMAIL. Please be cautious and evaluate before you click on links, open attachments or provide credentials

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

Please review the attached and provide any comments.
Thanks.

Dave Seller, C.E.T.
Traffic Planning Analyst | Transportation Services | City of Kitchener
519-741-2200 ext. 7369 | TTY 1-866-969-9994 | dave.seller@kitchener.ca



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Garett Stevenson

From: Scott Berry
Sent: Friday, August 9, 2019 9:35 AM
To: Dave Seller
Cc: Roslyn Lusk
Subject: FW: Proposed Lane Closure - Belmont Avenue East
Attachments: 2019-08-02 Agency Letter - 678-692 Belmont Ave W.pdf

Hi Dave

I tried calling for clarification on this one

The letter states you have received a request to close/sell the laneway behind 678-692 Belmont (only) but the image shows the laneway being closed behind/adjascent to 660 Belmont as well.

We currently maintain the entire laneway as shown in the image 692-660 Belmont and we would have no concerns with closing/selling the entire laneway, however we would have concerns if you were closing 678-692 Belmont only as we would have to reverse out around a 90 degree corner to get out.

Let me know if I have missed something

Thank you

Scott Berry
Manager of Maintenance
Operations Division - Roads and Traffic
Infrastructure Services Department
City of Kitchener
Ph (519) 741-2600 x 4526
Fax (519) 741-2725
TTY: 1-866-969-9994
scott.berry@kitchener.ca

Sent from my Bell Samsung device over Canada's largest network.

From: Roslyn Lusk <Roslyn.Lusk@kitchener.ca>
Sent: Thursday, August 8, 2019 10:27 AM
To: Scott Berry <Scott.Berry@kitchener.ca>
Subject: FW: Proposed Lane Closure - Belmont Avenue East

Hi Scott:

Can you please review this proposal and provide comments back to Dave Seller and copy me?

Thanks,
Ros

From: Dave Seller <Dave.Seller@kitchener.ca>
Sent: Friday, August 02, 2019 1:56 PM
To: Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Alain Pinard <Alain.Pinard@kitchener.ca>; Brian Bennett <Brian.Bennett@kitchener.ca>; Dan Steffler <'daniel.steffler@bell.ca'>; Gary Stewart (gstewart@kwhydro.ca) <gstewart@kwhydro.ca>; Lesley MacDonald <Lesley.MacDonald@kitchener.ca>; Roslyn Lusk <Roslyn.Lusk@kitchener.ca>; Steve Allen <Steve.Allen@kitchener.ca>; SWOGR-PERMITS <SWOGR.PERMITS@rci.rogers.com>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: Proposed Lane Closure - Belmont Avenue East

Please review the attached and provide any comments.
Thanks.

Dave Seller, C.E.T.
Traffic Planning Analyst | Transportation Services | City of Kitchener
519-741-2200 ext. 7369 | TTY 1-866-969-9994 | dave.seller@kitchener.ca



Garett Stevenson

From:
Sent: Wednesday, September 9, 2020 10:44 PM
To: Juliane vonWesterholt; Margaret Johnston
Subject: [EXTERNAL] Dettmer Tire Property

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms von Westerholt,

I wish to thank you for inviting feedback from residents in the Belmont Village/Westmount neighbourhood regarding the proposed change to the Dettmer Tire Property on Belmont. We only recently received the plans, I hope these comments don't arrive too late.

I was shocked to learn that the property is already zoned to allow an 8 storey building! Belmont Village is a charming and inviting area, in part because of its bright daylight, view of lots of sky, generally open feel, and manageable vehicular traffic. A status quo cap of 2 storeys would be lovely, 4 storeys an acceptable evolution, but 8 storeys or 25 metres of darkness into the sky on the edge of Belmont would be really disappointing. The increased number of residents driving to and from the parking garage would make the area congested at times too. I worry for the character of the Village, if the other buildings along that strip end up being that height, and with a precedent set, it would be very difficult to stop the trend.

I am STRONGLY against the proposed change to allow a building twice that height to be built. Really?! 13 storeys and 49 metres? in Belmont Village? And if more buildings that height lined the (East?) side of the street, the road would be in shade all morning, especially in the colder months when the sun is lower. And if that building height became the norm on the (West) side of the street, I suspect that many residents on Rock Avenue, Claremont Avenue and Earl Street would lose their morning sunlight.

I wish to be kept up to date with respect to these developments please, and I do wonder why we only heard about this by chance from a neighbour?

71 Claremont Avenue

Garett Stevenson

From:
Sent: Wednesday, September 2, 2020 9:02 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Dettmer Tire property at Glasgow and Belmont

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I live in the Westmount neighbourhood and and what makes Belmont Village special is that it feels like a village, not a city as the buildings are only two stories high. I strongly oppose allowing this development to go beyond 8 stories and would prefer 4 stories at most to preserve the essence of this area. Allowing 130 units on this small parcel of land is too dense and would create too much traffic congestion on a street that is already very busy.

Regards,

22 Severn Ave Kitchener 519-616-7734

Garett Stevenson

From:
Sent: Friday, September 4, 2020 11:33 AM
To: Juliane vonWesterholt
Cc: Deb Bennett; Jeff Bennett
Subject: [EXTERNAL] Re: Re: 660 Belmont LP Inc. - OPA & ZBA Applications

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane,

Following up on my earlier emails and voicemail left this morning. As of today, it appears that no submission materials have been posted on the City's website. I understand that the deadline for area residents to provide comments to staff is this holiday Monday, September 7th. Without the benefit of any supporting plans and reports submitted with the OPA and ZBA applications for 660 Belmont Ave W, we're unable to provide well-informed feedback to staff.

My questions at this time:

1) Has the deadline for local residents to provide comments to staff been extended from the original September 7th deadline given the lack of available information?
2) Has a Notice of Completed Application under the Planning Act been issued to the applicant/agent?

My concern is that this application will slip through the cracks and that local residents will not be afforded the mandated opportunity to provide feedback. My other longer-term concern is that given the lack of transparency that staff will be unable to review the applications and provide a recommendation concerning the applications within the Planning Act deadlines. Should the applicant chose to appeal a non-decision of their planning applications it would escalate what should be a routine process into a more challenging process.

My expectation is that the following supporting materials, and perhaps others, would have been submitted in support of the planning applications, which we'd appreciate the opportunity to review:

- Architectural Plans (Site Plan, Underground Parking Plan, Floor/Roof Plans, Elevations, Cross-Sectional Drawings demonstrating a transitional angular plane to the adjacent parkland/bike path)
- Phase 1 ESA & Phase 2 ESA (given the change of use from an automotive repair shop to residential use)
- Civil Engineering Plans (Grading, Servicing, Erosion & Sediment Control, etc.)
- Functional Servicing & Stormwater Management Report
- Traffic Impact Study, Transportation Demand Management Strategy, Parking Study
- Geotechnical & Hydrogeological Reports
- Sun/Shadow Study
- Pedestrian-Level Wind Study
- Planning Justification Report
- Urban Design Brief

Regards,

On Thu, Aug 27, 2020 at 2:04 PM Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca> wrote:

Hi

I am working on it. I will contact you once I do and feel free to send me your comments after the website has been updated.

Sincerely,

Juliane von Westerholt , Senior Planner| Planning Division | City of Kitchener
519-741-2200 x 7157 | TTY 1-866-969-9994 | juliane.vonwesterholt@kitchener.ca

From:
Sent: Thursday, August 27, 2020 11:15 AM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: [EXTERNAL] Re: 660 Belmont LP Inc. - OPA & ZBA Applications

Hi Juliane,

Has there been any further progress on the availability of submission materials?

Thank you,

On Wed, Aug 19, 2020 at 5:31 PM Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca> wrote:

Hellc

Thank you for your email. I am in the process of making this material available on the website and have to ensure it is AODA compliant. Once it is available I will send you an email. Thank you for your patience.

Sincerely,

Juliane von Westerholt , Senior Planner| Planning Division | City of Kitchener
519-741-2200 x 7157 | TTY 1-866-969-9994 | juliane.vonwesterholt@kitchener.ca

From:
Sent: Wednesday, August 19, 2020 9:52 AM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont LP Inc. - OPA & ZBA Applications

Hi Juliane,

Can you please advise if a completed application for Official Plan Amendment and Zoning By-law Amendment has been submitted for the property at 660 Belmont Ave W in Belmont Village near Glasgow Street?

Although the attached letter was circulated to area residents, I haven't seen any recently posted information on the City of Kitchener website's list of Active Planning Applications. At this time, I'm seeking all supporting materials for these applications, on behalf of my parents, who reside at 797 Belmont Avenue West to enable their review of the proposal and to inform their ability to provide feedback.

Regards,

Garett Stevenson

From:
Sent: Thursday, September 3, 2020 10:53 AM
To: Juliane vonWesterholt
Cc:
Subject: [EXTERNAL] Dettmer Tire proposed development

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for allowing me the opportunity to express my thoughts on the proposed development on the Dettmer Tire site. I am assuming that the current zoning which restricts the height of a building to approximately 8 stories, was put in place to protect the character of the neighbourhood and the integrity and viability of Belmont Village. I don't believe that there has been any material change to the surrounding area that would warrant a departure from the existing bylaw or principles upon which the decision to limit a building to 8 stories was based. If anything, it's more important now to ensure that we are protecting the character of neighbourhoods as new development and infill takes place within the city.

I am not opposed to development, so long as it is done thoughtfully, transparently and fairly taking into consideration the current business and nearby residents.

My primary concerns about allowing 13 stories instead of the approved 8 stories are:

Traffic
The increased density that an extra 6 stories will bring will lead to increased traffic in the area. I live on Avondale Avenue, and "pre Covid-19" there were times when the traffic on Glasgow was so congested that I was unable to make a right hand turn out of my own neighbourhood in a timely fashion. I also had issues crossing Union when I walk my dogs or when I walked to work because of traffic. The Region has, albeit temporarily, reduced Westmount road to one lane in each direction to experiment with bike lanes, and Belmont is now also restricted due to bike lanes. We are already seeing increased traffic from individuals cutting through the neighbourhood to avoid traffic congestion. This will likely get worse with the increased density that is being proposed by the developers.

Parking
I am concerned about parking. Apartment and condo buildings often don't have enough parking for residents which leads to parking on the streets and in spaces intended for customers of businesses. Individuals generally prefer surface parking. The proposed 30 surface spots may not be sufficient to support even an eight story development with retail. This means that individuals will be parking in the residential areas, or taking existing spots in Belmont Village which would impact residents as well as existing business owners in the Village.

Precedent
Allowing a 13 story development will create a precedent for the other properties within Belmont Village. A lot of the Village has recently changed ownership, and I assume that the strong interest in the Village is because developers are hopeful that the City will abandon current restrictions to allow more density and development. Higher density projects belong along corridors such as King Street in the downtown core where impact on residential areas are minimized. I would hate to see a "wall" of high rise buildings in the Village that block out light and make us feel as though we live in a downtown corridor.

Other questions:

Will the development have any units dedicated to affordable housing? The area is quickly getting priced above what an average individual can afford.

What is the criteria used when granting changes such as this?

Has the City granted bylaw changes to this developer in the past?

Have any traffic studies been done?

Again, thank you for the opportunity to comment. I would be interested in being kept informed as this issue progresses. I can be reached through this e-mail or by mail at:

687 Avondale Avenue
Kitchener, N2M 2W4

Garett Stevenson

From:
Sent: Friday, September 4, 2020 11:05 AM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Dettmer Site - By-Law Change Request

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing regarding a by-law and official plan change request on the Dettmer Tire Site on Belmont. The request is to increase the height of the building allowance from 8 stories to 13, doubling the permitted height of the structure. Belmont Village is a gem in the city. It is worth the effort to retain, as much as possible, the unique character of the village. My fear, based on historical precedent and five years' teaching at the UW School of Planning, is that this doubling of height will set a precedent that leads to a line of condos marching along Belmont from Glasgow to Union, each one stretching the height limit a little more based on this decision. Westmount is a great example of a livable neighbourhood – the kind of neighbourhood that our City Councillors have repeatedly said they want to build and retain. Please do not let this be the beginning of the end of this gem.

186 Union Blvd., Kitchener, ON N2M 2S4

Garett Stevenson

From:
Sent: Friday, September 4, 2020 9:44 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Input re 660 Belmont LP Inc - zoning amendment proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Juliane,

I own a house that is one of the very closest in proximity to the subject land of the proposed 13 story building. My house is located on the corner of Gildner and Eden Streets, situated directly to the east of where the proposed building would stand.

For the record, I am opposed to the building of the predominantly residential mixed use building and especially one that could be as tall as 13 stories.

If built, the new building will regrettably have a negative impact on the quality of life which I now enjoy. The building will take away all privacy of my home's yard and patio. Residents of the new building's east side will be looking down directly into my yard. My property value will undoubtedly decrease as the location will immediately become less desirable.

There will be more noise. Afternoon sunlight will be blocked. Roadways near the building, especially Eden Street, will be much busier and full of parked cars. Eden street is normally quiet in the evening, but this will undoubtedly change as the demand for parking in the surrounding area increases. More cars parking in the later hours will create more street noise, which will have a negative impact on the quietness required for obtaining a good nights rest.

A big concern is that Eden Street is always being used as a staging area for large construction vehicles such as dump trucks and concrete mixers. I know this from witnessing many construction projects nearby over the past 17 years I have lived here. For example; The parking lot for the Catalyst 137 building took approximately 1 full year to be completed. My house literally shook from all the heavy equipment.

The trucks start arriving and getting prepared for work before 6 AM. They come and go all throughout the day. There is absolutely no quiet time to be found during the day, due to the constant barrage of noise a person has to endure.

I fear that if the re-zoning and new building is approved, I will be forced to move away from the neighbourhood.

Please keep me informed on any developments regarding this application.

Thank you sincerely for the opportunity of providing my input.

109 Gildner St
Kitchener On
N2G2H4

Garett Stevenson

From:
Sent: Wednesday, September 2, 2020 4:19 PM
To: Juliane vonWesterholt
Cc: Margaret Johnston
Subject: [EXTERNAL] Development of Dettmer Tire Property

Follow Up Flag: Follow up
Flag Status: Flagged

Juliane
We have received notice of the intent to develop the Dettmer Tire property into condos. We understand that the developer is asking for permission to develop 13 floors versus the allowed eight floors. We live on Earl St and like the village atmosphere on Belmont and feel that 13 floors would significantly alter this feel. We will miss Dettmer and wish something else was going in that property - but strongly object to the 13 floors of condos.
Thank you in advance for considering our views on this and please inform us of your decision.

Garett Stevenson

From:
Sent: Wednesday, September 2, 2020 8:27 AM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Belmont Village development

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Juliane,

We highly **oppose** the proposal to change the Dettmer Tire property in Belmont Village from an 8-story to a 13-story mixed commercial or residential condo on the site.

A 13-story building is much too high in that area. The consequences will be enormous for the character of Belmont. It will change the future for the Village and Westmount and set a precedent for other property developers to change that entire section to 13-stories.

709 Dunbar Road
Kitchener

Garett Stevenson

From:
Sent: Tuesday, August 18, 2020 8:59 AM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Zoning By-law Amendment Request 660 Belmont

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Juliane:

I would like to register my comments regarding the Zoning By-law Amendment Request for 660 Belmont.

1. No issue with a building subject to the current plan for 8 stories and approx. 25m height
2. I am not in favor of amending the zoning to allow the larger and taller building, 13 stories; 49 m height
    - Such a building on the higher ground would shadow and dominate the surrounding neighborhood
    - Such a building would be out of character with the neighborhood, and the adjacent park
    - Significant increase in traffic, concerns with building providing provision for sufficient visitor parking in particular.

Yours respectfully

Owner 156 Glasgow

Garett Stevenson

From:
Sent: Wednesday, September 2, 2020 3:32 PM
To: Juliane vonWesterholt
Cc: Leslie Bednarski; Westmount Neighbourhood Association
Subject: [EXTERNAL] Feedback on Proposal to Amend Land Use at 660 Belmont Avenue

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Juliane (if I may).

I would like to provide written feedback to express concern over a pending application to amend zoning for a property located at 660 Belmont Avenue, Kitchener, currently the site of Dettmer Tire.

I own a home nearby, and, while our neighgbourhood has long been aware that this land could potentially be redeveloped into an eight-story mixed-use structure, the current application to amend seeks to allow a significantly larger building: thirteen-stories.

I am strongly opposed to this amendment and would like to make my opposition known in the most effective way possible. Can you please provide instructions on how best to do this?

With thanks and all best regards,

79 Earl Street
Kitchener, Ontario
N2M 2V8

Garett Stevenson

From:
Sent: Tuesday, December 7, 2021 11:41 AM
To: Garett Stevenson
Cc: Mayor; Bil Ioannidis; Christine Michaud; Dave Schnider; Debbie Chapman; John Gazzola; Kelly Galloway-Sealock; Margaret Johnston; Paul Singh; Sarah Marsh; Scott Davey
Subject: [EXTERNAL] 660 Belmont / Belmont Laneway Concern

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Stevenson, Mayor Vrbanovic, and City Councilors,

I am the owner of 79 Earl Street, located near 660 Belmont West, Kitchener. I attended the online (Zoom) Neighbourhood Information Meeting and attempted to participate in the discussion. Unfortunately, at that time, city staff restricted participation by requiring that any interested party send their messages using Zoom's private chat function. City staff then screened which questions would be asked, ostensibly out of concern for time constraints. As a result of this rather restrictive and controlled process, my questions were not addressed. Nor did I ever receive any follow up response via email.

At the time of the NIM, my principle concern was the treatment of Belmont Lane East. It appeared to me then that the developer of 660 Belmont, the Zehr Group, was somehow acquiring that public land from the city. No information was provided on why the city was alienating public land, how the community would be compensated for its loss, or what agreement, exactly, had been struck with the Zehr Group.

Today, I learned that the Zehr Group made known its desire to purchase Belmont Lane East as early as September 2019, though, so far as I can tell, this information has never been disclosed to neighbourhood residents by the city. It certainly was not mentioned during the NIM. In fact, so far as I can tell, the City has not made any details of this proposed transaction or the accompanying process clear to the public. I believe, moreover, that on November 8 2021, Council met in secret to discuss criteria for the disposition of public land. I have not been able to obtain minutes from that meeting and would be grateful if you could please share them with me.

In general, the process surrounding the development of 660 Belmont Avenue causes great concern and, in particular, the potential loss of public land through the requested disposition of Belmont Laneway is deeply worrying. As you know, the Urban Design Manual (2012) sates that "Belmont Laneways (Easte and West) [shall] be maintained as public property." Those of us who live in the neighbourhood use the laneway on a regular basis. Its loss would be a major blow to the community.

It seems to me, and to many of my neighbours, that the Zehr Group has already benefited from exceptional consideration by the City. Their proposed plan to develop 660 Belmont already exceeds the allowable height requirement and will likely usher in a fundamental change to the character of Belmont Village. The special considerations already being sought openly by the Zehr Group open the door wide to the construction of large, ungainly structures all along Belmont Village, effectively destroying the very village quality that anchors our community. Surely there can be a balance between the developer's needs and those of the community. Disposing of the Laneway is a concession too far, one that should not be considered without meaningful community consultation. Were that to happen, I am confident that the vast majority of neighbours would push back against the alienation of public lands to benefit a private, for-profit corporation.

Yours,

79 Earl Street
Kitchener, Ontario
N2M 2V8

Garett Stevenson

From:
Sent: Monday, January 11, 2021 3:48 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Re: 660 Belmont

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. von Westerholt,

Thank you for coordinating the interaction of this project with interested parties from the community. It is my first time participating in this process and I appreciate the email updates.

I just want to first share what I appreciate about the proposed project:
- I appreciate the streetwall that this project would create, an obvious improvement to what is presently occupying the space. This design would also remove one of the driveways to the property which would hopefully improve the pedestrian experience and slightly improve the cycling experience, removing a conflict point. Having businesses that continue along that portion of Belmont will be a welcome addition.
- I appreciate the connection to the Iron Horse Trail that this project would create, hopefully crossing Belmont Lane safely using a raised sidewalk or other trail crossing markings. The trail access point to Belmont Ave spills out into a laneway and then a parking lot with no safe pedestrian markings. Hopefully this project, and the building laneway appears to show this, can provide an improved and safe access point.
- More people: My family appreciate this neighbourhood and really love the walkability of Belmont village and believe that having more people around is a good thing.

A few things that concern me:
- After reading through the design brief I understand there are more details still to come, such as materials to use, the actual renders of the building, and even the intended market. However, the shear mass of the building is quite large and combined with the height of the building it feels like they are trying to cram as many units into the space as possible. The height combined with the mass creates a large shadow effect across one of the only parks in the entire area (according to the PARTS plan). They are asking for an additional floor that amounts to an additional 13 meters in height. Although I love the businesses along the street wall, and the trail connection, I would appreciate seeing more community benefits to justify going so far above the planned zoning for the site.

Overall, I am interested to see how this project develops and look forward to further emails from you.

Thank you for your time.

On Wed, Dec 23, 2020 at 1:37 PM Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca> wrote:

Dear Resident:

Thank you for participating in the virtual neighbourhood information meeting (NIM) for the 660 Belmont Application for Official Plan and Zoning By-law Amendments held on Thursday December 17th, 2020.

Here are the follow-up items from the meeting:

- Studies submitted with this application, as well as the video presentation from the applicant can be retrieved through this link.
- The City's website has been updated to include the presentation material from the meeting for your reference. Please note that this does not include a recording of the meeting, which was the original intention, as staff was not able to resolve the logistics regarding privacy procedures prior to hosting the meeting.
- Please share your comments and additional questions on the application by emailing me or calling me by January 11, 2021.
- Please share your general feedback on this meeting through this survey

After January 11th:

- I will prepare a summary of What We've Heard and forward it to you
- I will also include the answers to the questions raised at the NIM, as we were not able to answer all questions during the allotted time.

This was not your last opportunity to participate or provide me with comments. Staff will evaluate the feedback received to date and, in consultation with Councilor Johnston, will determine the next steps for engagement.

You are always welcome to call me at the number below if you wish to chat. I look forward to hearing from you soon. In the meantime, I would like to take this time to thank you once again for your interest in this file and wish you and your family Happy Holidays and a healthy and prosperous New Year in 2021!

Sincerely,

Juliane

Juliane von Westerholt , Senior Planner| Planning Division | City of Kitchener
519-741-2200 x 7157 | TTY 1-866-969-9994 | juliane.vonwesterholt@kitchener.ca

Garett Stevenson

From:
Sent: Friday, August 21, 2020 10:11 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Zoning By-law Amendment ZBA20/012/B/JVW Official plan Amendment OPA20/004/B/JVW

Follow Up Flag: Follow up
Flag Status: Flagged

This is the owner of commercial property 651-653 Belmont Ave. w. Kitchener I am in support of the Amendment

Sent from my iPhone

Garett Stevenson

From:
Sent: Thursday, September 17, 2020 6:34 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Proposed Zoning Change to allow 49 Meter high building structure.

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Juliane:

I was referred to you by the neighbourhood association re the above.

I am a resident who lives on Dunbar Rd just south of Glasgow St. I find the prospect of a 160 ft high building in the Belmont Village area totally incompatible with the neighbourhood. The character and grace of the community will be marred by this gargantuan structure. I view the Belmont Village broad streets and low rise commercial area as an important part of Kitchener's heritage and should be protected. There should not be any zoning variance given for this type of development.

Garett Stevenson

From:
Sent: Thursday, October 21, 2021 9:31 AM
To: Garett Stevenson
Cc: Margaret Johnston; Mayor; Debby Reeve
Subject: [EXTERNAL] 660 Belmont Proposed Development

Hello Garett:

My wife and I, live on Dunbar Rd, and have been part of the larger and smaller group meetings about the proposed 660 Belmont Development.

We are not opposed to developments in Belmont village where the scale and design are compatible with the Belmont Village environment.

Belmont Village is a low rise, open, inviting, people friendly environment that is unique. Its existence was one of the reasons we moved to live nearby. No building dominates others.

The proposal to develop 660 Belmont is inconsistent with the nature of the Village.

To us the development is trying to impose a scale of development into an area where existing planning and zoning needs to be changed just to make the project viable. As a result the unique character of the Village is in danger of being lost.

Significant shadow will be cast on Avondale, Earl, Belmont, the Iron Horse trail, and streets to the east of the development. The quality of life for residents living in the shadow is significantly impacted.

I know traffic studies have been done but residents such as us have experienced pre pandemic traffic backups on Glasgow Street stretching from Westmount to Park Street at times. This will only make things much worse.

The fact that the development does not meet current standards for parking spaces will likely result in vehicle parking lining narrow adjacent residential streets.

We know the Zehr Group and other developers have bought up the whole east side of Belmont Village as well as portions of the west side. We see approval of this development as proposed opens the door for large, similar developments in the rest of Belmont Village.

This will totally destroy the "Village in the city" which is a "one of a kind" in the region.

In summary, this development is incompatible with the nature of the Village. A more modest development of 8 storeys, 25 meters in height would be more appropriate.

We hope the Kitchener Council listens to local residents and limits the scale of this development.

Thank you,

Garett Stevenson

From:
Sent: Monday, September 7, 2020 10:13 AM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 660 Belmont LP Inc.

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Ms. von Westerhout,

Writing in response to the request for input on 660 Belmont LP Inc.

I am not in favour of this application to change the zoning by-law for the following reasons:
1. There are no plans, drawings,etc. available to see what the developer has in mind 2. No mention of any traffic studies or environmental impact for any development of this sort - also the traffic study needs to be done during non-pandemic time period to get an accurate measure 3. This is currently zoned for an eight storey mixed use development and there should not be a need to change that as that is keeping more in line with what is currently in the Belmont Village area - none of the other buildings are over three stories in height (there are structures further down Belmont that are more than eight stories but they are not part of the Village area) 4. This notice was sent out with a very short period for responses given that there wasn't documentation available and it was during summer vacation time for many people so they may not have had time to review and reply. As well, this had a very limited audience (primarily one side of Earl Street and Rock Ave.) and should have been sent to more residents in the area as this development will impact a large part of Westmount 5. There are already issues with parking on the side streets as there is insufficient parking for Village clientele. As parking will most likely be limited for the new development, visitors and other overflow parking will move to the residential side streets, impacting traffic flow and causing congestion in the residential neighbourhood.

6. Belmont Village is a quaint, historical area in Kitchener. The quaintness of the village needs to be kept. However, with an unseen thirteen story development, if this is allowed to go through it will open the doors to ruining the village environment.

Looking forward to receiving further information on this development.
Sent from my iPhone

Garett Stevenson

From:
Sent: Tuesday, August 18, 2020 2:34 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 660 Belmont LP Zoning ammendment.

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane,

First thank you so much for your message on the building project and the proposed zoning change!

After reviewing the information you provided my primary question is whether this project contains any affordable housing or initiatives towards affordable units?

I could likely support the zoning amendment for 13 vs 8 stories of the building if a decent percentage of the units are destined for affordable housing. I could imagine the community getting behind this if there was documentation indicating the intended mix of affordable and standard units.

If this project is purely private, I can not support another expanded condo like project, with unaffordable units. In that case they should obey the existing bylaw. Creating another extra tall unaffordable building of this nature brings no value to the community. Only profit to the private owner.

Thanks for any info you can provide on my above concerns.

Lastly, I noted you cc'd the ward 8 councillor in your message, but I believe the proposed building and my address are in ward 9.

100 Gildner Street
Kitchener
N2G2H5

Garett Stevenson

From:
Sent: Friday, October 16, 2020 6:16 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 660 Belmont Avenue (OP amendment OPA20/004/B/JVW and Zoning BY-Lay amendment ZBA20/012/B/JVW)

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. von Westerholt
I am the property owner at 665 Belmont Ave W in the Belmont Village.
I wish to submit my comments about the proposed land use amendment above.
My concerns about the proposed amendment include the potential drastic and adverse alteration of the atmosphere in the Belmont Village for residents, business owners and retailers. Th tallest building in the Village is 3-storey. The current MU-2 zoning allowing 8 storey is more than sufficient already for further development, allowing for a 13 storey may create issue with insufficient/inadequate parking within the Belmont Village for patrons and retailers. maxThe 163 residential units may encourage more illegal parking (longer than 2 hours) which is already a problem in this area. I believe the current land use is adequate. I trust City Councillors will take this into consideration.

I would also like to request to be included in any future communications/decisions of the city concerning this proposed OP amendment.
Thank you very much.

Best personal regards,

Notice of Confidentiality:
The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review re-transmission dissemination or other use of or taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you received this in error please contact the sender immediately by return electronic transmission and then immediately delete this transmission including all attachments without copying distributing or disclosing same.

Garett Stevenson

From:
Sent: Sunday, September 6, 2020 10:49 PM
To: Juliane vonWesterholt
Cc: Margaret Johnston
Subject: [EXTERNAL] 660 Belmont Ave. W. proposed amendments

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. von Westerholt,

I am writing re: the proposed Zoning By-law Amendment and Official Plan Amendment for the property at 660 Belmont Ave. W.

My husband and I live a few blocks north of that site near Belmont and Union. While we are very much in favour of in-filling, 13 storeys/49m just seems too high for that block. The current Mixed Use designation permitting an 8-storey/25m structure seems far more appropriate.
Therefore, I would oppose the owner's request for an amendment.

Can you also tell me if any of the proposed residential units will be required by the city to be affordable housing? There is such a need for that in this community.

Please do add our address to your circulation list, so we can be alerted to further meetings or discussions. Thank you!

Sincerely.

774 Belmont Ave. W.
Kitchener, ON N2M 1P4

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https://urldefense.com/v3/__https://www.avast.com/antivirus__;!!E19_NBb0RQ!RmpZV9iiBm4p_YiZhfP6S2IN1uHWdQy3lV9tBqhp8cVjr3NcXm7dz0_M_MNvt1mAvTwsFxp07v3y5A$

Garett Stevenson

From:
Sent: Thursday, October 28, 2021 8:40 AM
To: Garett Stevenson
Cc: Margaret Johnston; Mayor
Subject: [EXTERNAL] 660 Belmont Ave. W. proposed amendments

Dear Mr. Stevenson,

I am writing re: the proposed Zoning By-law Amendment and Official Plan Amendment for the property at 660 Belmont Ave. W.

My husband and I live near the corner of Belmont and Union, just two blocks north of the 660 site. I have attended the various virtual information sessions, as well as a smaller, online discussion group. I've read the lengthy documents. In other words, I have listened, asked questions, and done my due diligence!

After all this, **my husband and I continue to oppose the owner's request for an amendment.** While we are very much in favour of in-filling, 49m just seems too high for that block. The potential change in the nature of Belmont Village, the shadows that such a building would cast, and the precedent this would set for the rest of the street are too important to ignore. The current designation in the Official Plan that permits a 25m structure seems far more appropriate. If that were to happen, I'd have no problem with the development.

We therefore request that this proposed by-law amendment *not* be approved.

Sincerely,

Virus-free. www.avast.com

Garett Stevenson

From:
Sent: Friday, September 11, 2020 11:01 AM
To: Juliane vonWesterholt
Cc: Irene McCormack
Subject: [EXTERNAL] 660 Belmont

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Juliane,
First we apologize for not sending this earlier but only recently upon returning from vacation, were made aware of this development by our neighbours who received correspondence from you.

As residents on Earl street we look directly at this property from our front porch. Our family has lived here for almost 40 years and are sad to see the Tire store leave. They are well respected in the community and were always receptive to input from the community. Needless to say most of our neighbours frequented their business. Their hours of operation and the physical architecture of the building they leased ensured minimal disruption on the street and maintained the height levels of surrounding businesses.

In regards to the proposed condo development , at 660 Belmont, we accept that the current mixed use designation permits an 8 storey structure of approximately 25 metres in height. We believe , however, given the historic nature of Belmont Village and the current height of the buildings along Belmont from Glasgow to Union, this is still overly high. In Toronto there has been a move to 6 storey condo buildings as they provide a more liveable space and a more attractive streetscape.
Recently several homes have sold in the area and upon purchasing these properties, both the real estate agents and the potential and ultimate purchasers of these properties, indicated that they were attracted to the "Belmont Village lifestyle." We assume the easy access of the shops, restaurants and small businesses along the Belmont strip is what they are referencing.
That has not prevented the purchasers from tearing down and rebuilding these properties, unfortunately, but others are renovating and updating these historic homes and regardless of their plans for their new properties, they still refer to the attractiveness and the "walk friendly" aspect of Belmont Village as a purchase motivator.
The streetscape of Belmont village is unique to the city and should be maintained. The commitment by the city to promote , invest in and feature this area of Kitchener and the surrounding Westmount neighbourhood , indicates to us how important it is to retain the charm and appearance of this heritage area.
We are very much aware of the demands for housing and the desire to infill wherever and whenever possible. We are certainly not members of the "Nimby" belief that only certain areas can be used to increase housing opportunities for our citizens. We are , however ,very much opposed to amending the land use designation and zoning of 660 Belmont to essentially double the height from 25 to 49 metres. If the developer has the right, under the present zoning, to build an 8 storey structure no higher than 25 metres, then that is the maximum that should be permitted. In such a case the desires for increased housing would be addressed and the character of Belmont Village would be minimally affected.
Finally, we would like to be kept informed of any new developments in regards to this property and welcome any further contact from yourself if you would like to discuss this in greater detail.

Sincerely,

33 Earl Street
Kitchener

Garett Stevenson

From:
Sent: Saturday, September 12, 2020 11:58 PM
To: Juliane vonWesterholt
Cc: Debbie Chapman; Margaret Johnston
Subject: [EXTERNAL] Zoning 660 Belmont Ave, Kitchener

Follow Up Flag: Follow up
Flag Status: Flagged

Hi
Contained are my thoughts on this zoning change. I find that I am a little annoyed with it and any positive motivation for this height change escapes me. I am mentally pre-occupied with the city declared "climate change emergency" at the moment and I see this as a contributor to it. I would think the city could do better and hope they closely reconsider what they are doing.

30 Gildner St
Kitchener, ON, N2G 2H3 519-576-8106
August 30, 2020
Juliane von Westerholt, Planning Division,
Kitchener City Hall,
6th Floor, 200 King Street West, Kitchener, ON N2G 4G7

Dear Ms Juliane von Westerholt,

I am very concerned about the zoning by-law amendment requested for 660 Belmont Avenue by 660 Belmont LP Inc. to allow a 13 storey (49 metres in height) building to be built at this site. The current zoning of Medium Intensity Mixed Use allowing an eight storey (25 metres in height) is there for a reason. That reason is to produce a certain type of cityscape in that area and to allow those who choose to locate there to decide on the location based on what they know it could possibly become in the future. When you destroy their (our) expectations you reduce the trust put in you by the electoral process leading to the political cynicism that is so rampant these days. I am opposed to this amendment.

I am very disappointed that the city would be considering allowing the exception to to the zoning by-law requested for 660 Belmont.
The type of high rise you would be acceding to, under pressure from the corporate builders (there is no other reason than money to change a delightful, pleasant, relaxed commercial/residential area) is a foot in the door for more of the same. That leads to the shadowy congested streets butting up to the sidewalks, with no useable green space, that Waterloo has allowed around the University. We moved from Westmount Road in Waterloo to this pleasant quiet area of Kitchener after the city opted to change it to a high traffic area from quiet residential.

I can't see why the city would do this other than tax revenue at the expense of the locals. The very lovely Iron Horse Trail would be shadowed in the afternoons and the wild grasses and trees replaced by manicured lawns. And then there is the accompanying increase in vehicular traffic on surrounding roads. And what about parking and exhaust fumes?

Also what percent of the living space is affordable housing? Is there any? Will that be substantially increased with the height exception? What sustainability features are being required? Is the building required to be energy neutral? Insulation? Solar panels? What about recycling and waste treatment? Are they zero impact and is that included in this

deal with the city? Does the building design have any redeeming architecturally significant features? Is it in any way attractive or just the same old rectangular box. Does it account for varying family sizes? Or one size fits all? How about Grey water recycling? Are there any positives?

Zoning laws are the citizens desires and a good builder will fit profitably into those rules. If he cannot then his project is not destined for that location and a suitable one should be found. The city and its planning department should be planning around the needs and desires of the residents and property owners in the area that is being affected, not the maximization of profit of some corporate elite.

Having seen the diagram of the proposed development, I can't believe you are serious! Really? Belmont is to become an urban jungle?

--
Sent from Gmail Mobile

Garett Stevenson

From:
Sent: Monday, September 7, 2020 2:17 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Belmont Dettmer site Zoning by-law input response

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Juliane von Westerholt,

In response to your request for input from local residents, I wish to comment on the proposed Official Plan amendment/ Proposed Zoning By-law amendment for a 13 storey building on the current Dettmer site on Belmont Ave, Kitchener.

While I have no objection to a planned mixed use residential/retail unit I wish to assert the following:

1. The unit should **not** be permitted to go beyond the current limit of 8 storeys.
Maintaining the current (and relatively recent) by-law of 8 storeys is important in retaining the character of Belmont Village:
    - As noted urban planners and theorists affirm, (see for eg Jane Jacobs, Edmund Bacon,Kevin Lynch) buildings higher than 8 storeys damage the relationship between the building and the ground level, (in fact it is actually greater than 4 storeys) thus creating a negative environment for people using the street.
    - The higher the building the greater the disconnect between people and street leading to an increased sense of pedestrian alienation.
    - It is essential that Belmont Ave retains its current village atmosphere, where pedestrians feel welcome. This in turn attracts people to the local shops and restaurants and sustains return visits, supporting local business.
2. A 13 storey building will also increase car traffic to the area which would further undermine the pedestrian environment.
    - Since the building is not near enough to the LRT tenants are unlikely to use it, thereby increasing the likelihood of additional traffic.
3. Intensification is important in preventing suburban sprawl, but larger and higher residential buildings should be placed on the LRT corridor (as the city originally planned).
4. The zoning amendment allowing a 13 storey tower would encourage other developers to make similar demands throughout the remainder of Belmont Village, which is also zoned for 8 storey medium-density.
5. The ground level retail units should be designated for independent business that will contribute to the variety and atmosphere of Belmont and meet the needs of the local residents.
6. The city must require the developers to integrate adequate and appropriate recreational space for adults and children as part of the surrounding ground as well as in the interior of the building. The area is severely underserved in terms of children's recreational spaces and the number of residents in the building will greatly amplify the need for such spaces.
7. The builders must insure all residential and commercial buildings against potential damage caused by the construction of the building itself. Shaking of the ground caused by drilling can severely damage foundations of nearby buildings, as happened to houses on Mary Street in Waterloo during the

construction of the Baur Lofts. We need to know how this will be managed and what compensation will be available to owners whose properties are damaged.

Garett Stevenson

From:
Sent: Monday, August 17, 2020 5:41 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Reject the 660 Belmont Application for Zoning By-Law Amendment

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Juliane,

I am emailing you regarding your letter to the residents of nearby 660 Belmont Avenue for the Zoning By-law amendment for the developing company.

As a concerned citizen, I hereby ask that the proposal be rejected in its current form for a 13 storey high building. Firstly, Belmont Village has been a historical neighborhood known throughout Ontario for its small businesses and unique storefronts. Such an enormous building will alter this historical avenue and make impossible its friendly and walkable features. A 13 storey high building will take away from the scenic walkable streets and avenues in-and-around 660 Belmont and cause big traffic and an eye sore for Belmont Village and surrounding neighbourhoods.

Secondly, a 163 residential unit is a massive project which will likely takes years to build and cause disruptions for many years for the residents and business around - including our neighbourhood. One could understand if this was a 20 or 30 unit low-rise project, but a project of 163 units is massive and goes strictly against the values, structures and aesthetics of the Belmont Village neighbourhood and residential buildings. Therefore, this proposed zoning should be rejected by City Council given its altering and disruptive feature including a massive building which goes against the Belmont Village culture and neighbourhood.

Thirdly, given the current realities of Covid-19, citizens and people are moving away from the apartment/condo living standards and looking for more space and neighborhood friendly places to live. We can see the exodus of people from condos and apartments as we speak. In addition, Kitchener-Waterloo has already an abundance of such large apartment buildings and condos, which frankly, are sitting empty. You just need to walk down King Street and see all the "for-rent" signs especially in the student friendly neighbourhoods. This is alarming given that Waterloo Region may not see over 50,000 students and international students ever return to the area, resulting in a massive disruption to the local housing and apartment markets. There is no reason why City Council should approve such a building in this neighbourhood given the realities and effects of Covid-19 as stated above.

We hope that the City Council will look into these neighbourhood issues and take into consideration the concerns of its residents.

Regards,

142 Wood St., Kitchener

Garett Stevenson

From:
Sent: Thursday, January 21, 2021 9:25 AM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 660 Belmont Ave proposal

Dear Juliane,

I just wanted to write a quick note about the proposed 13 storey building at 660 Belmont Ave in Kitchener.

My family and I live in the Belmont Village area, just north of Union. In general, we support more housing in Belmont Village and the development of the site. It's a great area in the city, and we hope it continues to grow! My feeling however, is that the city should require the developer to build within the existing zoning regulations (i.e., an 8 storey building). The zoning map was just redrawn, and city planners felt that 8 storeys was appropriate in that location.

I can understand an exception in unusual circumstances where the proposed development is truly unique or has some unusual features that would benefit the neighborhood and would not be possible at a smaller scale. But that is not the case here -- it is just a typical condo/apartment building.

Thanks for your efforts in planning for the city!

Best Regards,

Garett Stevenson

From:
Sent: Wednesday, December 30, 2020 3:42 PM
To: Juliane vonWesterholt
Cc: Margaret Johnston
Subject: [EXTERNAL] feedback - 660 Belmont Ave. development

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Juliane
. thank you for organizing the Dec.17th community meeting concerning the 660 Belmont Ave site development proposal
. I thought the meeting was well structured, flowed well and was very informative...
. we live in a home on Dunbar rd. and travel to/ through Belmont village by foot (mostly)/ auto 3-4 days a week all year round for over 30 years....we know the vibe/ feel of the street and how it has changed and evolved over the years
. we also realize that it can be and will be intensified under existing city by-laws and new provincial legislation and support that
. the Zehr development seemed reasonable to us and although it is higher than we would like to see were pleased to see the attempt to reduce the actual building footprint to allow for and encourage pedestrian activities and destination/ place making
. **our one major request is that the City of Kitchener develops an overall future plan or special guidelines for Belmont Village**
. most neighbourhood residents are aware that developers have already been assembling properties on both sides of that street
. there is a chance to retain some of the village destination ambience and welcoming feel that this area has but the City should guide this....developers will not have the same approach ...they have an inherent conflict of interest
. most neighbours we talk to have an uncomfortable feeling that unless the City steps in, the East side of Belmont may eventually be a solid wall of 13-15 story luxury condos and the other side could be lined with 4-6 story mid rises (after successful granting variances of By- Law height exemptions)...and there you go.....2 blocks of solid building frontage rising up
. staffing and budgets are tight at the City and you are working hard....but here is a great opportunity for City planners to create a focal area for pedestrians / active transportation/ mini park(s)/ meeting areas/ destinations for street festivals/ a fountain or water feature/ street trees/several new access points to the Iron Horse Trail - to name a few of the exciting possibilities to choose from.
- the City of Kitchener could be a leader in Urban Design Guidelines for areas such as Belmont Village...
- there can only be one time for such a plan and the time is NOW
- I'm sure the citizens would support you in this

Sincerely,

Garett Stevenson

From:
Sent: Sunday, September 6, 2020 10:23 AM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Re 660 Belmont LP Zoning By-Law Ammendments

Follow Up Flag: Follow up
Flag Status: Flagged

RE: 660 Belmont LP Zoning By-Law Amendment and Official Plan Amendment.

Hello,

I know there will be further discussion regarding the proposed building on Belmont so I will keep my comments brief. We have lived on Wood Street for 17 years.

We are opposed to the amendments proposed by 660 Belmont LP to build a 13 storey building.

It is fully understood that the current zoning allows for an 8 storey structure - even this size of bulding in Belmont Village seems obuse and out of place.

I encourage the City Council to refuse the application for the current amendments and keep the building to 8 storeys.

Increased vehicle traffic, degrading of "Belmont Village" (one doesn't think of villages having 13 storey buildings) are just a few concerns. Even allowing 8 storeys changes the feel of the neighbourhoods around Belmont Village. People choose to live in this area because of way the "Village" make surrounding streets feel like a smaller community within the larger city.

Thanks for considering my input.

Paul Koop

135 Wood St.

Garett Stevenson

From:
Sent: Tuesday, February 2, 2021 8:04 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Fwd: Concerns over 660 Belmont Ave proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,
I was just made aware of the proposed 660 Belmont Ave developent through the Cherry Park Neighbourhood Association. I wanted to raise a few concerns as someone who lives within walking distance from the proposed development. I live on Gage Ave, and Belmont Village is a wonderful asset to our neighbourhood. I support mixed-use buildings that increase the density of the neighbourhood, however I am concerned that this application does not provide sufficient affordable units or accessible units, and that too proposed for 13 stories in an area zoned for 8 stories.

I have read that the proposed building does not include affordable units under the City's benchmark. I strongly support encouraging mixed housing that includes affordable units as well as accessible units for persons who need physical accommodation (including barrier-free parking). These are important to ensure our city is a welcoming place for all walks of life. Is there a mechanism to require the developer to include more accessible and affordable units? I am also concerned that increased traffic on Belmont Avenue in that area would increase hazards for pedestrians crossing Belmont Avenue (especially elementary students walking towards St. John's school), and I would appreciate knowing what plans may be made for pedestrian safety.

All the best,

Garett Stevenson

From:
Sent: Tuesday, February 16, 2021 6:21 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Concerns about the proposed building at 660 Belmont St. Kitchener

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Juliane,

I'd like to voice my opposition to the proposed building at 660 Belmont St. In Kitchener.
My family and I have lived in the Belmont Village community for nearly 30 years and I am very concerned and disappointed that the city of Kitchener has approved the building of an apartment complex at 660 Belmont St. I believe it will negatively impact the charm and beauty of Belmont Village. The beauty of Belmont Village is the small shops and businesses that line it. Building a large apartment complex will destroy that charm and open the whole village to increased traffic and stress on the community. Not only that but the aesthetic charm of the village will be destroyed by a new large building that will not fit in with the established design of Belmont Village.

On a much more personal note, our house at 31 Earl St. faces Rock Ave directly and therefore also 660 Belmont. An apartment building there will significantly affect our view of sunrise, moonrise and the skyline and trees that line the Iron Horse Trail. What this will mean for us is that all we will see is a large structure instead and the subsequent unnatural light pollution as well. I am so upset that we are faced with this possible change to our view of our Neighbourhood now and the future negative affect of the value of our home due to this apartment towering over us.
I am requesting that you take our concerns into consideration when approving this building and especially the request to make it even higher!
Thank you for considering my concerns as you prepare your report on this building proposal for Kitchener city Council.
Sincerely,

31 Earl St. Kitchener

Sent from my iPhone

Garett Stevenson

From:
Sent: Saturday, February 20, 2021 12:17 AM
To: Joanne McCallum; Juliane vonWesterholt
Cc:
Subject: [EXTERNAL] meetings concerning 660 Belmont Avenue West

Dear Ms McCallum and Ms von Westerholt,

We would like to attend the scheduled Feb 25 Zoom meeting.

We live at 725 Avondale Avenue, Kitchener -- 2 blocks from Belmont Village and the Iron Horse Trail. Both these entities are dear to us. One of the reasons we moved to the Westmount neighbourhood 15 years ago was access to these two community gems.

We see absolutely no reason why the proposed development on the Dettmer site (660 Belmont Avenue West) should be allowed to go ahead, bypassing the Official Plan, land use designation, and zoning, and setting a bad precedent for other such "developments".

In addition, we see no rationale for the city to be selling Belmont Lane to the developer and for the developer to be tearing down trees along the Iron Horse Trail. We in KW need much more greenery, not less!

Incidentally, we never received the letter of August 7 referred to in your letter of invitation to the Feb 25th meeting. Nor did we receive from you the invitation itself. We only learned of the Feb 25th meeting from a neighbour.

Thank you for your consideration,

Sincerely,

Garett Stevenson

From: Margaret Johnston
Sent: Monday, March 1, 2021 8:30 AM
To: Garett Stevenson
Cc:
Subject: Re: [EXTERNAL] Re: Re: Please oppose the proposed Dettmer-site development in Belmont Village

Hello Garett,

This email will serve as an introduction to who live on Avondale Ave.

They have outlined below some thoughts and concerns that they have regarding the proposed 660 Belmont Ave. development.

I will leave you to connect further. Rafael may contact you further directly regarding the smaller group meetings.

Thanks All!

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca



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==========

Hi Margaret,

We just sat through the Zoom meeting on Zehr Group's request for a variance. We don't know what you thought, but we got the distinct impression that the project is already a done deal in the Planners' minds. Their purpose was not dialog, but only to hype the project to us -- with the help of an hour of free advertising-time given over to the developers' PR people. Frankly we are quite depressed about how things are proceeding.

If the Planners were honest they would say something like this:

"There's a conflict between the city's intensification plans and the need to preserve the character of Belmont Village. We are trying to resolve it as best we can, and we are anxious for community input". If they had said this, it could be the basis for a fruitful conversation. (Or perhaps they should have said: "These developers have a lot of clout and we need to balance their need for profit against the future of Belmont Village." Or is this too cynical of a suggestion?)

As far as the developers' presentation goes, it can't be called anything but insulting and patronizing. They want to do us the favour of removing the poisonous foreign-immigrants from along the Iron Horse Trail (i.e. the trees)! They are making the building taller in order to be nice to us; otherwise they would have to fill up every square metre of horizontal space on the site! Then they tried to distract us into reinterpreting height limits as limits on the number of stories...

Did you see in the Q&A box, how one person summarized the Zehr Group presentation: "Belmont village is a dump and we are going to make it beautiful for your benefit"

For our part, we are not opposed to a new building on that site, if more residential units are needed. Something of 4 or maybe even 5 stories might make sense, while preserving the character of Belmont Village and minimizing the impact on the surroundings. But it's clearer than ever that that is not the intention of these developers!

Warm regards,

==========

> Hello
>
> My apologies for just getting back to you now. I have
> received many emails regarding the proposed 660 Belmont Ave
> development and I am working to catch up.
>
> Thanks for sharing your follow up thoughts with me. I wanted
> to let you know that there truly are no decisions made
> regarding this development, the only time a decision will be
> made is when it comes to Council for Council to vote on
> it. There is no date set for that and there are many steps in
> between.
>
> At the beginning of the meeting there was an apology from our
> new Director of Planning, Rosa Bustamante. She has assigned a
> new Senior Planner, Garett Stevenson to work with residents

> answering questions regarding this proposal and he will be
> initiating some small groups to answer questions as well. I
> am very happy to see this happen as the residents' voices
> need to be heard.
>
> Garett's email address is garett.stevenson@kitchener.ca if
> you wanted to follow up with him directly with your questions
> and concerns, or I can forward your notes to him. If you are
> interested in attending a small group session you could let
> him know that as well.
>
> Again, I appreciate hearing your thoughts.
>
> Kind Regards,
>
> Margaret
>
> Margaret Johnston
>
> Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
> 519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca
>

Garett Stevenson

From: Juliane vonWesterholt
Sent: Wednesday, February 17, 2021 1:48 PM
To: Joanne McCallum
Subject: FW: [EXTERNAL] Belmont Village official plan

From: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Sent: Tuesday, February 16, 2021 11:59 AM
To:
Cc: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: Re: [EXTERNAL] Belmont Village official plan

Hello

Thank you so much for taking the time to write and express your thoughts and concerns with regards to the proposed development at 660 Belmont Ave. I too live in the neighbourhood right behind Westmount School and I am a frequent visitor and love our Belmont Village.

I have copied in Juliane von Westerholt who is the Senior Planner from the City of Kitchener on this proposal. Juliane will be preparing and bringing forward to Council the Staff recommendation on the proposal. She is collecting feedback from residents which will play a part in her recommendation.

I am glad that you have sent in your request to join the meeting on the 25th of February as it is important that all who are interested receive the information and have the opportunity to answer questions.

In addition, you can be in direct contact with Juliane and please copy me in as well as I like to be kept in the loop.

Thanks again for your interest and engagement!

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca

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From:
Sent: Sunday, February 14, 2021 1:16 PM
To: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] Belmont Village official plan

Hello Ms. Johnston,

I have lived at 175 Union Blvd in Kitchener for the past 26 years. Belmont Village has always been an area that my wife and I have frequented for many reasons.

I understand that there is a new development proposed at 660 Belmont Avenue West. I would like to become better informed about what the City of Kitchener's official plan is for Belmont Village from Union Blvd to Glasgow St.

Can you please help me by providing the contact information of the person who would be able to help me with this. I have sent an email to Joanne McCallum at the City of Kitchener asking to be included in emails and Zoom meetings regarding Belmont Village but there may be someone else who could provide the specific details.

While I'm not opposed to intensification I feel that Belmont Village is a unique area in the city of Kitchener with regard to ambiance and commercial activity. The developments in downtown Kitchener have by and large been what would be expected in a downtown core of a medium sized city that is growing.

The city council has made good forward thinking decisions in the past. The U of W school of pharmacy and WLU school of social work along with the Innovation District are all fine examples. As well, King St E. is looking very promising.

Belmont Village does not have the characteristics of a downtown core. It is actually the antithesis of a downtown core. It would be a shame to sacrifice the character of Belmont Village by making short term and poor development decisions.

I am not so naive as to think that any development will be rejected by council since intensification is a government mandate. However, I would expect city council to think long and hard about what kind of development they approve for Belmont Village. In situations like this you only get one chance to make the right decision. 660 Belmont Ave is not the only piece of land that is earmarked for development in Belmont Village. The parcel between Union Blvd and Hoegler's pharmacy will likely be redeveloped as well. If much care and consideration in development approval is not applied to the sensitivity of the Belmont Village the character of the Village could be changed for ever.

You are no doubt aware of some examples of poor decisions in development approval over the years in Kitchener, such as the old city hall/Eatons/market complex and the King Centre to name two.

I feel that the City of Waterloo council has done a very poor job in their approval process for large highrise buildings. It shows in what they have approved. I often walk in uptown Waterloo and King St. North and I never cease to be amazed at how they have squandered so many opportunities.

I appreciate the opportunity to provide my input in this letter and I look forward to receiving the contact information that I requested.

Best regards,

Garett Stevenson

From:
Sent: Tuesday, March 9, 2021 11:48 AM
To: Garett Stevenson
Cc: Margaret Johnston; Juliane vonWesterholt
Subject: [EXTERNAL] Re: 660 Belmont Avenue West - Small Group Meetings

Hello Garett,

I have a few concerns about this project.

The primary one has to do with the height of the proposed building. If I understand it correctly, the Official plan allows for a building of 8 stories and 25 metres in height. If the building is classified as "mixed use", this can change to 12 stories and 37.5 metres without an amendment to the official plan. The proposed building is 13 stories and 49 metres. I feel that the application to go from 37.5 metres to 49 metres should be rejected by council.

The official plan allows a building of 25 meters. If the building has mixed use, the building can be 37.5 meters (an increase of 12.5 meters or a 50% increase of height from the allowed height in the official plan). By allowing a building of 49 meters to be approved there will be an increase of 24 meters from the official plan (which is an increase of 96%). I view this as an extreme example of incrementalism that will establish a poor precedent for future development along Belmont Ave.

If this amendment is approved, I see no reason why other developers will not see this as a precedent and make similar or even more aggressive applications in the future. We will then see the adage of "give them an inch and they'll take a mile" being commonplace.

I also feel that the City of Kitchener should develop a master plan for Belmont Village. Belmont Village is marketed and promoted as a "village" by the area's BIA. There is no question that Belmont Village has evolved over the years, going from being anchored by three service stations/garages along with a Beer store and Zehrs grocery store to a rather quaint mix of owner operated retail stores and restaurants and other commercial businesses. This type of commerce is unique and has been successful both for the business owners and patrons. It is very rare to see a business site vacant for very long. The same can,not be said for other commercial retail areas in Kitchener or Waterloo (ie. the Shops at Waterloo Square, Bauer Lofts or downtown Kitchener and Uptown Waterloo). New development is expensive and in order to make a profit the landlords need to charge higher rents which then trickle down to the more local, established and independent business owners. This is what has happened on King Street in Uptown Waterloo .

Lastly, there is the concept of design and architecture, which I admit is subjective. When I listened to the representatives of the planners and architects of this project on the last Zoom meeting call, it seemed clear to me that they expressed the opinion that Belmont Village consisted of a number architecturally insignificant buildings and what they were proposing to build would be such an improvement that one might be of the impression that they were "saving" the village. I feel in fact that the proposed condo does not add anything of architectural significance or style to the area. It is really no different to what we have become accustomed to in the new builds in Kitchener or Waterloo.

This thought process of improving The Village and Iron Horse trail even extended to the fact that the trees that are to be removed are of non native species and therefore the birds and bees and other natural beings would benefit by these being replaced by more appropriate trees and vegetation. I believe that this site will be completely clear cut of any trees to facilitate the construction and then these trees will be replaced by saplings which will take 10-20 years to mature. Artist renderings, such as the ones used in the presentation, do not accurately reflect reality.

I am not against development and intensification. I know that it is mandated by the province and it makes good sense on many levels, however, I do not feel that the only way to intensify is by building large towers. It just happens to be the easiest way. I feel that there is no reason why the City councillors and planners can't take time and make decisions that will ensure that our city and region becomes known for being a leader in thoughtful human scale intensification. There are many examples of this and I know that as planners you study and research them. The ones that I have experienced such as Cook St. Village in Victoria, Wortley Village in London and Hess Street Village in Hamilton have created successful and enviable environments . Why not give it a try here?

I would be able to attend Session 3, March 16/21 - 6:30 p.m. - 7:30 p.m.;/ Session 6, March 18/21- 12:30 p.m. - 1:30 p.m./ Session 7, March 18/21 - 2:00 p.m.-3:00 p.m.; Session 8, March 18/21 -6:30 p.m. - 7:30 p.m.

Please advise me of which one works best for you.

Regards,

On Wed, Mar 3, 2021 at 3:21 PM Garett Stevenson <Garett.Stevenson@kitchener.ca> wrote:

Hello,

As mentioned during the Neighbourhood Information Meeting last Thursday, I am going to be facilitating small group discussions regarding the development applications for 660 Belmont Avenue West.

We acknowledge that the large scale digital meetings clearly have had some unintended consequences that we want to opportunity to address. While large scale meetings like the two already held in December and last week are efficient in sharing information, we know they need to be supplemented with opportunities for two way dialogue between City staff and yourselves.

I am reaching out today to invite you to RSVP for one of the small group sessions. I kindly ask that you identify your top 3 preferred timeslots. These meetings will have a maximum attendance of 15 people each to ensure that everyone will have an opportunity to speak and share their perspectives and ask questions. Additional meetings may be scheduled to accommodate everyone's availability if the 10 scheduled sessions below fill up, or if you cannot attend at these times.

To register, I kindly ask that you respond to me by email with the following information:

1. **Please select up to three sessions that you are available to attend.**

Session	Date	Time
Session 1	March 16	1:00pm - 2:00pm
Session 2	March 16	2:30pm - 3:30pm
Session 3	March 16	6:30pm - 7:30pm
Session 4	March 17	9:30am - 10:30am
Session 5	March 17	12:00pm - 1:00pm
Session 6	March 18	12:30pm - 1:30pm

Session 7	March 18	2:00pm - 3:00pm
Session 8	March 18	6:30pm - 7:30pm
Session 9	March 19	8:00am - 9:00am
Session 10	March 19	3:30pm – 4:30pm

2. Please identify the main topics you would like to discuss during the meeting.

3. Please confirm how many people will be attending with you.

I commit to:

- Confirm which session you have been scheduled for within 3 business days of receiving your request.
- Provide the Zoom link for your session the day before it is scheduled.
- Prepare a consultation report within 3 weeks of the last small group discussion that will include a summary of our discussions, as well as answers to the questions from the Q&A chat function during the two meetings.

I look forward to virtually meeting with you all in a few weeks. In the meantime, the City's consultation website has been updated with additional information from our meeting last week. For more information, please see www.kitchener.ca/planningapplications.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

Garett Stevenson

From:
Sent: Wednesday, August 19, 2020 9:36 AM
To: Juliane vonWesterholt
Cc: Mayor; Margaret Johnston
Subject: [EXTERNAL] 660 Belmont Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Juliane,

I am a resident on Belmont Avenue in Kitchener. I am reviewing the proposal for 660 Belmont.

In my opinion, this Belmont Village area needs a long term vision for future development. The area has potential, in fact it already has many attributes that are pedestrian-friendly and has become a city "destination". It has the potential to be so much more.

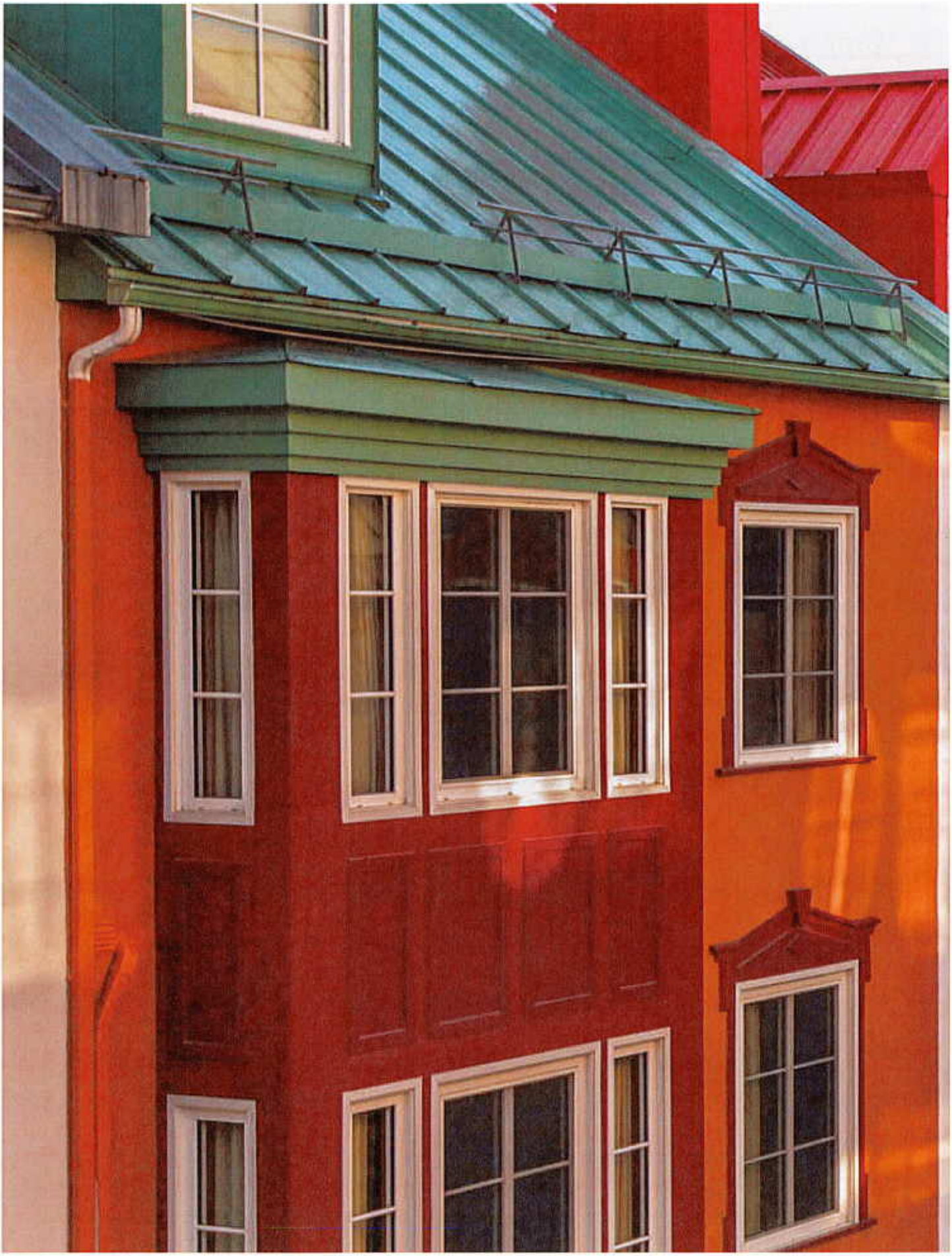
A planned pedestrian-scaled area combining retail and residential on both sides of the street should be the goal. Think the newly constructed " villages" in Mt. Tremblant or Collingwood. A pleasant variety of trees, storefronts, turrets etc. mimicking a quaint European village.

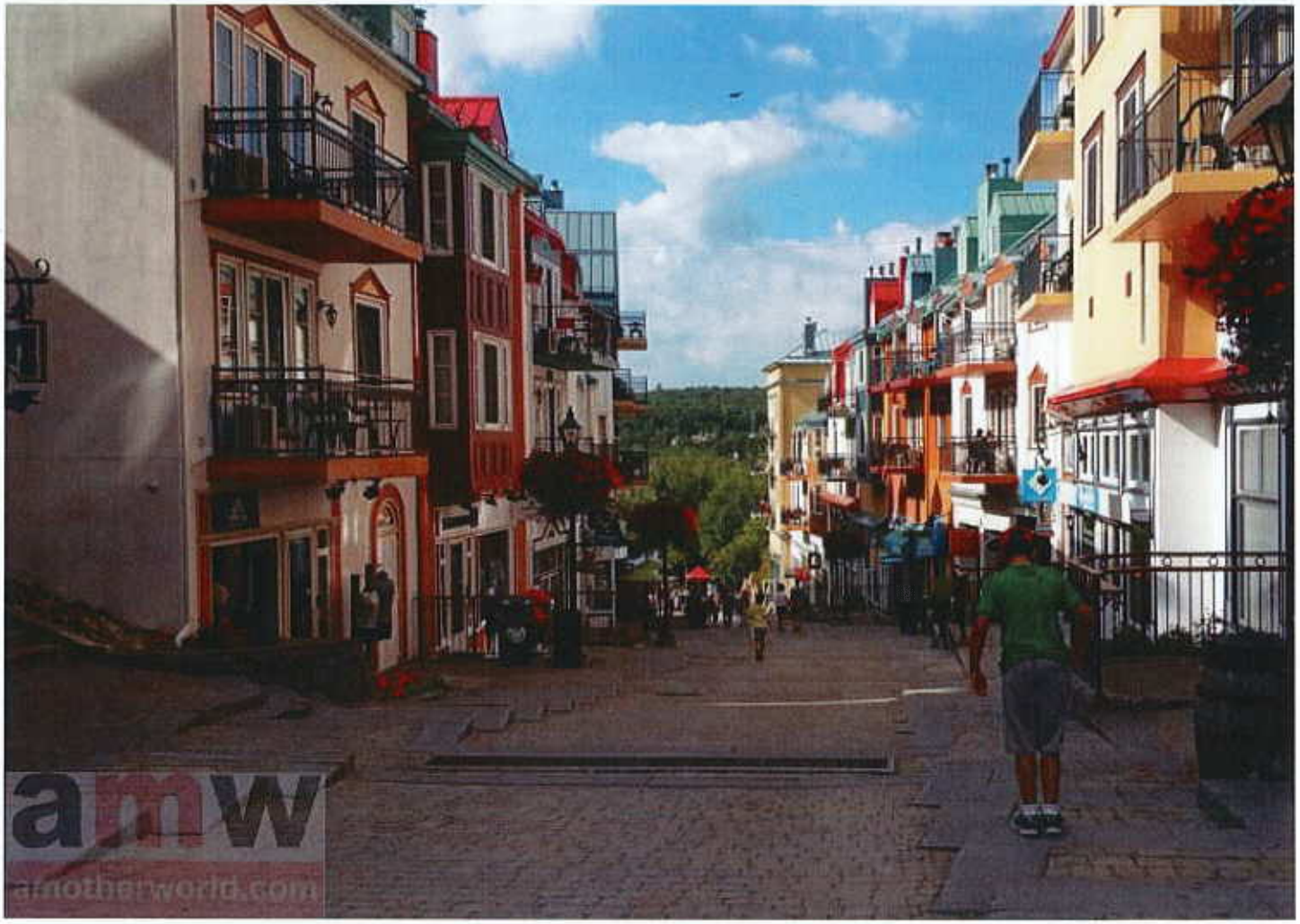
This entire physical Belmont Village could be sold to one large developer able to fund one vision that encompasses both sides of the street and make it a true destination for strolling, dining and shopping.

Certainly a 13 storey condo tower does not fit this vision. There are many large towers further along Belmont Avenue West. Let's keep the Belmont block" intact " for retail low rise development with one architectural vision.

The area was renamed "Belmont Village" for a reason. Let's keep it a village feel.

Regards,

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anotherworld.com

Garett Stevenson

From:
Sent: Wednesday, October 20, 2021 8:35 AM
To: Garett Stevenson
Subject: [EXTERNAL] 660 Belmont Proposal

Mr. Stevenson,

I would like to express my opinion on the proposed development for 660 Belmont Avenue.

Let me first say I am not opposed to Belmont Village being improved .

My position is that we require a long-term planning vision for the Village and that individual proposals, of which 660 Belmont will not be the last, will merely end up making Belmont Village a condo ghetto. Thereby destroying the mix and pedestrian vibe of the existing site.

Can the Kitchener City Council and the planning commission, propose submissions of planning proposals for the entire site from Glasgow Street to Union Street, both sides of the street.

It is my understanding that several developers may have already purchased existing buildings in The Village and are closely watching the 660 Belmont Proposal to action plan their "next steps".

Let's get a long-term extensive plan for the Belmont Village , on both sides of Belmont Avenue and work towards completing a vision that is in the best interests of residents, existing tenants of the village and developers.

Regards,

Sent from my iPad

Garett Stevenson

From:
Sent: Wednesday, February 24, 2021 5:24 PM
To: undisclosed.for.privacy@edwardjones.com
Subject: [EXTERNAL] RE: NIM # 2 for 660 Belmont

Follow Up Flag: Follow up
Flag Status: Flagged

Juliane
Thank-you for your continued updates and keeping us in the loop. I was unable to attend the last NIM meeting regarding 660 Belmont, but do want to communicate the Belmont Village's BIA thoughts on the project. I do plan to attend the virtual meeting on the 25th.
We feel that intensification and development of the "city core" is inevitable and necessary for growth of Kitchener and by extension the village. Our goal is to maintain the village's unique charm/character and increase the pedestrian friendliness and beautification of the village. We are pleased that 660 is being developed by the Zehr Group who we believe has a similar vision for the village and is reflective in their development plans. Don Zehr and the Zehr family have been involved in the village for years and have championed initiatives and contributed financially through sponsorship of events (IE Bestival). Zehr Group contributed significantly to the planning and financing of the Village Communal Patio that was so successful last year and is committed to help make it even better this year.
The BIA would prefer to work with a developer such as Zehr Group that has and continues to work in concert with the BIA. Zehr Group has a long history and intimate understanding of what the village brings to the surrounding neighborhoods and the City of Kitchener. So although change can be unsettling, we believe it is inevitable and we want to embrace it with a partner such as Zehr Group that shares our long-term vision of Belmont Village.
Sincerely

From:
Sent: Thursday, February 4, 2021 4:38 PM
To:
Cc:
Subject: NIM # 2 for 660 Belmont

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Councilors Johnston and Chapman,
Attached for your information is the notice that was sent in the mail today to residents within 120m for the Second NIM for 660 Belmont to be held on February 25th,2021.
Everyone that had expressed an interest in further notifications on this file was emailed the notice as well.
Instructions are provided in the notice about an RSVP.
Thank you and have a pleasant evening. If you have any questions do not hesitate to email or call me.
Sincerely,
Juliane

Juliane vonWesterholt, MCIP, RPP
Senior Planner
519-741-2200 X7157

Garett Stevenson

From: Barry Cronkite
Sent: Thursday, March 4, 2021 4:55 PM
To: Margaret Johnston;
Cc: Debbie Chapman; Garett Stevenson
Subject: RE: [EXTERNAL] Six Sixty Belmont - Parking needs to be sorted

Hi

3 hour parking time limits are not new, but rather are a general provision within the City's Traffic and Parking control by-law. For reference, there are a series of unsigned parking by-laws that do apply to all streets in Kitchener and can be found at the following link:
https://www.kitchener.ca/en/bylaws-and-enforcement/parking-bylaws.aspx

I should note that while there is a 3 hour regulation throughout the City, it is typically only enforced on a complaint basis and should not impact Earl Street residents or their visitors.

As I explained through comment at the public open house, studies indicate that this development will not generate the amount of traffic that I believe the neighbourhood is concerned about. Traffic as a result of these residential units should not be noticeable on the surrounding street network. This is generally consistent with what we have seen in the development of similar sites. The "Trio on Belmont" was used, as an example, to get a better understanding of the amount and type of traffic that can be expected. Further, I do not foresee this development leading to traffic or parking issues on Earl Street. Should parking become a concern in the future, there are certainly mitigating measures (including a permit system) that can be considered.

Hope that this helps to address your concerns. Should you wish to discuss further, please feel free to contact me directly.
Regards,
Barry Cronkite,

Director of Transportation Services | Transportation Services | City of Kitchener
O: 519-741-2200 x 7738 | C: 519-502-8417 | TTY 1-866-969-9994 | barry.cronkite@kitchener.ca

From: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Sent: Saturday, February 27, 2021 12:55 PM
To:
Cc: Debbie Chapman <Debbie.Chapman@kitchener.ca>; Garett Stevenson <Garett.Stevenson@kitchener.ca>; Barry Cronkite <Barry.Cronkite@kitchener.ca>
Subject: Re: [EXTERNAL] Six Sixty Belmont - Parking needs to be sorted

Thank you for your note expressing concerns with regards to parking for the proposed 660 Belmont Ave development.

At the beginning of Thursday's Neighbourhood Information Meeting, Rosa Bustamante, our new Director of Planning announced that Senior Planner, Garett Stevenson would be the new contact who would be addressing resident concerns for the proposed 660 Belmont Ave development. To that end, I have copied in Garett who will reply back to the concerns you have outlined below. In addition, I have copied in Barry Cronkite, our Director of Transportation Planning for additional comments as he may see fit.

Councilor Chapman and I were present for the entire meeting and made note of the concerns expressed and they will form a part of our decision-making process.

I am very glad that you attended the meeting. Thanks for taking the time to do so. I really appreciate the level of engagement in the neighbourhood.

Ms. Bustamante also announced at the meeting that Garett Stevenon will be organizing smaller group meetings. He will be sending out information on that soon for those residents who may wish to participate.

Thanks again

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca



Customers can now connect with the City of Kitchener anytime by calling the 24/7 Corporate Contact Centre at 519-741-2345

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From:
Sent: Friday, February 26, 2021 2:57 PM
To: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Juliane vonWesterholt

<Juliane.vonWesterholt@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>
Cc: kmuir@gspgroup.ca <kmuir@gspgroup.ca>; ZZehr@zehrgroup.ca <ZZehr@zehrgroup.ca>
Subject: [EXTERNAL] Six Sixty Belmont - Parking needs to be sorted

Hello Margaret, Debbie, and Juliane,

Thank you for the information meeting last night.
Margaret, I've voiced my concerns to you previously, but after last night's meeting they have become more predominant.

My question is: Why can't the developer dig deeper to create a larger parking garage to accommodate all units?

My concerns that I would like to formally document and would like addressed are as follows:

- 27 usable parking spaces on Belmont Ave is not enough to share between commercial and residential patrons. Let's be realistic.
- 3 hour parking on side streets such as Earl Street is not acceptable to me, especially considering that most of the homes are single-lane driveways. My family requires road parking regularly to use our front yard and allow our children to safely play on the driveway or in front of the house. Part of the reason we moved from Gildner Street to Earl Street was due to the unlimited street parking. We also want guests to be able to visit us without parking restrictions. This is our home.
    - If this is to move through, will each household on Earl street receive a parking permit for their road so we do not have 3 hour constraints? This needs to be considered as a compromising factor.
- The additional traffic that will flow through Earl Street - again, because of the safety of my children. Especially since Belmont Ave will have lane restrictions in the summer (which is great because we love the restaurants and walkable destinations), but cars will cut around. How will we control it?

I will keep an eye out to join the small group discussions when the invite goes out. In the meantime, please **please** consider my concerns. I know I represent others on our street as well and am not the only voice.

Margaret & Debbie - if I need to provide further details, or signatures on a petition, etc, please let me know what I can do to ensure my points are considered.

Thank you,

111 Earl St.

Garett Stevenson

From:
Sent: Saturday, March 20, 2021 3:37 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Thoughts on the development at 660 Belmont Ave

Hello Ms. von Westerholt,

I reside at 460B Belmont Ave W and frequent Belmont Village. I have a few thoughts to share regarding the 660 Belmont LP development's impact on the surrounding area.

First off, I really like the idea of having an apartment building with ground floor commercial space in Belmont Village. I think this will be great for the community.

I am concerned about the street parking situation considering the number of planned underground parking spots. I would strongly prefer if the new structure had enough capacity for every unit to have 1-2 parking spots without relaying on the surrounding streets.

My second concern is about the proposed height of the building. I think the city should maintain the 8-storey limit. I think a 13-storey structure would dramatically change the feeling of the neighbourhood and the shadows would negatively impact Gildner Green and surrounding areas. At the very least, I think 10 stories should be the maximum.

Thank you for your consideration.

Sincerely,

1110-460B Belmont Ave W, Kitchener, ON, N2M 0B3

Garett Stevenson

From: Juliane vonWesterholt
Sent: Friday, February 26, 2021 3:50 PM
To: Garett Stevenson
Subject: FW: [EXTERNAL] 660 Belmont Ave. West proposed project

---

From:
Sent: Monday, February 22, 2021 5:46 PM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont Ave. West proposed project

You are a city planner and I am writing to you to voice my opposition to the hi rise building being proposed for 660 Belmont ave west. I live at 110 Gildner St, Kitchener, ON N2G 2H5. My house is at the corner of Gildner & Eden St. With the construction of the proposed building my property will be in the shadow cast by this building for most of the day and for sure the afternoon sun will be blocked. Please do what you can to stop this construction project from being Built. do the neighbours not have to agree to letting this project proceed?? The city could stop the project by not selling the Belmont lane property to the developer. Something has to be done to stop this project.
I look forward to hearing from you.
Thank You

Garett Stevenson

From: Juliane vonWesterholt
Sent: Tuesday, February 9, 2021 2:58 PM
To: Joanne McCallum
Subject: FW: [EXTERNAL] Belmont development

From:
Sent: Saturday, February 6, 2021 9:03 PM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: [EXTERNAL] Belmont development

Hi Juliane,

I read the urban design report and I had some feedback I wanted to share.

In general, I strongly support densification. Our city needs more housing, as it's quickly becoming unaffordable for many. But we need to ensure that new developments are a benefit to the current community as well. As such, I think with some fair and reasonable changes (and I'm sure others will suggest some excellent ones I have missed as well), this development can be a great addition to Belmont village.

2 car private parking garages: it looks like several parking spots are 2 car private garages with attached storage area. It seems this is a very inflexible design because it would be difficult for 2 x 1-car families to each use one of the spots. Given that many residents choose the village because of its walkability and connections to transit and cycling infrastructure, the presumption should be that few, if any, families in the building will have 2 cars. I'd suggest these be changed to normal parking, with a separate area for storage units, as is more commonly found.

Further to the above, in order to help ensure families don't need to be as dependant on car ownership, some parking spaces should be reserved for car share. I'd suggest at least 3 (1 per 60 units, rounded up). Ideally these would be surface spots to increase visibility of car share as a viable alternative to car ownership. Additionally, I believe more parking for bikes should be provided, both easy access surface spots (shockingly, this is currently only planned for 10 bikes), and underground for winter storage (currently only 82). Many units will have multiple residents each with bikes, so a lot more is needed. I also don't see any planned easy access storage for strollers, which are of course a necessity for a family to be able to have a walkable lifestyle.

Unit mix: I was very happy to see 40% of the units are two bedroom. It's a big problem when developments are proposed with too much focus on 1 bedroom units. However, I was disappointed to see no 3 or 4 bedroom units. Families often need at least 3 bedrooms, particularly if they have a boy and a girl. I suggest that at least 10% of the units be reserved for 3+ bedroom units to better accommodate families.

Finally, as the first floor will be commercial space, we need to ensure that it will fit the needs of the community. There are many families in the area (and this development will hopefully bring many more), and many workers (as an up and coming area, the number is quickly growing), but yet there is no daycare center in the village. The developer should commit to reserving some of the commercial space to meet this need, perhaps even providing reduced rent to a non-profit.

The developer is asking to go above the current zoning for height, and I feel these modifications to the current proposal would be a fair trade for the community, and would likely make the new units themselves more appealing as well, which would of course also benefit the developer.

Thank you for considering my feedback regarding this proposed development.

Garett Stevenson

From:
Sent: Monday, September 7, 2020 4:14 PM
To: Juliane vonWesterholt
Cc: Margaret Johnston
Subject: [EXTERNAL] Regarding 660 Belmont Ave W

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms von Westerholt,

My husband and I live near 660 Belmont Ave W and I write to you today with our feedback on the proposed zoning change to permit a 13 storey mixed use building on that site.

We are very much in favour of intensification and infill, but feel that a building that tall would be out of proportion in that location. The tallest buildings along Belmont Ave W between Union Blvd and Glasgow St are two storeys. The current mixed-use designation for a building of 8 storeys would be much more in keeping with the location---more mid-rise buildings in that area would be great! So we oppose the owner's request for amendment to the designation and zoning.

Another issue, unrelated to the building's height, is whether is it slated to include any affordable housing. It is important that new developments in the neighbourhood provide needed housing for everyone.

Finally, in regards to parking, we would very much like to see a requirement for a certain number of charging stations for electric vehicles. New buildings need to help us move away from fossil fuels, not lock folks into internal combustion engine cars for decades to come.

Sincerely,

806 Belmont Ave West
Kitchener, ON N2M 1P4

Garett Stevenson

From:
Sent: Monday, September 7, 2020 10:39 PM
To: Juliane vonWesterholt
Cc:
Subject: [EXTERNAL] Dettmer Tire Property, Belmont Avenue

Follow Up Flag: Follow up
Flag Status: Flagged

Madame,

I wish to register my absolute objection to the developer's proposal to construct a building that is more than 50% taller than current zoning provides.

The game, in this case where the developer asks for "13" probably hoping the city will compromise and grant at least "11", is one in which the city seems a too willing participant.

If thoughtful planning informed zoning for an 8-storey height restriction on this site, and one would hope it was thoughtful planning that considered the impact of such structures on the neighbourhood, then hold the developer to that. Otherwise, zoning is a joke.

Please keep me informed of developments on this site.

Thank you.

663 Dunbar Road
Kitchener

Sent from my BlackBerry — the most secure mobile device — via the Rogers Network

Garett Stevenson

From:
Sent: Tuesday, September 8, 2020 8:02 AM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Zoning by law amendment

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane
I am a day late it seems. I will still send. I strongly object to the application to permit a 13 storey structure from 660 Belmont LP Inc. I even feel the 8 story would look out of place in what is known locally as the village. A 12 storey however would look completely out of place. Belmont village consists of mainly low level structures and aesthetics aside I fail to see why this is even being considered.
Of course the reason is money ...more people, more money, more taxes.
I believe there are more suitable locations along Belmont that have more suitable spots. Heading towards Victoria perhaps facing already built tower blocks.

I hope council keep in mind the residents who live in the area who have seen unprecedented growth of buildings in the last few years.
I just hope Belmont village can maintain the village feel which attracts many people.
The last thing I would hate to happen would be for it to end up looking like a sore thumb which I believe a 12 storey property would undoubtedly look like.

Yours respectfully

Sent from my iPad

Garett Stevenson

From:
Sent: Monday, September 7, 2020 11:25 AM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Fwd: 660 Belmont LP Inc

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Ms. von Westerholt,
>
> Writing in response to the request for input on 660 Belmont LP Inc.
>
> I am not in favour of this application to change the zoning by-law for the following reasons:
> 1. There are no plans, drawings,etc. available to see what the
> developer has in mind 2. No mention of any traffic studies or
> environmental impact for any development of this sort - also the
> traffic study needs to be done during non-pandemic time period to get
> an accurate measure 3. This is currently zoned for an eight storey mixed use development and there should not be a need to change that as that is keeping more in line with what is currently in the Belmont Village area - none of the other buildings are over three stories in height (there are structures further down Belmont that are more than eight stories but they are not part of the Village area) 4. This notice was sent out with a very short period for responses given that there wasn't documentation available and it was during summer vacation time for many people so they may not have had time to review and reply. As well, this had a very limited audience (primarily one side of Earl Street and Rock Ave.) and should have been sent to more residents in the area as this development will impact a large part of Westmount 5. There are already issues with parking on the side streets as there is insufficient parking for Village clientele. As parking will most likely be limited for the new development, visitors and other overflow parking will move to the residential side streets, impacting traffic flow and causing congestion in the residential neighborholds.
>
> Looking forward to receiving further information on this development.
>
> Sincerely,
>
> 30 Earl Street
>
> Sent from my iPa

To: Juliane von Westerholt
Senior Planner, City of Kitchener

Re: Proposed development at 660 Belmont Avenue, Kitchener

We moved to this neighbourhood over 35 years ago because of its charming older homes, beautiful tree lined streets and proximity to convenient shopping and services. Belmont Village has grown and blossomed over the years into the desirable destination that it is today. The proposed building would detract from the neighbourhood feel that is quintessentially Old Westmount.

A structure of the proposed height would serve to dominate the streetscape and take away from the delightful village atmosphere of Belmont Ave. Rock Ave would be overshadowed by the structure not to mention the morning sunrises would be blocked permanently.

Increased density, along with the proposed retail businesses will only add to the traffic congestion and parking problems that will undoubtedly flow into the residential streets. Our street (Rock Ave.), is already burdened with the overflow of shoppers from the village seeking parking.

We also have concerns regarding the size of the units being built. Our concern is that smaller units will be purchased for investment purposes and then used as short term rentals leading to transient tenants with no pride of ownership or investment in the Westmount area.
A building with fewer storeys (six being more in keeping with the street) and larger units greater than 1,000 sq. ft. would attract more permanent residents.

The Belmont strip is a wonderful area attracting people from all over the region. We believe the proposed development would take away from the quaint aesthetic and vibe of the village.

The proposed 13 storey (49 meter) building essentially doubles the height of what is currently designated for the street. (8 storeys 25 meters). What value does that bring other than lining the pockets of the builders.

WESTMOUNT
NEIGHBOURHOOD ASSOCIATION

September 28th, 2020

Dear Juliane von Westerholt,

The Westmount Neighbourhood Association has now become aware of the notice the City sent to residents within 120m of 660 Belmont Avenue, where Dettmer Tire is currently situated.

We understand that the new owner of the site is seeking a zoning by-law amendment and an official plan amendment. We also understand that beyond the additional 5 stories the developer is requesting, he is also requesting to purchase the publicly owned laneway that is directly behind the property.

A significant number of our residents have submitted feedback to you regarding this variance application. At this time, our association wishes to be included on all future communications and meeting notices regarding this site. Thank you for keeping us in the loop.

Residents of Westmount feel very fortunate to live adjacent to such a charming and vibrant place in our City — an area that really has become a destination for all in the City. And we are pleased that such a reputable, local developer has selected a site in our community and wishes to revitalize our Belmont Village.

But, as an association, we have some very important questions about this application and future development in our Belmont Village. Specifically, we are concerned about the impacts this, and other development, will have on our neighbourhood — increased traffic volumes and increased demands on our very limited, public green spaces and parks.

To this end, we request the City consider conducting a special study of Belmont Village. We understand that such a study commenced in the early 2000s, but was then abandoned. Now, more than ever, a study will be essential in preserving the unique gem that is Belmont Village. Such a study and plan will ensure an aesthetic and conceptual cohesion between all impending development. Such a study and plan will ensure Belmont remains unique and a benefit for all in the City.

Although our neighbours have varying opinions on the specifics of this application (many having significant reservations and some excited to see new development in our area), everyone tends to agree that we want to maintain and improve the Village — we ask that a special study be done so the charm, neighbourliness, and village-like feel of Belmont Avenue is maintained through future development.

The Westmount neighbourhood is known for its community-mindedness, walkability, environmentalism/conservation of its green space, and its unique sense of place — we wish to see these attributes continue to be reflected in our local commercial area know as Belmont Village.

Best Regards,

Jill Klepacki

President of the Westmount Neighbourhood Association
westmountneighbours@gmail.com

Ms. Juliane von Westerholt
Senior Planner
CSD – Planning Division
Kitchener City Hall, 6th Floor
200 King Street West
P.O.Box 1118
Kitchener, ON N2G 4G7

September 3, 2020

Re: Zoning By-Law Amendment application Dettmer Tire property on Belmont Ave, Kitchener

Dear Ms. von Westerholt,

I wish to register my objection to the proposed Zoning By-Law Amendment re the redevelopment of the Dettmer Tire property, as described in the zoning amendment application currently before the Planning Division of the City of Kitchener.

I wish to outline the basis for my objection in the following.

As a long-time resident on Union Boulevard of this Old Westmount neighbourhood, I am very familiar with the residential area, between Union Boulevard and Glasgow and Belmont and Westmount, and the commercial area on Belmont Ave, between Union Boulevard and Glasgow. I have witnessed gradual changes in the resident demographics, primarily the attraction of this area to young families with small and growing children, who are bringing new vitality. The residents cherish the serenity , privacy and exclusivity of this Old Westmount area.
The businesses on Belmont are 'neighbourhood businesses'. They are very conscious of this and endeavour to maintain the general 'Belmont Village', neighbourhood characteristic. The current Dettmer Tire business fits this characteristic.

While redevelopment of the Dettmer Tire site may be inevitable, it should, however, also fit physically, aesthetically and visually into the Belmont Village character and residential area to the largest extent possible. To encroach on and compromise this residential and commercial area with a high-density, high-rise building will result in an irreversible trend to lose the Belmont Village character and, no doubt, add an estrangement element to the location. The current planning restriction, as it is, of buildings to a maximum height of eight stories, is barely cognizant of this Village environment, whose attributes area residents value and desire to maintain.

An application for an apartment building with a height/size vastly in excess of the present zoning restriction, in this case thirteen stories, appears to squarely contradict the tenets that make this area so desirable for residents and small, primarily retail, businesses. I wish to impress upon the Planning Division the significance and importance of its critical role in maintaining the present planning and zoning standard which, in my opinion, it has a responsibility to safeguard and uphold.

I wish to summarize: I object to the zoning amendment for the Dettmer Tire property because this Old Westmount area's unique residential and small business character will be permanently adversely affected and ultimately lost. I trust the Planning Division of the City of Kitchener will insist on maintaining the current planning limits with regard to any redevelopment of the Dettmer Tire property.

Sincerely,

215 Union Boulevard,
Kitchener, Ontario N2M 2S7

141 Union Blvd.
Kitchener, ON N2M 2S3
September 6, 2020

Ms. Juliane vonWesterholt
Senior Planner, Planning Division
City of Kitchener
200 King Street West,
Kitchener, ON N2G 4G7

RE: Proposal to Change the Zoning for 660 Belmont Avenue

Dear Ms. vonWesterholt:

Thank you for the opportunity to respond to the application regarding the rezoning of 660 Belmont. The proposal is to amend the land use designation and zoning of the lands to allow for the construction of a 13 story mixed use building. The current Mixed Use designation allows for an 8 story structure.

As a long-time resident of this neighbourhood, I have witnessed the changes in Belmont Avenue over the past three decades and watched with delight as, even in the midst of a pandemic, the plaza has continued to be a unique and thriving commercial area, serving both the surrounding neighbourhoods and as a destination spot for the wider community.

There are many things that have contributed to the unique character of Belmont Plaza. The variety of interesting and useful shops, services and restaurants; its human scale and walkability; the proximity of parks; the Iron Horse trail. I appreciate that it is an area that seems prime for intensification and attractive for redevelopment. However, I believe that the scale and location of this proposed development of 660 Belmont would so change the character of the plaza as to jeopardize the very qualities that make this such a thriving area. Consequently, I am writing to register my deep concern with this proposal. The issues which particularly concern me pertain to the scale of the development, in relation to the surrounding neighbourhood; the precedent of this revised zoning on the future of Belmont Plaza; and the lack of green space that would be available to mitigate this change in usage.

As you are aware, the current, maximum height of properties along Belmont Street, between Union and Glasgow, are two stories. This proposal would almost double the current zoning allowance for the site, from 8 stories (25 metres) to 13 stories (49 metres). This would result in a building that would dwarf anything else in the plaza. While, it could be argued, this height would be comparable to the near-by apartments and condo towers bordered by Mt. Hope and York Streets, or the apartment towers further south on Belmont, between Glasgow and Victoria, this proposed development would have none of the green space available to those other sites to provide a transition with the surrounding properties. Consequently, in what has been a low-rise neighbourhood of businesses and single-family residences, this development will forever change the plaza. It may also, I fear, set a precedent for future such applications for high-rise development along Belmont.

I am not opposed to intensification. Indeed, Kitchener has done an excellent job along the LRT corridor, allowing for multi-story projects that are part of a long-term plan for urban re-development. I applaud such efforts and the thought that has gone into them. However, that is not what we are talking about with this current proposal. This proposal is not, as far as I am aware, part of a master plan redevelopment for the Belmont Avenue corridor. The size of the property, while able to contain the footprint of the building, will not allow sufficient green-space to allow for a transition between the size of the development and the surrounding plaza and neighbourhood. Consequently, I am concerned that this exemption to the current zoning and master plan would set a long-term precedent, from which there will be no turning back.

This being that case, I must express strong concern with this proposal.

Thank you for your consideration in this matter.

Sincerely,

Cc: Margaret Johnston, Ward 8 Councillor, Kitchener

Garett Stevenson

From: Joanne McCallum
Sent: Tuesday, April 20, 2021 11:16 AM
To: Garett Stevenson
Subject: FW: Proposed changes to Belmont St.

Hi Garett,

Not sure if this is a specific complaint about 660 Belmont or development in Belmont Village in general, but sending your way.

Thanks!

Joanne McCallum, H.B.Sc.
Technical Assistant | Planning Division | City of Kitchener
519-741-2200 ext. 7071 | TTY 1-866-969-9994 | Joanne.McCallum@kitchener.ca

-----Original Message-----
From: Internet - Info <Info@kitchener.ca>
Sent: Tuesday, April 20, 2021 11:12 AM
To: Planning (SM) <planning@kitchener.ca>
Subject: FW: Proposed changes to Belmont St.

Good morning. Here is a planning related info email. Thank you for your time.

Sincerely
Trevor Lennox, Customer Service Representative, Information Centre | Community Services Department | City of Kitchener
519-741-2345 | Fax 519-741-2872 | TTY 1-866-969-9994 | Trevor.Lennox@kitchener.ca

-----Original Message-----
From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> On Behalf Of
Sent: Tuesday, April 20, 2021 10:23 AM
To: Internet - Info <Info@kitchener.ca>
Subject: Proposed changes to Belmont St.

I recently heard about proposed changes and am most concerned that the integrity of the quaint village will be compromised if these highrises take place. I am on the Bestival committee, specifically dealing with analytics and grant writing. With the exception of this past year, due to COVID, our Festival has been gaining popularity and has grown exponentially due to the viability of local restaurants and shops. It is most distressing to think of this local gem being destroyed by highrise constructions taking over.

Origin: https://www.kitchener.ca/en/contact-us.aspx

This email was sent to you by through https://www.kitchener.ca.

Garett Stevenson

From:
Sent: Wednesday, October 13, 2021 1:18 PM
To: Garett Stevenson
Cc: Margaret Johnston; Mayor
Subject: [EXTERNAL] Proposed development at 660 Belmont

I live on Glasgow Street near Dunbar. I am writing to express my adamant opposition to one aspect of the proposed development.

The height of the proposed building is in my view completely unacceptable and should not even be entertained by council. To propose not just increasing but actually doubling the height of the building is both absurd and an insult to the residents of this community. The developer should be shamed for making such a ridiculous proposal.

The reason for proposing such an extreme increase in height seems obvious to me: to allow the developer and Council to be seen to be "compromising" on a height which is less than 49 metres but more than 25 metres, allowing the developer and Council to present themselves as "good guys" taking the interests of the neighbourhood into account. No thoughtful person will be fooled by this approach, if it is fact the one taken.

We already have a compromise: it's the height called for in the existing by-law---25 metres. That height is already a compromise between the need for higher density housing in the city and the existing reality of one of the most beautiful residential area in the city, which consists of two-story houses. I am not anti-development. But I am against building what will no doubt be the first of many structure on the north side of Belmont which will destroy the character of the neighbourhood.

The developer knew the height restriction that applies to this property when they bought the property. So did house buyers in the neighbourhood who were interested enough to find out, when they purchased their properties. Why should there be a violation of this implicit agreement in order to favour of the interest single member of the community?

It makes we wonder if we as a neighbourhood association would be free to make our own proposal for an exception to the by-law. I'd like to propose that the height restriction be 10 metres, say. Would Council entertain such a proposal? (Not likely.) Then we could "compromise" on 25 metres—the height already allowed under the by-law.

308 Glasgow Street
Kitchener

Garett Stevenson

From: Debbie Chapman
Sent: Wednesday, October 13, 2021 5:42 PM
To: Margaret Johnston; Garett Stevenson
Subject: Fw: Support/Concerns re: 660 Belmont Ave. W.

Please see message below.

Debbie Chapman

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Councillor | Ward 9 | City of Kitchener |200 King St. W. N2G 4G7
O: 519.741.2798 /C: 226.752.7104 | TTY 1-866-969-9994 | debbie.chapman@kitchener.ca
Our 24 Hour Contact Line for Issues or Questions 519-741-2345



From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> on behalf of <emmaarpperobertson@gmail.com>
Sent: Wednesday, October 13, 2021 11:49 AM
To: Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: Support/Concerns re: 660 Belmont Ave. W.

Dear Councilor Chapman,

I am new to Kitchener and your ward. I recently received a notice in my mailbox regarding the development at 660 Belmont Ave. W. and wanted to write to you in order to voice my support for increased intensification/development in our neighbourhood. I do, however, have two specific concerns regarding this development as proposed. 1. I am disturbed that there will be no affordable units in this development and I would urge the city to mandate the building of affordable units at this location. 2. I believe the city should also ensure that there are larger units (3, or 3+ bedroom units) at this location in order to ensure an increase in appropriate units for families in the region. I hope that it is not too late for me to give feedback on this development.

Thank you for your work as Ward 9 Councilor.

Kind regards,

Origin: https://www.kitchener.ca/en/council-and-city-administration/councillor-debbie-chapman.aspx

Garett Stevenson

From: Garett Stevenson
Sent: Tuesday, March 9, 2021 3:11 PM
To: Claudette Spencer
Subject: RE: Zehr's proposal - Belmont Village

Hello,

Thank you for your comments. I will include give them consideration and include in the file so Council will see your email as part of the future staff report.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Tuesday, March 09, 2021 8:46 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: Zehr's proposal - Belmont Village

Hello Garett,

Even though I do not live in Belmont Village I do live nearby and love this unique section of the city. After reading the article in The Record I have not been able to shake the idea of contacting you to add my voice of concern about this plan. This business area draws people from all over the city and is not strictly an issue for only those living around the development ! I feel changing the zoning to allow this 13 stories is not the best move for the city. Please, 8 stories is quite enough. Once you do this, the "village" will soon disappear as towers take over. I believe I read that Mr Zehr has other properties there and I wondered if he could add stories to those buildings to get more residential units ?

As you said, it is a challenge to try to balance all these needs. I am a small time real estate investor so I get it! However, with downtown looking more and more like Toronto, the effects of the changes you allow here, and elsewhere in the city, may destroy our little pockets of distinction.

I am pleased that this developer has shown an interest and appreciation for the Village atmosphere, so I hope a way can be found to compromise. It has a charm not found elsewhere and that makes it precious.

I would like to say that the changes made to the sidewalks and street last summer was fantastic ! It is a shame it didn't receive more press as a lovely spot to enjoy a meal safely outside with others. Loved the fake grass !

Garett Stevenson

From:
Sent: Thursday, November 4, 2021 1:59 PM
To: 660 Belmont
Cc: Garett Stevenson
Subject: [EXTERNAL] Re: Your support & input is needed: The revitalization of 660 Belmont Ave. W.

Thank you for the e-mail.

As nearby neighbour to the proposal (I live on Walter St. near Park St.) it's great to see this form of development being introduced to the area. While I felt the original height and unit count of the building was appropriate for the site, the revised proposal looks great as well.

I would like the opportunity to express my support for the proposal at the upcoming council meeting.

Thanks again for reaching out.

From:
Date: Wednesday, November 3, 2021 at 3:20 PM
To:
Cc: "Garett.Stevenson@kitchener.ca" <Garett.Stevenson@kitchener.ca>
Subject: Your support & input is needed: The revitalization of 660 Belmont Ave. W.

I hope you are doing well.

First and foremost, we would like to thank you for your ongoing support of the growth, development and prosperity of our city, as Kitchener's population continues to grow at a rapid pace. The expected population boom offers our residents and economy ample opportunity to prosper, but also raises valid concerns related to housing supply shortages and intensification.

It is evident that the region needs to support the growing population and expand home development initiatives with a focus on sustainable and innovative multi-level housing options. For Zehr Group, we recognize we are a vital partner in helping Kitchener become a complete city — by creating thriving, sustainable communities with robust economies, without losing the character of our neighbourhoods.

The proposed redevelopment of 660 Belmont Ave, W. from a one-storey commercial building into an 11-storey mixed-use development is just one example of how the region can introduce a variety of housing options. The redevelopment would add 132 residential units to the highly sought-after Belmont area, with ground-floor commercial space suitable for a variety of essential services, including a food store. It is a prime example of how we can better utilize available space in the region while meeting the needs of present and future generations.
Prior to our council meeting date, we would like to ensure our community has as much insight on the proposal as possible. We invite you to review the attached redevelopment details and images for more information.
We appreciate your support in bringing this proposal to the city council and will be reaching out in the coming weeks with more information on how you can demonstrate your support for the proposed redevelopment and revitalization of 660 Belmont Ave. W.

Thank you for your support.

All the best,

Zehr Group



Garett Stevenson

From:
Sent: Sunday, November 7, 2021 8:09 AM
To: Garett Stevenson
Cc: Margaret Johnston; Mayor
Subject: [EXTERNAL] Opposition to the Proposed Development at 660 Belmont Ave W

I am emailing you to express my concern over the proposed development at 660 Belmont Ave. W. When I attended the meeting last year given by the new owners, I immediately got the impression that they had absolutely no empathy for the current neighbourhood, only what it can do to line their pockets with more money.

The fact that they won't even consider building something within the current guidelines really drives that point home because, lets face it, taller buildings means more money for them and let's not kid ourselves, does absolutely nothing to improve the neighbourhood.

I have a friend who currently lives in a rent controlled apartment above the May Court store. I know that once the developers get permission to tear down that set of buildings, she and likely others in those apartments, will not be able to afford to live in the area any more.

Belmont Village is meant to be shared by everyone in the city, not just the ultra rich. The current vibe is so special, please let's not ruin it by allowing this monstrosity to be built in this gem location of our city.

Thanks for listening.

736 Avondale Ave.
Kitchener, ON

A.L. Toews Consulting Inc.
Management and Consulting Services
62 Freemont Street, Waterloo, ON N2L 6L7 • T: 519.504.7137 • F: 519.725.0974

November 8, 2021

RE: follow up response to the City of Kitchener Planning department regarding the Zoning By-Law Amendment Application for 660 Belmont Residential redevelopment Project: **ZBA20/012/B/JVW**

Mr. Garett Stevenson, MCIP, RPP

I wrote back on the 23rd of February 2021 to share my views and support for the proposed development noted above. I also participated in the 660 Belmont Avenue West - Small Group Virtual Meeting on March 16th hosted by the City of Kitchener.

My wife and I read with great interest the article on November 6th, in the Record and subsequently reviewed the Zoning Bylaw Amendment for this current project application on City of Kitchener Planning web site.

The community input and feedback from the public consultation period has presented opportunities for enhancements to design changes. The revised plans under consideration by Planning Staff appeared to have resulted in a collaborative design, meeting the neighbourhood desires. Our support for the development project remains positive.

Reasons for our support of this project are numerous. Primarily, as part of the "baby boomer" demographics our plans to downsize our home remains strong. We have enjoyed our current home for over 15 years. Having an opportunity to remain in our neighbour hood in a condominium community creates so many benefits.

We continue to spend our time enjoying the services provided in the Belmont Village. What we discovered this summer was a vibrant atmosphere at the "660 Belmont Workshop". The family-oriented activities and entertainment, enhanced with the Chef "D's" temporary outdoor restaurant provided enjoyment for neighbours, friends, and families. The revitalized life this temporary venue brought to area was fantastic. So many comments from visitors noted how great it would be to see more permanent businesses to continue with community spirit. The plans by the Zehr group to add restaurants, bars and a small grocery store will provide for that continued community vibrance.

The plans for the improved pedestrian walkways and access to the Iron Horse trail will add significant value and provide an enjoyable safe family space. The popularity of the trail is growing, but the forward thinking of the Zehr group to improve pedestrian access and provide restaurant services will enhance the uniqueness for this area. The plan has a very relaxing European café flavor.

The Zehr Group does not portray the "normal" definition of a land developer. When the owner and stakeholders live and raise their families in the same community that they plan to develop, it shows significant commitment. The City of Kitchener should be proud to have such committed business leaders in the Region.

Confident once final construction is complete, people moving into the neighbourhood, will have a positive impact of the neighbourhood. It will be great to see this project become a neighbourhood friendly fixture.

My wife and I remain very much in favour of the proposed development and as a potential future home. We look forward to the final staff report presented to Council. Thank you for the opportunity to provide feedback during the planning approval process.

Respectfully Submitted,



Allen Toews

Principal
A.L.Toews Consulting Inc.

cc. Councillor Margret Johnson (Ward 8)

Councillor Debbie Chapman (Ward 9)

Juliane vonWesterholt Senior Planner

Zac Zehr 660 Belmont GP Inc.

Garett Stevenson

From:
Sent: Wednesday, November 10, 2021 7:33 AM
To: m4mediation
Cc: Margaret Johnston; Debbie Chapman; Garett Stevenson
Subject: [EXTERNAL] Do not ruin Belmont Village.

Limit Zehr Group to six stories. Save the Village for the people who use it now.

307 Glagow St
Kitchener

Garett Stevenson

From:
Sent: Tuesday, December 21, 2021 8:06 PM
To: Garett Stevenson
Subject: [EXTERNAL] Belmont Village

I am utterly and completely against the high rise development planned for the northeast corner of Belmont and Glasgow. The building would seriously degrade the quality of life of the many people who enjoy Belmont Village. Belmont Village is not near the Ion public transit route. Moreover, neither Union St nor Glasgow St is an east-west intensification corridor in the City's growth plan. Such ad hoc development will undermine the value of the thought-out planning of, and by, the City.
Eight stories is already more than enough for this area.

307 Glagow St.
Kitchener-Waterloo
Get vaccinated. Social distance. Wear a mask. Respect capacity limits.

Garett Stevenson

From:
Sent: Tuesday, November 9, 2021 8:36 PM
To: Garett Stevenson
Subject: [EXTERNAL] Development in Belmont Village

Dear Garett,

My husband and I are community members who recently moved to the Belmont village area. We are located directly behind the Rexall on Mt Hope street.

We are writing to you in regards to the proposed development in Belmont village. As younger adults we understand the need for more affordable housing, however, what drew us to this area is the community and quaint feeling that Belmont village offers. It is a very unique part of the city that has has its own identity. We feel that a large building directly in the village will be an obstruction to the village that our community surrounds and will take away from it's unique presence within Kitchener. We hope you will consider keep the existing height restrictions which exist for a reason- to persevere the villages beautiful inviting nature, and not allow it to fall subject to multiple high rises which we know will be the case if one exception is made.

Thank you for hearing our concerns,

Sent from my iPhone

Garett Stevenson

From:
Sent: Wednesday, October 20, 2021 8:34 AM
To: Garett Stevenson
Subject: [EXTERNAL] development at 660 Belmont

Hi Garett,

You might recall that I attended one of the information sessions earlier this year regarding the proposed development at 660 Belmont.

I wanted to write to express my opposition to the planned development. I recognize that we are still waiting for an updated plan from the Zehr Group, but I would be opposed to anything over the normally-allowed height of 25 meters at that location. Belmont Village is a special, unique asset in Kitchener, and what makes it special would be threatened by the introduction of towers of the proposed height. Surely there is a better way to balance the need for intensification with preservation of what makes Belmont Village so special. It is, after all, the attractiveness of Belmont Village that has made it a target for developers in the first place.

Belmont Village was a magnet for so many people from around K-W this summer, with a great vibe from all the outdoor dining and various public events. The Village would lose so much of what draws people to it if the east side of the street were to be turned into a wall of mid-rise towers. Many people like to walk and bike to the Village via the Iron Horse Trail, and the section of the trail that runs along the edge of the Village would also lose much of its appeal if it backed on to a wall of towers.

Thanks for your consideration.

Regards,

27 Earl Street

Garett Stevenson

From: Tara Zhang
Sent: Thursday, April 15, 2021 1:57 PM
To: Garett Stevenson
Subject: FW: Dan Chapman: Planning and Strategic Initiatives

Hi Garett,

660 Belmont concerns

Tara

-----Original Message-----
From: Internet - Info <Info@kitchener.ca>
Sent: Thursday, April 15, 2021 1:52 PM
To: Planning (SM) <planning@kitchener.ca>
Subject: FW: Dan Chapman: Planning and Strategic Initiatives

Good morning. Here is a planning related info email. Thank you for your time.

Sincerely
Trevor Lennox, Customer Service Representative, Information Centre | Community Services Department | City of Kitchener
519-741-2345 | Fax 519-741-2872 | TTY 1-866-969-9994 | Trevor.Lennox@kitchener.ca

-----Original Message-----
From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> On Behalf Of
Sent: Thursday, April 15, 2021 1:09 PM
To: Internet - Info <Info@kitchener.ca>
Subject: Dan Chapman: Planning and Strategic Initiatives

Dear Councillors
I am writing in regard to the planned redevelopment of Belmont Village and specifically the building at 660 Belmont. Please ask yourselves if there really is a need for 13 storey highrise apartment / condominium accommodation, why would 8 storey not be acceptable. That is the bylaw. As noted in previous consultations, a 13 storey building is not compatible with the neighbourhood. There are also concerns the same developers will build another highrise across the street.
The 8 storey height restriction and 1.5 m setback were established for a reason, to maintain a sense of humanity in neighbourhoods increasing in density. Why does Council always make exceptions ? Why continue with the charade of city planning when all a developer has to do is apply for an exemption? Retail shops are planned for the ground floor but insufficient parking is planned. Traffic is already congested in Belmont, why add to the problem when it is unnecessary? Developers should follow the bylaws, same as others.
Obviously the new property owners want to make a profit on their investment but with no regard for the existing community that is already there. If density increases with no adjacent green space, Belmont will become like downtown Kitchener was 25 years ago – a dead community with nothing to attract people to stay. Safety concerns rise, traffic increases as residents seek other replacement stores - restaurants, pet store, drug store, charitable consignment store, florist, and others, and abandonment of the area occurs.
To destroy a successful "village" of small business owners does not fit with the vision of Kitchener as a community of neighbourhoods. Please consider the current bylaws when making your decision about exemptions for this, and subsequent Belmont village developments.

Sincerely

Origin: https://www.kitchener.ca/en/council-and-city-administration/city-departments.aspx

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This email was sent to you by [redacted] through https://www.kitchener.ca.

Garett Stevenson

From:
Sent: Tuesday, April 20, 2021 4:36 PM
To: Garett Stevenson
Subject: [EXTERNAL] Belmont Village

Dear Mr. Stevenson

I am writing in regard to the planned redevelopment of Belmont Village and specifically the building at 660 Belmont. Please ask yourselves if there really is a need for 13 storey highrise apartment / condominium accommodation, why would 8 storey not be acceptable. That is the bylaw. As noted in previous consultations, a 13 storey building is not compatible with the neighbourhood. There are also concerns the same developers will build another highrise across the street.

The 8 storey height restriction and 1.5 m setback were established for a reason, to maintain a sense of humanity in neighbourhoods increasing in density. Why do planners allow exceptions ? Why continue with the charade of city planning when all a developer has to do is apply for an exemption? Retail shops are planned for the ground floor but insufficient parking is planned. Traffic is already congested in Belmont, why add to the problem when it is unnecessary? Developers should follow the bylaws, same as others.

Obviously the new property owners want to make a profit on their investment but with no regard for the existing community that is already there. If density increases with no adjacent green space, Belmont will become like downtown Kitchener was 25 years ago – a dead community with nothing to attract people to stay. Safety concerns rise, traffic increases as residents seek other replacement stores - restaurants, pet store, drug store, charitable consignment store, florist, and others, and abandonment of the area occurs.

To destroy a successful "village" of small business owners does not fit with the vision of Kitchener as a community of neighbourhoods. Please consider the current bylaws when making your decision about exemptions for this, and subsequent Belmont village developments.

Garett Stevenson

From: Debbie Chapman
Sent: Wednesday, April 7, 2021 9:21 PM
To: Robyn macneill
Cc: Garett Stevenson; Juliane vonWesterholt; Margaret Johnston
Subject: Re: Condos in Belmont Village

Hi

Thank you for contacting me about this. I am forwarding your message to Councillor Johnston and to the planning staff. We are all engaged with this site together.

Debbie Chapman

Councillor | Ward 9 | City of Kitchener |200 King St. W. N2G 4G7
O: 519.741.2798 /C: 226.752.7104 | TTY 1-866-969-9994 | debbie.chapman@kitchener.ca
Our 24 Hour Contact Line for Issues or Questions 519-741-2345



From:
Sent: Wednesday, April 7, 2021 9:59 AM
To: Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] Condos in Belmont Village

Hello,

I would like to be added to the list of homes against the building of high rise buildings on Belmont Village.

The village is quaint and filled with character. With all of the condos being built up around the region, I'd like to see them select another zone since building these obnoxious monstrosities is inevitable but we should try to protect and preserve as many pockets such as Belmont Village.

Thank you,

Garett Stevenson

From: Garett Stevenson
Sent: Tuesday, June 29, 2021 4:02 PM
To:
Subject: RE: Concerns RE: Affordable Housing in Kitchener

Hello,

Thank you for your email and offering your perspective and ideas.

In response to your question, I have outlined some ongoing and planned work that the City is working on to build a city that provides housing for all.

Additional Dwelling Units – Planning staff have recently amended our existing Zoning By-law (in advance of the new Zoning By-law to expedite the change) to permit additional dwelling units both attached (duplex) and detached (backyard home) in all low density residential zones. We hope that this will be a gentle form of density in our established neighbourhood with new units.
www.kitchener.ca/backyardhomes

Housing Strategy – Kitchener has recently approved a Housing Strategy which will guide further work and identifies immediate needs of our community.
www.kitchener.ca/housing

Affordable Housing Incentives - Kitchener has approved two financial incentives for affordable housing providers to help reduce financial barriers of bringing affordable housing to market.
Affordable housing incentives - City of Kitchener

Downtown Zoning and Neighbourhood Planning Reviews – We are updating land use permissions for our Downtown and central neighbourhoods that have great access to public transit (LRT) by permitting additional density, increased building heights, and reduced parking standards to increase the potential housing supply in the core of the City. Growth is expected and planned to continue with various forms of housing development – high rise, medium rise, and some low density redevelopment that is compatible with the existing community. Increasing housing supply, in various forms, in strategic locations (like Downtown and central neighbourhoods) with access to transit means that residents can find a housing solution that doesn't require the expense of vehicle ownership.
www.kitchener.ca/npr

Inclusionary Zoning (IZ) – Kitchener is working to develop IZ that can require that new developments have a portion of units that are affordable. Planning staff have launched that project and we hope to amend our Zoning By-law in the next few years to include IZ. As of now, IZ can be applied within Major Transit Station Areas (roughly all lands within a 10 minute walk to an LRT station) and Council has passed a motion requesting the Province permit IZ in all zones.
https://www.kitchenertoday.com/local-news/kitchener-city-council-passes-a-motion-regarding-inclusionary-zoning-2770472

Make it Kitchener 2.0 – Kitchener has recently approved and one of the pillars of the program is to leverage City assets like land to raise funds or form partnership for mixed-income, mixed use communities through new investment models that enable the City to actively create affordable and attainable housing.
https://www.makeitkitchener.ca/make-it-kitchener-2.0-page/make-it-kitchener-2.0-update-file

Kitchener has also made land available for the temporary accommodation of A Better Tent City, which supports critical housing for vulnerable residents of our community.

Housing for all is a complex issue that requires many solutions. A City for everyone is a priority for us and is something we will never lose sight of.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Tuesday, June 22, 2021 9:25 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] Concerns RE: Affordable Housing in Kitchener

Good morning Mr. Stevenson,

My address is B-354 Activa Ave., Kitchener, N2E 4B8.

I'm writing today to express my fear of what the future holds for our children when they are unable to afford housing, and to urge you to take decisive and immediate action to increase the development of affordable high-density housing anywhere and everywhere we can fit it.

I am particularly interested in making my opposition to the agenda of the group friendsofbelmontvillage.com known. The goals of this group lack the empathy or foresight to recognize the inevitable end result of the policy decisions they are promoting. If we don't rapidly increase residential development in Waterloo region, and across Canada, these misguided and over-privileged activists will have a much worse problem on their hands when their streets are littered with vans and tents, not to mention the plight of those who are currently threatened with either homelessness or lifelong serfdom to landlords that turn around and convert their hard-earned money into equity that the renters will never see a penny of. I'm not just talking about people who are unemployed or underemployed. We are talking about earners in the top 10% who will never be able to own a home.

Frankly, the state of our housing economy is disgusting and any politician who is not making serious efforts to make housing available to **all** Canadians is utterly failing their constituents and needs to go.

Specifically, I would like to see the following actions taken to combat this crisis, some of which must be tackled at the municipal level:

- Relaxed zoning/permitting regulations to allow more high-density residential development. Housing should be a top priority, and approving permits for construction should have a quick turnaround if we have any hope of catching up with housing demand.

- Allow "Missing Middle" housing on all residential parcels to fill a housing niche that is currently largely absent in many areas.
- Government subsidies to provide affordable housing to all Canadians – lets see how quickly politicians will start taking this seriously when our tax dollars are footing the bill. These subsidies must go well beyond down-payment assistance programs that exist, as most Canadians simply don't have the cash flow to be able to afford today's housing costs.
- Implement steep vacancy taxes on residential properties to make a larger percentage of existing housing available to the Canadians who need it.
- Legal limits/heavy taxes on secondary+ home ownership. Hoarding of residential property should not be a viable investment strategy.

Can you share with me some of your priorities in dealing with the housing crisis we are facing?

Thanks for your time,

Garett Stevenson

From:
Sent: Wednesday, October 20, 2021 11:52 AM
To: Margaret Johnston
Cc: Garett Stevenson; Mayor; Debbie Chapman
Subject: [EXTERNAL] Re: Belmont Village - 660 Belmont Proposal
Attachments: Outlook-http__app.png

Thank you Margaret.

Let me just add 2c to great email.

This region has a housing affordability crisis, and affordable housing should not just be a component of future proposed projects, *it should be the predominant goal of housing projects approved going forward.* The city's planning decisions need a sharp turn away from gentrified condo developments. This to me is perhaps the single biggest reason that more unobtanium condo projects seem preposterous.

I do intend this message with the most respect.

100 Gildner Street
Kitchener

On Wed, Oct 20, 2021 at 10:37 AM Margaret Johnston <Margaret.Johnston@kitchener.ca> wrote:

Hello .

Thank you for taking the time to connect and share your thoughts regarding the proposed 660 Belmont application.

I have copied in your City Councilor, Deb Chapman as well.

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca



Customers can now connect with the City of Kitchener anytime by calling the 24/7 Corporate Contact Centre at 519-741-2345

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From:
Sent: Wednesday, October 20, 2021 10:31 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>; Mayor <mayor@kitchener.ca>
Cc:
Subject: [EXTERNAL] Belmont Village - 660 Belmont Proposal

Hello Garrett Stevenson, Margaret Jonston and Mayor Vrbanovic,

I write to you today with concerns about the proposed building at 660 Belmont.

The proposed height of 49 metres is almost double the 25 metre maximum **stipulated in the Zoning By-Law** applicable to this site. Currently, there are no buildings in Belmont Village more than 8 metres in height.

I'm not sure why this is even up for discussion - the maximum height of buildings in this area is already provided in a by-law. A municipal bylaw is no different than any other law of the land, and can be enforced with penalties, challenged in court and must comply with higher levels of law.

The people in the neighborhood have made their thoughts and feelings on this proposal very clear - none of us want a building *that high* in the area. There is no real need for it.

We have also not heard whether any of the residential spaces built will become low-income, affordable housing, and **would appreciate if this were addressed promptly.**

We do not want to set a precedent for other developers.

We do not want the Iron Horse Trail and Gildner Green to be covered in shadows for more hours of the day. The trail is well-used and the park is loved by all of the neighborhood children.

We do not want a reduction in trees or green spaces in the area.

We do not want the developer to rely on street parking.

Please consider our voices and do not allow this building to be taller than the 25 metre maximum which is, again, stipulated in existing zoning by-laws.

Thank you,

100 Gildner Street

Garett Stevenson

From:
Sent: Friday, March 5, 2021 11:32 AM
To: Garett Stevenson
Subject: [EXTERNAL] RE: 660 Belmont, Request for Clarification

Thanks very much Garett, this information and detail is useful. Of particular importance, in my opinion, is the clause *"the City's Official Plan defies compatibility as land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects, adverse environmental impacts or adverse impacts. Compatibility or compatible should not be narrowly interpreted to mean "the same as" or even as "being similar to".*

I recognize that the "compatibility consideration" is not straightforward - part qualitative (eg, *existing together in harmony*) and part quantitative (eg, *unacceptable adverse impacts*). I know that you have to consult the public on proposed OP/Zoning amendments, but am not sure that the process can significantly influence Staff's recommendation. For example, the Developer's consultants have prepared various reports that conclude that major adverse (environmental) impacts (ie, traffic, shadows) would be acceptable, and it appeared to me that City staff agreed with/represented those conclusions during last week's public meeting. I also pretty sure that any residual or "minor" impacts identified during the consultation can be designed out by the Developer in subsequent proposals while more-or-less retaining the building height and mass. So this leaves the qualitative bit, the *"existing together in harmony"* provision. Residents have voiced their opposition to the proposed zoning change using various takes on the "harmony" criteria, but received, in my opinion, technocratic/muddled responses from the City. Since last week's meeting, residents who - in good faith – oppose the proposed amendments, have been accused quite publicly of NIMBYism or worse by other city dwellers. To be clear, I personally support the current zoning for 660 Belmont and do not support the proposed OP/zoning amendments. I will watch the process unfold with interest.

Thanks again and best regards, Kevin

31 Earl Street
Kitchener, Ontario
N2M 2V5

From: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Sent: Thursday, March 04, 2021 5:07 PM
To:
Subject: RE: 660 Belmont, Request for Clarification

Hello,

I am assisting Juliane with responding to the email questions received to date.

Currently, the Official Plan permits a maximum building height of 8 storeys (and 25 metres) on lands designated Mixed Use as an Urban Corridor. However, increases in building height, up to 50%, are permitted for mixed-use buildings without an Official Plan Amendment (in this case, 12 storeys and 37.5 metres). The Official Plan Amendment requests to increase the maximum building height to 13 storeys and a height of 49 metres. The current zoning is MIX-2: Mixed Use Two which permits a maximum height of 25 metres and 8 storeys. The Zoning By-law Amendment Application also requests to increase the maximum height to 13 Storeys (49 metres).

If the building was revised to 12 storeys and stayed at 49 metres, an Official Plan Amendment would be required – the maximum height in metres and storeys cannot be exceeded.

15.D.4.22. Generally no building will exceed:

a) 10 storeys or 32 metres in height, whichever is greater, at the designated Mixed Use identified as a City Node, or Communi

b) 8 storeys or 25 metres in height, whichever is greater at elevation, on lands designated Mixed Use as a Urban Corridc

c) 4 storeys or 14 metres in height. whichever is greater, at elevation on lands designated Mixed Use identified as a Nei on Map 2.

15.D.4.23. Notwithstanding Policy 15.D.4.22, the *City* may consider increase building height of up to 50 percent of the permitted buildinç *development* or *redevelopment* provides a *mixed use* building cor units. It must be demonstrated that a *pedestrian* scale base, ap along the streetscape and *compatibility* with adjacent lands is achie applicable policies within this Plan are satisfied.

When considering the appropriateness of amendment such as increase in building height, we must consider compatibility.

The City's Official Plan defies compatibility as *land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects, adverse environmental impacts or adverse impacts. Compatibility or compatible should not be narrowly interpreted to mean "the same as" or even as "being similar to".*

Adverse impacts may include but will not be limited to: shadows over private amenity areas or on building façades for an unacceptable duration, issues of privacy, overlook conditions, negative microclimatic impacts, light pollution (such as light trespass or glare), odour, vibration, noise pollution urban heat island effects, visual clutter or obstruction of views and/or vistas.

Adverse Effects, as defined in the Environmental Protection Act, means one or more of: a) impairment of the quality of the natural environment for any use that can be made of it; b) injury or damage to property or plant or animal life; c) harm or material discomfort to any person; d) an adverse effect on the health of any person; e) impairment of the safety of any person; f) rendering any property or plant or animal life unfit for human use; g) loss of enjoyment of normal use of property; and, h) interference with normal conduct of business.

Adverse Environmental Impacts are changes likely to arise directly or indirectly from development, redevelopment or site alteration within or lands adjacent to a Natural Heritage System feature that result in widespread, long-term, or irreversible degradation of the significant features or impairment of the natural functions of the designated area.

The City requires studies and plans to demonstrate impacts of a development and compares those results against acceptable standards in the City's Official Plan, Zoning By-law, and Urban Design Manual. The Official

Plan and the Zoning By-law both regulate maximum building height by storeys and metres. That is intentional because as you note, not all storey heights are the same. It is possible that a revised building could feature the same number of storeys, but have an overall lower height. The studies, such a shadow study, are based on the building mass as designed (total size) and not on the number of storeys.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Friday, February 26, 2021 10:04 AM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont, Request for Clarification

Dear Juliane-

Congratulations on the 660 Belmont public meeting last night. Although I wished we would have had more time to focus on specific issues (ie, height), I understand that it is difficult to satisfy everyone in this forum.

I have a specific questions for you based on comments I heard from the City and Developer last night. This is my understanding/questions:

1. The OP designates the subject lands as Mixed Use, Urban Corridor and states that "*generally no building will exceed 8 storeys or 25 metres in height, whichever is greater*" for these lands;
2. The OP further states that, notwithstanding the above, "*the City may consider increases to the permitted building height of up to 50 percent … where a development or redevelopment provides a mixed use building containing residential units*". If the City invoked this clause, it would take the proposal to 12 storeys or 36m, whichever is greater.
3. The current proposal is for 13 storeys at 49m which exceeds both 1 & 2;
4. So here are the questions:
   - What specifically does City staff consider in deciding whether to recommend to Council if #2 above be invoked? I assume there is a planning assessment, but what roles does/can the community play in this assessment? For example, would you consider administering a survey to residents/businesses within a certain radius asking them simply and directly if the agree with the proposed OP amendment/zoning change?
   - If the "notwithstanding clause" is invoked, then the building is limited to 12 storeys or 36 metres, "whichever is greater". So, hypothetically, the Developer could come back with a revised proposal at 12 stories and 49m. Who decides on limits to story height? Discussion last night leads me to believe that application of the City's Design for Tall Buildings guideline would support a 12 story / ±49m structure? What specifically does the guideline say about story height? Surely there must be a limit to story height or the "whichever is greater" clause allows for significant gaming.

Thanks very much for your help Juliane. To be honest, height is the core issue as it not only drives the "village character" debate, but also directly impacts traffic, shadows etc. The community seems very open to an 8 story, 25m development, but not so much to a 49m development. It is not clear to me how we can impact the City's decision making process at this point, including participating in the small group meetings.

Best regards,

31 Earl Street
Kitchener, Ontario
N2M 2V5

Garett Stevenson

From:
Sent: Monday, March 22, 2021 8:25 AM
To: Garett Stevenson
Subject: [EXTERNAL] Re: Session 2 Ending

Hello Garett

Thanks for holding this session. I had to leave early due to another commitment.

It seems to me that the developer knew the zoning when the property was purchased. Presumably a profit could be made keeping to the current zoning. Sticking with the current zoning will not harm the developer.

Many are OK with the development taking place with the current zoning. The objections, which I agree with, are to going beyond the current zoning, especially with respect to building height and parking. The current zoning recognizes the location and the surrounding residential area. This is a landmark case; if the zoning is changed it will be changed for any development in Belmont Village.

There are plenty of properties south of Glasgow which could be easily developed for high rise housing. That is where it should take place.

670 Avondale

From: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Sent: Tuesday, March 16, 2021 4:02 PM
Cc: Joanne McCallum <Joanne.McCallum@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: Session 2 Ending

Hello,

Sorry for the abrut ending just now, it seems someone else had the zoom account booked at 4:00pm and kicked us out.
Thanks for making the time today – I will be in touch.

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



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Garett Stevenson

From:
Sent: Wednesday, October 27, 2021 10:57 AM
To: Garett Stevenson
Cc: margaretjohnstone@kitchener.ca; Mayor
Subject: [EXTERNAL] 660 Belmont development variances

Dear Mr. Stevenson

I have become aware of the proposed development at 660 Belmont and the various changes requested by the developer.

I understand the current maximum height for a building on that site is 8 stories. If development is to take place there, the 8 story limitation is appropriate for a small shopping area in the midst of a residential area. The requested 13 stories would overwhelm the surrounding area and cast considerable shadows.

There are other undesirable implications of a 13 story building on this site.

-I understand approval is sought for a reduced parking requirement. This will force parking on to Belmont Street, the Rexall drug store parking lot, and residential areas, causing considerable inconvenience for current customers of Belmont village businesses and area residents. Currently, Belmont village parking is heavily used. No further demand for public parking should be introduced into the area.

-I understand all trees on the site will be removed and no other planting or green space is planned. One of the joys of the Iron Horse trail is the trees beside the trail, not to mention the CO_2 capture. Nome of this should be lost.

-An 8 story building will cast a considerable shadow; a 13 story building will cast too much of a shadow, not something we want in a residential area.

There is also the issue of precedent. Once one 13 story building is up others will follow. Now is the time to limit the height of development on Belmont. I like the Belmont Village as it is but, allowing for the intensification of development, an 8 story limit is appropriate and should be enforced. The Belmont Village area is not the place for high rise buildings.

Development of this area must be responsible and conform to the current by-laws and zoning. The current by-laws and zoning allow the appropriate scale of development for this area. There are no valid reasons to allow variances at this location.

The developers were well aware of the zoning and by-law requirements associated with this site when they purchased the site. Purchasing the site suggests development of the site under these requirements was worthwhile. They should proceed under the current zoning and by-law requirements.

I oppose any change in by-law requirements or zoning for this development.

Thank you

670 Avondale, Kitchener, N2M 2W3

Garett Stevenson

From: Tara Zhang
Sent: Tuesday, May 25, 2021 9:17 AM
To: Garett Stevenson
Subject: FW: 660 Belmont Avenue Kitchener proposed development

Hi Garett,

Please see below. Thank you.

Best,
Tara Zhang
Technical Assistant | Planning Division | City of Kitchener
519-741-2200 ext. 7760 | TTY 1-866-969-9994 | tara.zhang@kitchener.ca

-----Original Message-----
From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> On Behalf Of
Sent: Monday, May 24, 2021 10:00 AM
To: Planning (SM) <planning@kitchener.ca>
Subject: 660 Belmont Avenue Kitchener proposed development

I strongly object to this development. The size seems egregious and purely profit driven development that will little to nothing to alleviate the housing crisis. Not to mention the increase congestion and the demise of a established local neighborhood shopping and dining experience. This does one thing and one thing only, increase the luxury apartment market. Having managed to hang on in the pandemic any shops now still operating will have to deal with the fall out of this development and once more properties fall vacant the developer will scoop those too, and then you have another tower block enclave!

Origin: https://www.kitchener.ca/Modules/contact/search.aspx?s=yT0JiOkVn8ffkjxXrAvf3weQuAleQuAl
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This email was sent to you by · through https://www.kitchener.ca.

Garett Stevenson

From: Margaret Johnston
Sent: Monday, May 10, 2021 8:19 PM
To: Garett Stevenson
Cc: Allison Remillard
Subject: Fw: [EXTERNAL] 660 Belmont development
Attachments: 660 Belmont objection.docx

Hello Garett,

would like the attached letter regarding 660 Belmont to be part of the package for you and Council for consideration.

Thanks!

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca



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From: (
Sent: Thursday, April 22, 2021 8:15 PM
To: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont development

Dear Margaret Johnston,
I write to you in your capacity as councillor for Ward 8. As residents of the area we are very concerned about the proposed development at 660 Belmont. The primary concerns are outlined in the attached file. We are sending this as an attachment because it contains images that won't reproduce in the email body.
Thank you for your attention to our concerns.
We are happy to receive a response at this email address.

135 Union Blvd
Kitchener

Concerns about the proposed development at 660 Belmont ave.

- A first concern about the 660 Belmont proposal is the unsoundness of the argument that was used to justify an increase of its height from 8 (the allowed maximum by the zoning bylaw) to 13 floors. The developer stated that the 13-storey project would provide similar floor space as a full coverage of the site by an 8-floor structure. Therefore, in their view, as the building would not cover the entire site, the developer should be permitted to add more floors as a compensation. The zoning bylaw does not give a right to full site coverage at the maximum permitted height, which, when not achieved can be transferred into more floors than the allowed limit. It is well known and accepted that in all circumstances, there are constraints that prevent full lot coverage. The argument that was used to justify the increased height is simply invalid.

- While the site for the 660 Belmont could accommodate a building that is 13 floors with minimal impact on surrounding residential areas because of distance from these areas, it breaches the planning vision for the Belmont Avenue corridor and will create a dangerous precedent. When the City of Kitchener adopted the 8-floor zoning for the Belmont Avenue corridor between Glasgow and close to Union Boulevard, there were reasons for not adopting a higher floor limit. The concept adopted by the City was meant to create a mid-rise urban boulevard on this section of Belmont. Why would the first new building to be erected in this part of Belmont be allowed to deviate from this concept and thereby scuttle the vision of Kitchener planners for this area? All of this raises the question of what the alternative redevelopment model for this area will be: in all likelihood, a succession of high-rise towers. This will probably be the outcome since, if approved, the 660 Belmont will represent a precedent, to which subsequent developments will refer when requesting heights exceeding present limits. Precedents have considerable influence in planning tribunal decisions. This was the case with OMB decisions and LPAT decisions seem to be going in this same direction.

- If the site of 660 Belmont could potentially accommodate higher heights without serious effects on close-by residential areas, this is not the case for much of the remainder of the Belmont Avenue corridor. In its present form, this corridor provides a delicate and generally successful accommodation between low-rise commercial uses and stable residential areas. The introduction of 8-storey buildings, if they are inserted with care involving, for example, setbacks, could present a higher-density version of this accommodation. It would also demonstrate that intensification can happen successfully. But the impact of 13-storey towers would be different, making it impossible to introduce new structures while respecting existing residential areas. The pictures of the 6-storey building on at 188 King Street South below shows that when a building is not too high, it can coexist in a minimally intrusive fashion with surrounding neighbourhoods.



View of the 6-storey 188 King Street South building in Waterloo.



Relation between the 6-storey building and nearby houses. Note the use of the laneway as a separator and the fact that if the building were more than twice its present height the relation between the two types of buildings would be very different.

Garett Stevenson

From:
Sent: Tuesday, November 16, 2021 3:52 PM
To: Garett Stevenson
Cc: Mayor; Margaret Johnston
Subject: [EXTERNAL] 660 Belmont

Dear Mr. Stevenson,

I am writing to express my opposition to the proposed development at 660 Belmont Ave West. While I agree that higher density is needed, especially in terms of apartments or condos geared towards families (ie more than two bedrooms), the height of this proposed building is a problem. It would be radically out of place in the neighbourhood and its sheer scale would disrupt the unique character of the area. High, multistorey buildings are, as Jane Jacobs pointed out long ago, not amenable to fostering communities. It would be far more productive to build something smaller, in accordance with existing city by-laws and also to incorporate mixed use and larger units for families. Indeed, I'd rather see some of the other low rise buildings around the Belmont area be replaced by condo developments in the 25 metre range, again with mixed use (retail, restaurants, fitness), and geared towards families. This would be far better than the monolithic structure that the developers wants to erect, which will have a negative impact on parking, traffic, green space, light and setbacks. There is an opportunity to create a truly liveable space and community, instead of yet another lifeless skyscraper. I urge you to be bold and make the right choice.

Respectfully,

(181 Union Blvd., Kitchener, ON)

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740 Belmont Ave W
Kitchener, ON
N2M 1P2

November 16, 2021

Dear Mayor Vrbanovic and city councillors,

My name is [redacted] and as the Co-Owner and Operator of Arabella Park Beer Bar, I am writing to express my support for the redevelopment proposal of 660 Belmont Avenue West.

The proposed mixed-use development at 660 Belmont Ave. W. indicates a necessary shift for our community, as I believe it would bring increased revenue to small businesses who have faced extreme hardships during the pandemic with lockdowns and provincial capacity restrictions. Furthermore, this development would be key to making the community more vibrant with people. While Belmont Village has its charm, it is lacking in vibrancy. It could benefit from the hustle and bustle that comes with more foot traffic in the area.

As a Millennial with an above average income, trying to buy my first home in Kitchener was beyond difficult. The lack of supply is driving up housing prices and forcing people to look outside of the city for a place to live. This diverts property tax base elsewhere, when in fact it should be collected by the city to then be reinvested into infrastructure and public services. Had there been a greater diversity of housing - like a condo in a sleek, modern mixed-use building with amenities close to transit and local businesses, I wouldn't have faced the house-buying challenges that I did. As our community continues to grow, I trust this development and future mid-high rise developments will provide others with the opportunities I wish I had, encouraging the creation of complete communities, with more green space and public amenities likely to follow. This will make Belmont Village an even more desirable destination, which benefits existing and prospective area residents alike.

Your support would have a significant impact on the future of our community as Kitchener continues to grow.

Thank you.

Yours sincerely,

Co-Owner / Operator
Arabella Park Beer Bar

Garett Stevenson

From:
Sent: Thursday, October 21, 2021 4:56 PM
To: Garett Stevenson
Cc: Margaret Johnston; Mayor
Subject: [EXTERNAL] 660 Belmont

Dear Garett Stevenson,
I live near Belmont St. and shop there regularly. The proposal to erect a highrise that is twice the size of the bylaw recommended height is something I strongly oppose. This will alter the character of the street dramatically, and cast a long shadow over everyone who lives nearby. I add my voice to the community members who object. Please do not let this mar our beloved Belmont village!

108 Allen St. W., Waterloo

Garett Stevenson

From:
Sent: Wednesday, October 13, 2021 1:49 PM
To: Margaret Johnston; Mayor; Garett Stevenson
Subject: [EXTERNAL] Support for 660 Belmont Ave

Good afternoon all,

I live in the area surrounding Belmont Village on Gildner Street. We moved from a 100 acre property into the city to be a part of the progress. We were inconvenienced (in a good way) by the LRT construction and until Covid had been using it regularly.

I can't imagine the ratio of negative comments you receive compared to positive comments on a project such as 660 Belmont Ave W. This is a formal statement in support of the development. Although quaint, Belmont Village is tired, for most of the day and many evenings is a ghost town and if it wants to be relevant in the future I believe we should embrace projects like this to make it thrive. I'm in the village every day often a few times a day.

I continue to receive mailers saying it's not a done deal... I find it fascinating that most of the people opposed are much older than I am, have lived nearby the proposed project for years and are trying to control what the future holds for us and a younger demographic by protecting what they have. They don't represent the future and I refuse to let them put words in my mouth.

In my opinion Belmont and area is one of the most desirable parts of the city. With walking access Downtown, Midtown and Uptown, trails for cycling and a real neighbourhood feel, I wish more people could experience this.

Belmont village is a tired group of single level businesses that need people to thrive. I like to imagine how these businesses would flourish if there was a larger local population. We would be both a destination for those from outside of town and we would become even more desirable for locals and those that wish to be locals. I would like to see more development like 660 Belmont to really create a special place.

I've heard of very few businesses that oppose the project. I've heard no opposition from a younger demographic including all of my younger neighbours and their families. All opposition seems to come from people over 70 (not a scientific stat).

Kitchener and Belmont Village need to continue to adapt and embrace change to add to the many positive attributes of our rapidly growing city. Give the people they want not protect the older population by what they have.

I'm available to discuss, but want to make it clear my hope is 660 Belmont Ave W is just the beginning of an intensification project and 10 years from now makes the village familiar but completely relevant and updated for the future.

--
Thanks

Garett Stevenson

From:
Sent: Monday, October 25, 2021 12:24 PM
To: Garett Stevenson; Margaret Johnston; Mayor
Subject: [EXTERNAL] 660 Belmont Avenue West

Dear Mr. Stevenson,

Re 660 Belmont Avenue West

I am writing to you to express my concerns and opposition to the proposed development at 660 Belmont Avenue West, Kitchener.

I have lived in the Belmont Avenue neighbourhood for over 45 years. During that time I have seen retail businesses, supermarkets, banks, doctors' offices and others come and go. However, the changes have been incremental, and the intimate, personal scale of the plaza has been maintained. In this respect, it is unique, there is no other like it in Kitchener. People are attracted to it for exactly this reason. In my view the proposed development will result in cataclysmic change that will create irreversible damage to the plaza's distinctive character. This would be a loss not only to the surrounding neighbourhoods but also the entire City of Kitchener (and indeed, the City of Waterloo, which has no say in the matter)

I am sure that you are already aware of the concerns relating to this development so I will reiterate briefly only those that are of specific interest to me.

1. The proposed development is completely out of scale with the surrounding neighbourhoods developed at the same time as the plaza, i.e., the 1930s to the 1950s.
2. The sale of publicly owned land as part of the development process rather than being considered separately. This suggests a lack of impartiality on the City of Kitchener's part.
3. The increased traffic and parking pressure on the adjacent residential areas that are already stressed in this regard.
4. The lack of any affordable housing component.

I would be grateful if you would acknowledge receipt of my communication.

Yours sincerely,

Garett Stevenson

From:
Sent: Wednesday, December 8, 2021 4:27 PM
To: Garett Stevenson
Subject: [EXTERNAL] Sale of City lands and Belmont Plaza

Dear Mr. Stevenson,

Re: Sale of a portion of Belmont Lane East from the south entrance off of Belmont Ave (north side of Tim Hortons) to Claremont Ave.

I am writing to express my opposition to the sale of the above public land to the Zehr Group.

The Urban Design Manual, published by the City of Kitchener (2012) clearly states that "Belmont Lanes (East and West) be maintained as public property." This is essential because Belmont Lane East and Belmont Lane West are currently used extensively by citizens and are essential to the functioning of the businesses. Allowing one section of laneway to become private sets a precedent for the rest of Belmont Lane, East & West.

I also feel that any discussions of the sale of these city lands should be made in public and not behind closed doors without involvement of the citizens of Kitchener.

I would be grateful if you would acknowledge receipt of my communication.

Thank you,

Garett Stevenson

From:
Sent: Thursday, February 25, 2021 10:35 AM
To: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Cc: Joanne McCallum <Joanne.McCallum@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont Redevelopment

Good morning Margaret and Joanne.

I live in the Belmont Village neighbourhood, at 86 Earl St and have been circulated with information on this development from a local neighbourhood group called "Friends of Belmont Village".

From this, I understand the proposed development requires an OPA and ZBA in order to proceed in its current form, a 13 storey mixed use bldg (commercial ground floor, residential above).

Although I am not opposed to the redevelopment of this site in general, I do wonder about the scale of the proposed development, and its appropriateness in this particular location, given the scale of neighbouring existing buildings.

I trust this (ie project size and scale) is among the things being considered by City staff as they review the application, but wished to make my thoughts known.

I understand there is a mtg tonight, and that I may have missed the deadline to RSVP...but if there is any way I can get on the invite list, I would certainly appreciate it, if only to hear the discussion, and ideally see more details of the proposed development... in particular any renderings that the developer's team might have done (there was a very simple rendering attached to the package that I got, but suspect there may be more available).

As a side note, I also understand there was a mtg back in December which I was not aware of at the time - I presume because my address did not quite get me onto the mailing list. Pls do add me to the project mailing list if there is one - I would like to stay current with plans for this site.

Thank you!

Garett Stevenson

From:
Sent: Saturday, March 20, 2021 5:08 PM
To: Garett Stevenson
Subject: [EXTERNAL] stay the course

Hi Garett: Just wanted to drop a quick note of support to continue your efforts to resist the NIMBY movement. The Belmont project is the latest example of some people's lack of understanding that we have to forge ahead and create more density in those neighbourhoods that are close to the LRT. As someone who lives in Westmount, I now recognize that we need to share our wonderful neighbourhood.

Also, as someone with children who have given up the dream of buying a single family home, I hope that more townhouses, semi duplexes and two and three bedroom apartments are in the city's future.

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LETTERS TO THE EDITOR | OPINION

Condo tower will erode the character of Belmont Village

Tue., Dec. 29, 2020 | 1 min. read

Developer proposes 13-storey condo tower — Dec. 24

One of the appealing charms of Belmont Village has been — and still is, but to a decreasing extent — its diverse mix of residential units, shops, and services.

What's being proposed and will undoubtedly be approved will further erode the very character and value of the village that the Zehr Group want to uphold. The village does not need a 13-storey tower dominating its major corner, even with the promise of more restaurants (how many more of these does the city need?) and cool retail spaces for gathering and lingering.

The Zehr Group might note that several useful elements of the village — which I'll define as basic services within walking distance and accessible by just about anybody — either have disappeared or will soon be going. Among them: a bank, a doctor's office, and the Dettmer auto repair shop. And the mainstream grocery store that the Zehr Group fondly recalls pulled up stakes many years ago.

This is what passes for progress in Waterloo Region, another move toward tedious homogeneity in the guise of enhancing a community's street scene.

Stephen A. JonesKitchener

YOU MIGHT BE INTERESTED IN...



Garett Stevenson

From:
Sent: Wednesday, March 10, 2021 8:26 PM
To: Margaret Johnston; Debbie Chapman
Cc: Garett Stevenson; Mayor; Juliane vonWesterholt
Subject: [EXTERNAL] RE: Proposed Redevelopment of 660 Belmont Ave Kitchener
Attachments: Proposed Redevelopment of 660 Belmont Ave Kitchener

Dear Debbie and Marg (and Berry, Juliane, and Garett copied in as well),

Thank you both very much for your excellent work on our City Council representing Wards 8 & 9. This is the first time I am writing to you because, frankly, I've had very little to add to your already excellent efforts - though in retrospect, a note to simply say thank you is well overdue.

I am writing today in regards to the proposed redevelopment of **660 Belmont Ave.** in Belmont Village. I know the site has been under considerable scrutiny with some rather heated discussion.

While my wife, Kim, and I plan to attend one of the community engagement sessions that Garett has organized, I found it helpful to organize my thoughts on the matter in writing. As such, I am attaching a letter that I hope will provide some helpful context and my thoughts on the matter - much of which is echoed by many of the neighbours I have spoken to.

I hope it's helpful in your work to guide this and future development in the area. Thanks so much for your time and if you'd like to discuss anything here please do not hesitate to contact me. I'd welcome the opportunity to hear your thoughts.

Warmest regards,

March 9, 2021

To:
Councillor Debbie Chapman, Ward 9, City of Kitchener
Councillor Margaret Johnston, Ward 8, City of Kitchener

Cc:
Berry Vrbanovic, Mayor, City of Kitchener
Juliane von Westerholt, Senior Planner, City of Kitchener
Garett Stevenson, Senior Planner, City of Kitchener

From:
75 Gildner St. Kitchener, Ward 9

Re:
Proposed redevelopment of 660 Belmont Ave. Kitchener

Summary

- Kitchener is in a housing crisis and urgently needs more supply.
- Affordability is paramount for our community. The proposal for only 1-2 bedrooms with no plan for affordability is unacceptable. There must be meaningful pressure to build what's needed.
- Recommendations:
  - Approve the height on condition of affordable, family units
  - Approve the purchase of Belmont Lane on condition of community space and public gateway access between Belmont Village and the Iron Horse Trail
  - Create a Belmont Village Vision Committee to set the community vision
  - Create a Belmont Village Community or Secondary Plan to guide development
- Opposition to the project is misguided, not rooted of needs in the community, nor reflective of the welcoming place we aspire to be.

Context

We are in a housing crisis. Recent analysis shows that:

- Ontario has grown by approximately one million people in the last 5 years, with almost 63,000 of those people choosing Waterloo Region as their home[1].
- At an 11.8% rate of growth between 2015-2020, Waterloo Region is the fastest growing community in the Golden Horseshoe[2], and the third fastest growing community in all of Canada between 2019-2020 alone[3].
- Out-migration from the City of Toronto in that same timeframe has been ***primarily young families***, meaning the new citizens Waterloo is gaining are people looking for space to grow[4].
- The Region is expected to grow by 360,000 (or roughly 55%) by 2051[5].

Yet in that time, we have failed to develop enough appropriate housing to meet the needs. This has led to our current circumstances:

- A critical shortage in housing supply that has driven the average price of a family home in Kitchener-Waterloo to more than $900,000[6].
- An overbuilt supply of 1 and 2 bedroom condominium units that has seen lower demand and prices drop by 1.4%[7].
- A local housing market that is not producing apartments and condos that can actually accommodate "families, people looking to downsize and appeal to modern urban ideals"[8].

The community needs affordable family housing, and we need a lot of it. Now.

Skyrocketing home prices that push people out of the community are a greater threat to the character of Belmont Village than a few extra stories on a building.

There are a number of things I would like to see happen regarding 660 Belmont Ave. and Belmont Village more broadly.

1. **Regarding 660 Belmont Ave.**
    - The height should not be an issue here. There are already numerous buildings within a few hundred meters that exceed the proposed height for 660 Belmont Ave. There are no houses within 100 meters in any direction, and the site is at a major intersection. *If density doesn't belong here, where does it belong?*
    - That said, if we are to permit the excess height, that allowance should go towards improving the community. The City should insist these added units include affordable units for families to meet the needs of the community and mitigate further gentrification.
    - ***We do not need significantly more 1 and 2 bedroom units that benefit investors and speculators, but fail to benefit the community.***
    - Regarding parking: We need to stop fostering car culture in Kitchener. Focus instead on ensuring that:
        - Belmont Village has needed amenities, like child care, grocery stores, etc.
        - Connections to Belmont Village are safe and highly accessible by walking, biking and transit.

2. **Regarding the purchase of Belmont Lane**
    - This is not a functional roadway and there is little benefit to the City retaining it as such.

- That said, if we allow this purchase, it should benefit the community by creating a community space off the Iron Horse Trail and a *public* pedestrian path affording gateway access to Belmont Village.

3. **Create a Belmont Village Vision Committee.**
   - Similar to the City of Kitchener's Downtown Action and Advisory Committee or the City of Waterloo's Uptown Vision Committee, a Belmont Village Vision Committee would advise council and staff on matters pertaining to enhancement of the economic, social, cultural, environmental, physical, and educational circumstances of Belmont Village.
   - This will allow the City to balance and bring together the overall regional aspirations for growth and density, with a community-led vision for how Belmont Village can uniquely contribute to that bigger picture. All while retaining a coherent identity and avoiding the traps of protectionist or NIMBY-ist thinking.

4. **Develop a Community or Secondary Plan for Belmont Village.**
   - It's well-known that other parts of Belmont Village are being considered for redevelopment. Rather than an ad hoc approach to development, let's create a plan that sets expectations, addresses community needs, and gives clear direction on how to develop successful projects.
   - There are already Community Plans in the City for identified growth areas: https://app2.kitchener.ca/appdocs/communityplans/
   - An example of an infill plan process we can reference is the Downtown Hamilton Secondary Plan: https://www.hamilton.ca/city-planning/planning-community/downtown-hamilton

I confess to great disappointment in the objections to this development, which seem less concerned with how to improve our community, focusing instead on preserving the worsening unaffordable exclusivity of the neighbourhood.

Belmont Village should be a place for everyone, not just the wealthiest of our citizens.

We have an opportunity to do better. To make a commitment to building a community that is equitable, diverse, inclusive, and sustainable. One that makes space for people and works hard to meet their needs. One that is focused on ensuring people have a safe home; and access to childcare, good jobs, food, and a healthy, livable community.

I believe we can have all those things if we try. I believe it will be to the advantage of all, current residents, new residents, developers, and the City as a whole if we achieve these things. I hope we'll choose to do the right thing.

About me

I have lived in Waterloo Region off and on for over 20 years, having first attended Wilfrid Laurier University, and returning as a resident in 2008. My wife and I bought our first home on Mt. Hope St. in 2010 and moved to Gildner St. in 2019. We've raised three boys here and have been active participants in the community for a long time, helping to organize community Harvest Festivals, neighbourhood gatherings, and school events for many years.

I've volunteered with the Kitchener-Waterloo Community Foundation, Women's Crisis Services, Junior Achievement, and I chair the Economic Development Advisory Committee for the City of Waterloo. I am currently pursuing a Masters Degree in Economic Development at the University of Waterloo, where I also work full time as the Manager of the David Johnston Research + Technology Park. I've studied and worked on matters of land-use planning, community development, and economic development for some time.

SOURCES

[1] https://mikepmoffatt.medium.com/ontarians-on-the-move-2021-edition-1-the-big-picture-8b46eb87e4d5

[2] https://mikepmoffatt.medium.com/ontarians-on-the-move-2021-edition-1-the-big-picture-8b46eb87e4d5

[3] https://dailyhive.com/vancouver/fastest-growing-regions-canada-cities-population-loss?hsamp_network=linkedin&hsamp=bb3BdVaepxi9J

[4] https://mikepmoffatt.medium.com/ontarians-on-the-move-2021-edition-bf5ccf59e364

[5] https://kitchener.ctvnews.ca/region-preparing-for-population-boom-in-coming-decades-1.5338851

[6] https://kitchener.ctvnews.ca/average-price-for-detached-home-in-kitchener-waterloo-passes-900k-for-first-time-1.5333973

[7] https://www.cbc.ca/news/canada/kitchener-waterloo/real-estate-waterloo-kitchener-condo-apartment-housing-1.5909674

[8] https://www.cbc.ca/news/canada/kitchener-waterloo/real-estate-waterloo-kitchener-condo-apartment-housing-1.5909674

Garett Stevenson

From:
Sent: Tuesday, April 13, 2021 3:12 PM
To: Garett Stevenson
Cc: Margaret Johnston; Debbie Chapman
Subject: [EXTERNAL] Re: 660 Belmont Avenue West - Comprehensive Engagement Report

Thanks for sharing this Garett! Much appreciated. And thank you all for all the time you and your team have taken to listen to and compile all this feedback. I'm learning so much from this process, not only as a resident, but also as a grad student in Ec Dev at UW and manager of the Research Park, where I am about to undertake my own community consultations. So I do appreciate the extensive time and energy you've already expended.

I confess I am incredibly saddened to see no interest from the developer to create more attainable or affordable housing, especially for families. I am equally disappointed to see so little concern from current residents of the area - most of whom won't be the people living here in 25 years - for making Belmont Village an affordable place for families that's centred on inclusivity, diversity, and sustainability. What can we do about this?

I am highly supportive of growth and density, especially at a busy intersection like Belmont and Glasgow that has little existent "character" (gas station, abandoned garage, tim hortons?). If density can't happen there where can it really? But I can in no way get behind any project so clearly designed to keep Belmont Village exclusive and, let's face it, white. The same can be said of the opposition who seem more concerned about their property values and personal want than with what's needed and best for the whole community. Both the developer and the opponents seem intent on keeping many people out of Belmont Village - they just have different ways of achieving that end. We're a changing and increasingly diverse community and we need to reflect that in our planning.

I hope the City will do what's right for the community overall. We need diversity of housing, places for families, and development that fosters strong, diverse community networks. This plan isn't it and if the developer can't get behind that vision for the City and find creative solutions to make it work, then they should move on. We're not getting any more land to develop, but there's plenty of other developers we can work with. Let's get it right so the next generation isn't stuck with our poor decisions.

Thanks for listening and I look forward to seeing what comes next!

On Tue, Apr 13, 2021 at 12:40 PM Garett Stevenson <Garett.Stevenson@kitchener.ca> wrote:

> Hello,
>
> This email is to advise you that the Planning Division has now completed the Comprehensive Engagement Report which includes responses to the questions that were received during the two NIMs, as well as a summary of the ten small group discussions and the additional comments submitted with the small groups meeting RSVP emails. We kept our commitment of completing this work within 3 weeks of the last engagement event.
>
> The City's Planning Consultation webpage has been updated with the Report – https://www.kitchener.ca/en/development-and-construction/current-planning-applications.aspx#Proposed-Official-Plan-Zoning-By-law-Amendments--660-Belmont-Avenue-West

Direct link to the Report –
https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_660_Belmont_Comprehensive_Engagement_Report.pdf

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

Garett Stevenson

From:
Sent: Thursday, March 4, 2021 2:02 PM
To: Garett Stevenson; Juliane vonWesterholt; Janice Husted
Cc: Margaret Johnston
Subject: [EXTERNAL] Re: 660 Belmont Avenue West - Small Group Meetings

Dear Garett,

Thank you for the invitation to join one of the small group sessions. Following the online meeting of February 25, I decided **not** to participate in the small group sessions. Why? I quickly realized that 660 Belmont Ave development will go ahead, particularly given the repeated emphasis that the development does not need an Official Plan Amendment. Fait accompli, in my view. Also, I was disappointed in the defensive tone of the city planners and their terse responses to valid questions previously raised in the first meeting. Moreover, I find it difficult to accept the traffic assessment, since Belmont Avenue has fairly recently been reduced to one lane traffic in either direction, and parking is already difficult, with parked cars extending up to Avondale and Claremont (Rock and Earl) during busy periods. This creates safety issues for cars, pedestrians and cyclists.

Also I was disappointed with the architect's tone and attitude. He seems unaware that the street name is Belmont Avenue (not Street). And his views on the current Belmont architecture were unnecessary and self-serving. He also seemed to be unaware that Belmont Village is already a thriving community, attracting a diverse group of people. This vitality leads to the current parking issues. If he is so convinced that the commercial space of 660 Belmont (and the mews) will attract throngs, why then is there no request for commercial parking space?

Finally, I have some concerns about the role of Green Space in the Belmont Avenue West Corridor (perhaps all the mixed corridors). Hopefully the Catalyst Development s not a precedent, with its large paved parking lot (a potential flood hazard). Prior to this development, there was a small stream abutting the Iron Horse Trial, with marine life and vegetation. My son and I spent many hours looking at the tadpoles, frogs, bulrushes, etc. Something irreplaceable was lost.

I trust you will receive valuable feedback at the small group sessions and I hope this feedback has some impact.

Best,

---------- Original Message ----------
From: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Date: March 3, 2021 at 3:21 PM

Hello,

As mentioned during the Neighbourhood Information Meeting last Thursday, I am going to be facilitating small group discussions regarding the development applications for 660 Belmont Avenue West.

We acknowledge that the large scale digital meetings clearly have had some unintended consequences that we want to opportunity to address. While large scale meetings like the two already held in December and last week are efficient in sharing information, we know they need to be supplemented with opportunities for two way dialogue between City staff and yourselves.

I am reaching out today to invite you to RSVP for one of the small group sessions. I kindly ask that you identify your top 3 preferred timeslots. These meetings will have a maximum attendance of 15 people each to ensure that everyone will have an opportunity to speak and share their perspectives and ask questions. Additional meetings may be scheduled to accommodate everyone's availability if the 10 scheduled sessions below fill up, or if you cannot attend at these times.

To register, I kindly ask that you respond to me by email with the following information:

1. **Please select up to three sessions that you are available to attend.**

Session	Date	Time
Session 1	March 16	1:00pm - 2:00pm
Session 2	March 16	2:30pm - 3:30pm
Session 3	March 16	6:30pm - 7:30pm
Session 4	March 17	9:30am - 10:30am
Session 5	March 17	12:00pm - 1:00pm
Session 6	March 18	12:30pm - 1:30pm
Session 7	March 18	2:00pm - 3:00pm
Session 8	March 18	6:30pm - 7:30pm
Session 9	March 19	8:00am - 9:00am
Session 10	March 19	3:30pm – 4:30pm

2. Please identify the main topics you would like to discuss during the meeting.

3. Please confirm how many people will be attending with you.

I commit to:

- Confirm which session you have been scheduled for within 3 business days of receiving your request.
- Provide the Zoom link for your session the day before it is scheduled.
- Prepare a consultation report within 3 weeks of the last small group discussion that will include a summary of our discussions, as well as answers to the questions from the Q&A chat function during the two meetings.

I look forward to virtually meeting with you all in a few weeks. In the meantime, the City's consultation website has been updated with additional information from our meeting last week. For more information, please see www.kitchener.ca/planningapplications.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

Garett Stevenson

From:
Sent: Thursday, March 25, 2021 9:31 PM
To: Garett Stevenson
Cc: Margaret Johnston; Debbie Chapman; Tara Zhang
Subject: [EXTERNAL] RE: 660 Belmont Avenue W - Small Group Discussion - Zoom Link - Session 3

Sorry, I was unable to attend this meeting, due to work obligations.

I have been following this development and attended presentations by the developer. I like the streetscape concept and access to the iron horse trail.

I am opposed to the request to approve an exemption to the existing height limitations. Frankly, the height is a factor, and the shadow will impact neighbouring homes, but most importantly, I look at the vacant lot on the corner of Belmont and Union (former gas station) and the property for sale on the south west corner of Belmont and Union, and I think book ends of towering buildings will have a negative impact on the neighboring properties that cannot be justified. If this project is approved there is nothing stopping a "twin" project at union. It will be the beginning of the encroachment of highrises in the neighbouthood. Just look down the street from Belmont and Glasgow toward Victoria. That will be our future neighbouthood.

This degree of intensification is not necessary, nor desirable in an already stable and vibrant community. A lot can be done with this property, including the streetscaping and housing units, that do not require doubling the current height restrictions. This is not a case where intensification is necessary to revitalize a neighbourhood. This is a healthy and vital neighbourhood, which deserves protection from over zealous development.

This neighbourhood is my home.

I am happy to engage in further discussions. Please keep me apprised.

Yours very truly,

37 Rusholme Rd.
Kitchener

From: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Sent: March 15, 2021 4:28 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>; Tara Zhang <Tara.Zhang@kitchener.ca>
Subject: 660 Belmont Avenue W - Small Group Discussion - Zoom Link - Session 3

Hello,

I am looking forward to chatting tomorrow evening between **6:30pm and 7:30pm.**

Please use the Zoom invitation information below.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

Join from a PC, Mac, iPad, iPhone or Android device:
Please click this URL to join. https://kitchener-ca.zoom.us/j/82527473129
Passcode: 660Bel

Or iPhone one-tap:
+14388097799,,82527473129#,,,,*241142# Canada
+15873281099,,82527473129#,,,,*241142# Canada

Or join by phone:
Dial(for higher quality, dial a number based on your current location):
Canada: +1 438 809 7799 or +1 587 328 1099 or +1 647 374 4685 or +1 647 558 0588 or +1 778 907 2071 or +1 204 272 7920
US: +1 408 638 0968 or +1 646 876 9923 or +1 669 900 6833 or +1 253 215 8782 or +1 301 715 8592 or +1 312 626 6799 or +1 346 248 7799
Webinar ID: 825 2747 3129
Passcode: 241142
International numbers available: https://kitchener-ca.zoom.us/u/ktYPeFO1C

Garett Stevenson

From:
Sent: Wednesday, October 20, 2021 1:32 PM
To: Garett Stevenson
Cc: Mayor; Margaret Johnston; Sarah FitzPatrick
Subject: [EXTERNAL] re 660 Belmont

Dear Mr Stevenson:

I write to you as Manager of Development Review. I had not realised that my email (below) to the Mayor would not become part of the public record.

To re-iterate, I wrote to Mayor Berry saying:

Dear Mayor Berry:

Conscious that I'm not a resident of Kitchener, I nevertheless wanted to share my note below with you. I live within walking distance of Belmont Village and enjoy it greatly.

I write about restaurants in the Region for the Record (co-incidentally my review this coming Friday features a half dozen Belmont food businesses) , and as such am privileged to see many corners of K-W. Belmont Village is a hidden gem and I believe a tower such as that proposed on the site of the Dettmer Garage to be out of scale with this part of the village. The Streetscape of the Village is part of its charm and I urge your Council to hold the line on height limits you already have in place for this special part of Kitchener.

I have not yet had any confirmation of receipt from Ms Vonwesterholt and would appreciate your confirmation that you have received my note to you.

Thanks for your consideration

Incidentally, I do not believe I ever heard back from Ms. Vonwesterholt, nor have I received any email updates on this development except from Please also – for the record, see my original notes to her, at the end of this email trail.

I'd appreciate your acknowledgement of receipt and look forward to hearing directly from your office about any further developments.

Yours truly

From: Sarah FitzPatrick Sarah.FitzPatrick@kitchener.ca
Sent: June 11, 2021 1:54 PM
To:
Subject: RE: RE: RE: 660 Belmont Ave

Hi

Thank you for reaching out. At this time, I had just shared your email with the Mayor for his information and had not requested a response. If there is something specific that you are looking to have answered/addressed I am happy to try to assist. Please let me know.

Thank you,
Sarah

Sarah FitzPatrick (she/her)

Executive Assistant to the Mayor | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.7859 | TTY 1-866-969-9994 | sarah.fitzpatrick@kitchener.ca

From:
Sent: Tuesday, June 8, 2021 12:54 PM
To: Mayor <mayor@kitchener.ca>
Subject: [EXTERNAL] RE: RE: 660 Belmont Ave

Hi Sarah
I wonder if I should be expecting anything more as a result of the Mayor's review?
Kind regards

From: Sarah FitzPatrick <Sarah.FitzPatrick@kitchener.ca> **On Behalf Of** Mayor
Sent: May 20, 2021 10:54 AM
To:
Subject: RE: RE: 660 Belmont Ave

Good Morning,

Thank you for taking the time to reach out and share your thoughts with Mayor Vrbanovic. I have passed your correspondence along to Mayor Vrbanovic for his review.

All the best,
Sarah

Sarah FitzPatrick
Executive Assistant to the Mayor | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.7859 | TTY 1-866-969-9994 | sarah.fitzpatrick@kitchener.ca

From: /
Sent: Wednesday, May 19, 2021 11:10 AM

To: Mayor <mayor@kitchener.ca>
Subject: [EXTERNAL] RE: 660 Belmont Ave

Dear Mayor Berry:

Conscious that I'm not a resident of Kitchener, I nevertheless wanted to share my note below with you. I live within walking distance of Belmont Village and enjoy it greatly.

I write about restaurants in the Region for the Record (co-incidentally my review this coming Friday features a half dozen Belmont food businesses) , and as such am privileged to see many corners of K-W. Belmont Village is a hidden gem and I believe a tower such as that proposed on the site of the Dettmer Garage to be out of scale with this part of the village. The Streetscape of the Village is part of its charm and I urge your Council to hold the line on height limits you already have in place for this special part of Kitchener.

I have not yet had any confirmation of receipt from Ms Vonwesterholt and would appreciate your confirmation that you have received my note to you.

Thanks for your consideration

From:
Sent: May 17, 2021 9:36 AM
To: 'juliane.vonwesterholt@kitchener.ca' <juliane.vonwesterholt@kitchener.ca>
Subject: RE: 660 Belmont Ave

As a ps I do understand current zoning permits a multi-storey building, just one not so high. Developers are always pushing the envelope and Council seems to accommodate many despite the legitimate concerns of citizens. If they stay in their box in terms of height then I have far less issue with the development

From:
Sent: May 16, 2021 4:18 PM
To: juliane.vonwesterholt@kitchener.ca
Subject: 660 Belmont Ave

Greetings,

I was by the site of the proposed tower on Belmont Street today. I must say such an obtrusive 13 storey, I understand, building is totally out of character for that part of Belmont Village. The village is one of those rare oases in the city that we should seek to preserve the extant character of.

I would appreciate being added to any mailing list for public information/sessions related to the project. I live in Westmount and am often in the area. It would be a shame to damage or even lose it to such a development

Thanks for your attention. Please let me know my concerns have been registered.

kind regards,

MennoHomes Inc.
100 - 7 Memorial Ave. Elmira ON N3B 2P8
Phone: 226-476-2535 www.mennohomes.com
CRA# 86307 7015 RR0001

November 23, 2021

Dear Mayor Vrbanovic and city councillors,

On behalf of MennoHomes, I would like to express my support for the redevelopment proposal of 660 Belmont Avenue West. To help provide some context, MennoHomes is a non-profit provider of affordable housing in Waterloo Region. This past summer we completed construction of a new 48 unit affordable housing apartment building at 544 Bridgeport Road East in Kitchener. We are currently working on plans for Phase 2 that will provide additional residential homes at that location. Zehr Group's $250,000 commitment towards this redevelopment is helping to make it possible and we are obviously appreciative of their support.

So how does this relate to the development at 660 Belmont Ave. West? We believe that in order to address the housing crisis, the city needs to support the full range of housing in the housing continuum. In addition, higher-density infill housing needs to be actively pursued if we want to be sensitive to issues related to climate change and land use. This project works towards those goals.

We believe that affordable housing is most successful for tenants when it includes support services. This is where the financial support that Zehr Group is providing to MennoHomes really makes a difference. We are able to leverage their donation by combining it with other sources of funding. In addition, we provide ongoing supports for tenants so that they are better positioned to thrive in their new home. This model of private sector developers supporting affordable housing by partnering with local non-profit housing providers has the potential to dramatically "move the needle" on the creation of affordable housing in Kitchener.

We appreciate the leadership role that Zehr Group has taken to adopt this approach in the development of 660 Belmont Ave. W. and we invite other developers to also pursue it.

Regards,

Dan Driedger
Executive Director, MennoHomes

Garett Stevenson

From:
Sent: Wednesday, October 20, 2021 10:41 AM
To: Garett Stevenson
Subject: [EXTERNAL] Proposed Development at 660 Belmont Ave W

Hi Garett,
I am strongly opposed to the doubling of the height of the proposed building.
It will create shadows on the neighbours and businesses in the area. This will also increase traffic flow in the surrounding area because it is built too far from the LRT line. The only people that will benefit from this proposal are the self-serving developers.
Sincerely,

Garett Stevenson

From:
Sent: Saturday, October 9, 2021 9:19 AM
To: Garett Stevenson; margaret.johnson@kitchener.ca; Mayor
Subject: [EXTERNAL] Proposed Development at 660 Belmont Ave. W

I am strongly opposed to the doubling of the height of the proposed building.
It will create shadows on the neighbours and businesses in the area. This will also increase traffic flow in the surrounding area because it is built too far from the LRT line. The only people that will benefit from this proposal are the **greedy** developers.

Garett Stevenson

From:
Sent: Wednesday, November 3, 2021 6:31 PM
To: Garett Stevenson
Cc: Margaret Johnston; Mayor
Subject: [EXTERNAL] Opposition to 660 Belmont Ave development

Dear Garrett,

Please consider this my strong opposition regarding the aggressive development proposal for 660 Belmont Ave W.

This kind of building has no place in the small village of Belmont and would do considerable harm; both to the village and the surrounding neighbourhood of Westmount.

Belmont and Westmount are a unique and cherished place in Kitchener...the only one of it's kind. I've lived here since 1998 and seen it flourish as a quaint and family friendly destination. I would be devastated if a massive building went up in the very heart of it.

Please deny the proposal as it will also set a precedence for the rest of the surrounding area. Please preserve this historical, unique and much loved village and neighborhood.

I trust you will make the right decision.

Sincerely,

Garett Stevenson

From:
Sent: Tuesday, December 21, 2021 11:43 AM
To: Garett Stevenson
Cc: friendsofbelmontvillage@gmail.com
Subject: [EXTERNAL] New condo building at 660 Belmont St., Kitchener

Good morning Mr. Stevenson:

When I moved to 75 York Street in 1973, it was so lovely to move into a peaceful, charming neighbourhood. I have quite enjoyed living in this area for almost 50 years. Over this time, I have come to know several vendors and have relied on their professionalism especially at Dettmer Tires and Rexall. I am so sorry to learn that this area will be changing to condominiums and high-rises. There will be a high traffic volume, especially during the construction of this building. I also understand that all of the stores from Glasgow to Union will be changed into condominiums as well. That will anialate the peaceful neighbourhoods.

I don't really understand the need for the neighbourhood to change. I know progress is necessary, but I really think it is a shame. It will never be the same again.

Sincerely,

ơ1 York St., Apt. 509
Kitchener.

Garett Stevenson

From: Garett Stevenson
Sent: Wednesday, March 24, 2021 7:00 PM
To:
Subject: RE: [EXTERNAL] Fwd: Follow-Up Comments Re: 660 Belmont

Thank you for your comments.

From:
Sent: Tuesday, March 23, 2021 3:14 PM
To: Debbie Chapman <Debbie.Chapman@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>
Cc: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] Fwd: Follow-Up Comments Re: 660 Belmont

Oops!

I meant to copy you both on this email but hit send before I did. So am forwarding it for your information.

---------- Original Message ----------
From:
To: Garett Stevenson <garett.stevenson@kitchener.ca>
Cc:
Date: March 23, 2021 at 7:07 PM
Subject: Follow-Up Comments Re: 660 Belmont

Hello Garett

Below are items and I would like you and the City to consider regarding the condo complex at 660 Belmont St. Some of these are things that others might have said on the call, including yourself, but we are repeating these for emphasis.

1. We heard you clearly say that change is inevitable and that some type of high-rise structure(s) will be going into Belmont. As a Social Work Community Developer/Planner/Agent of Social Change I agree with your comments regarding this. Change is inevitable and we are in agreement with the City/Region plan for high density vs subdivisions on farm land. We are not opposed to multi-story buildings. Our preference to ensure the uniqueness of Belmont Village is maintained would be to have structures that are no more than 5 stories. However, as the Village is currently zoned at 8 stories it is unlikely the zoning would be changed to decrease the building height. Therefore we would like to see the building no more than **10 stories**. We believe the builder is being unreasonable requesting zoning to 13 stories and fear that if this were to happen the number of stories would continue to grow over time when the City is considering future multi-story units in the Village.
2. We also heard you say that consideration would be made to construct a building that fits into the existing community that is Belmont Village. This is very important. And we hope the City is

able to work with the developer to **require** that the aesthetics of Belmont Village and its' surrounding communities are considered in the **design**.

3. We would also like to see the builder be **required** to ensure that the surrounding neighbours, Gildner Green Park and the Iron Horse Trail are **minimally** affected by shadows, noise, light, garbage, traffic, etc.
4. Something that was not raised in the Zoom meeting we attended is that the interior design of the building should provide optimal opportunities for community interaction. As we all leaned since Covid, a sense of belonging is crucial to the **wellbeing** of our citizens. There are ways to make high-rise living spaces that are more conducive to this. One of the better designed buildings for this that I've seen in the City is the apartment building on King St. (don't know the number) beside Voila Hair Salon and across from Sun Life near Union St. All doors into units are at the ends of the building rather than the typical long hallways that are more isolating. If you haven't seen this building I encourage you to visit. This is only one of many design elements that can encourage belonging in our high-rise buildings.
5.

Garett Stevenson

From:
Sent: Monday, October 11, 2021 9:08 PM
To: Garett Stevenson
Subject: [EXTERNAL] Fwd: 660 Belmont Ave W development

---------- Forwarded message ---------
From:
Date: Mon., Oct. 11, 2021, 9:06 p.m.
Subject: 660 Belmont Ave W development
To: <garett.stevenson@kichener.ca>, <margaret.johnston@kitchener.ca>, <mayor@kitchener.ca>

I believe that Richard Florida would state that municipal oddities like Belmont Village are exactly the types of character sites that make cities unique and attractive to live in. We certainly do.

I dont use the term "character" loosely or in any type of exclusionary meaning. And I am not concerned for the neighborhood in general. I just strongly believe that the stretch of Belmont between Union and Glasgow is unique and a real asset to the community.

Development within such a zone needs to be done with great care as the uniqueness and attractiveness are easily destroyed.

My wife and I are opposed to granting the variances that have been requested for the proposed development. We have walked the perimterer and stood to look at the site from many different angles.

We believe that the proposed height and size of the building are totally out of character for the Village.

We understand that there are taller buildings nearby. But those do not put the Village into shadow. They are not in the Village itself. They are self contained with their own parking. They are within walking distance of the Village but don't form part of the village.

The area around the Village has a good mix of high density and single family homes. Many people can walk to the village and there is adequate parking for those that drive in. Its a destination.

We strongly believe that the addition of so many residents within the confines of that unique section of Belmont Street, will destroy the village's other businesses. The parking situation would deteriorate dramatically. The street's traffic density would rise. Its attractiveness as a destination would fall. Its not a simple calculation because the amount of traffic required to change the character of the Village irreversibly is not a formula you can easily predict.

Currently the Village is a destination for residents throughout KW. But that could change very quickly if poor development planning is allowed.

There is other available land for highrise development, as shown by the number of new buildings elsewhere in the city. There is no need to grant this particular development variance.

We oppose this variance request due to its height and size.

But we would not oppose a 25 meter tall building that is done in good taste with fewer residents and adequate parking within its own property envelope. We certainly believe that some development is going to occur and we hope council will be very cautious to not destroy this city enhancing feature.

Sincerely,

338 Glasgow St.
Kitchener, Ont
N2M2M8

Garett Stevenson

From:
Sent: Saturday, March 6, 2021 12:37 AM
To: Garett Stevenson
Subject: [EXTERNAL] Fw: 660 Belmont - In Favour of Development

Garett, just passing along in advance of the small group session on March 17th.

----- Forwarded Message -----
From:
To: kmuir@gspgroup.ca <kmuir@gspgroup.ca>
Cc:
Sen.. Wednesday, March 3, 2021, ...
Subject: 660 Belmont - In Favour of Development

Hi Kevin,

I am coming a bit "late to the party" and trying to get up-to-speed on the development plans including neighbourhood consultation. Although I may presently be in the minority, I wanted to let you know that I am in favour of the new development.

As a close neighbour (in a highrise apartment building) and frequent customer of the pharmacy and stores in Belmont Village, I have seen the ups and downs and currently need to drive elsewhere for some essential items. While Vincenzo's is within walking distance, I would certainly welcome a small local grocery as part of the new development.

One thing I wondered was given the close proximity to Tim Hortons, whether consideration has been given to possibly expanding the footprint of the building and incorporating Tim's within the commercial operations. I have seen this done in other municipalities, and while it might involve their losing drive-thru service (not very busy by my observation), I believe that expansion of the development to the corner of Belmont/Glasgow might be a welcome addition, assuming the steep change in grade/elevation could be addressed.

I am participating in the upcoming small group session on March 17 and will voice my support for this project.

Should you have any questions, or wish to discuss, I have provided my contact information below.

107-75 York Street
Kitchener, ON

Garett Stevenson

From:
Sent: Wednesday, September 8, 2021 9:48 AM
To: Garett Stevenson
Subject: [EXTERNAL] Concern regarding 660 Belmont proposal

Good morning,
When I first saw the notice about the plans for 660 Belmont, I was extremely disheartened.

There is no question that Belmont Village is a jewel in this city. Over the years, it has grown to become the kind of neighbourhood you would want to see if you were an out-of-town traveller. And you would be charmed and impressed by your visit.

The Village itself has attracted high quality shops, services, restaurants...and Bestival...that are diverse and entrepreneurial. The surrounding community is made up of vibrant, thriving residential streets lined with mature trees and houses that are often fronted by lush gardens.

This is a phenomenal part of the city to call home. I can certainly understand wanting to invest in projects that enable more people to live here, and I am not opposed to thoughtful development at 660 Belmont. The current proposal, however, is incompatible with the convivial spirit of the Village.

Plopping a high rise condo into the middle of it will effectively eliminate the very qualities this development seeks to exploit. Its approval will open the door for more ill-conceived "intensification" projects. Rather than making similar mistakes time and again, we need to be truly forward thinking about the evolution of our city and plan for sustained habitability. I think most residents would support development that enhances the space and nurtures the qualities that make the community appealing in the first place.

If we're going to build, let's do it with sincere reflection about what comprises an attractive neighbourhood. Most assuredly, reducing green space, increasing road traffic, and shading the streets do not contribute to that objective.

Thank you for your attention.

Neighbourly regards,

154 Esson Street, Waterloo

Garett Stevenson

From:
Sent: Friday, October 8, 2021 1:24 PM
To: Garett Stevenson
Cc: Margaret Johnston; Mayor
Subject: [EXTERNAL] Development at 660 Belmont Ave. West

As I understand it, you are the go to person for the city's response to the proposed development of 660 Belmont Ave. West. I would like to share my concerns about that development as a longtime resident of Westmount. My wife and I have resided at 71 Rusholme Road since 1989. Our children grew up here and we have been strong proponents of this neighbourhood since that time.

I believe that the proposed development would be totally out of place on Belmont Ave. Doubling the height of the building does nothing more than add to the developer's bottom line. It provides nothing for the neighbourhood. Kitchener has studied the area and proposed limits on development that were acceptable. The city should stick to their findings. I am not opposed to development, but it should be done in a thoughtful way. This 49 metre high wall does not fit with the existing buildings and would be detrimental to the Belmont neighbourhood.

I have lived and worked in New York and seen what destruction unrestricted development can do. Neighbourhoods are destroyed when the human scale is ignored. If you look to some of the most successful and liveable cities in Europe, the historical and indeed, in many cases, current development is restricted to 6 stories. The benefits include fresh air, light and a reduced traffic flow. Belmont will be a horror with 49 metre buildings lining up side by side. You have only to look to King Street north of University to find a streetscape that offers nothing to their neighbourhood.

As you must know, there is considerable opposition to this proposal as it stands. The city must act in ways that are of benefit to its residents, and not just for the profit of developers. An enlightened vision of our city is preferable to one where profit is the only motive. Hold tough on the parameters already determined.

Sincerely,

Garett Stevenson

From:
Sent: Tuesday, October 19, 2021 11:55 AM
To: Garett Stevenson
Cc: Margaret Johnston; Mayor
Subject: [EXTERNAL] Development in Belmont Village

Hello,

I live in Belmont Village. And when I say I live in Belmont Village, I don't mean I live nearby or in the "Belmont Village" condos, I mean I live in the little-known apartments in Belmont Village; my downstairs neighbour is Winnie's bakery.

I first moved into my building about 8 years ago. The apartment wasn't much then, and it isn't much now. But the rent was really cheap, even in those more reasonable times, and most importantly, my apartment is in a real neighbourhood.

I can walk uptown or downtown on the trail, I can go to the shops, or next door to the pharmacy, and there's a bus stop about twenty feet away. My neighbours are all single people that have lived in the building for years, some of them for decades. It's a real neighbourhood. And because I'm a woman living alone, I appreciate how safe it is.

In the period of 8 years, I'm now on my third landlord. They just increased my rent again (the minimum allowed). Last year, during a lockdown, they called me and, unashamedly, offered me two months rent to leave my apartment "to help in these tough times".

I pay about $600 a month rent now. They offered me $1200 to leave my apartment during a pandemic and a housing crisis. The part that bothered me the most was how they phrased it; that they were "helping" me out.

If you moved into my building now, $1200 is how much you would pay for a month's rent. They want me out so they can get someone in that will pay more.

But this email isn't to complain about my landlords. I'm going to stay in my building as long as I can because I have no place else to go. This email is to help you understand how the development of my neighbourhood is affecting people now. Now. And you want to add more here.

I don't know if you've ever looked up the area on Airbnb. I think you should, because you would see how many empty condos are available for stays. But I know researchers and advocates have given you all the evidence you would ever need that our city needs more low-and-mid-income housing, not condos, so I won't belabour this point.

I also won't remind you that high-density housing leads to more crime and more tension between neighbours, or the problems that inadequate parking will cause the local businesses. The ones that have been able to stay after all their rents have increased, I mean. Again, I'm sure you have been given this data.

The truth is, you can't do a proper cost-analysis on how much actual money the developments will bring in versus the potential social and economic problems that they will cause. But you don't have to. It's not a leap of imagination or empathy to understand how the charm of Belmont Village is the fact that it's small and (until recently) not over-developed. And further development will change it irrevocably, from a neighbourhood into just a bunch of buildings.

Who do you think will live here when there's no neighbourhood left? Do you really think people will browse the shops here? Walk their dogs here? Show off their babies to the ladies at May Court? Sympathize with the cashiers at Rexall about slow deliveries? Wait in line for doughnuts with their kids? Wonder out loud how much the big houses cost on Westmount? Complain about their jobs over beers at Arabella (and try to figure out the menu)?

When's the last time you took a stroll down University, or at the Boardwalk just for fun? Nobody does that because those places are a collection of buildings, not neighbourhoods.

We have so few neighbourhoods left. Don't destroy Belmont Village.

Garett Stevenson

From:
Sent: Monday, November 1, 2021 10:20 AM
To: Garett Stevenson
Cc: Margaret Johnston; Mayor
Subject: [EXTERNAL] Development Proposal 660 Belmont Avenue West

Dear Garett,

A senior, born and raised in Kitchener, the Old Westmount and Belmont Village have always been my most favourite neighbourhoods in which to live and walk. Quiet, mature tree-lined streets, lawns and gardens delight our eyes and ears and nourish our souls. When I learned the details of the proposed redevelopment of 660 Belmont West, my heart sank.

Should the developer be given a green light, Belmont Village's unique charm and calm, pleasant ambience will be replaced by unappealing, cold, overbearing concrete and glass high-rise structures increasingly common along major arteries. But wait - Belmont Ave is not a major artery!

And, the significant boost in population density will boost traffic density and noise. As calm and quiet as Belmont Village has been traditionally, residents living within a few block radius of the Village are awakened between 4:30 and 7:00 several mornings a week by trash pickup vehicles servicing Belmont Village. This has been an ongoing problem that residents have been trying to resolve for years with waste management service providers, Belmont Village businesses and Kitchener Bylaw Enforcement without lasting improvement. Redevelopment of Belmont Village along the lines of what is proposed for 660 Belmont West will add to this ongoing problem and create new ones. It will turn my neighbourhood into a place where I no longer want to be.

I will conclude with a post by Helene Beaulieu that expresses many of my thoughts and sentiments:

"Belmont Village is a Treasure!

There is no question that Belmont Village is a jewel in this city. Over the years, it has grown to become the kind of neighbourhood you would want to see if you were an out-of-town traveller. And you would be charmed and impressed by your visit.

The Village itself has attracted high quality shops, services, restaurants…[*omission mine*]…that are diverse and entrepreneurial. The surrounding community is made up of vibrant, thriving residential streets lined with mature trees and houses that are often fronted by lush gardens.

This is a phenomenal part of the city to call home. I can certainly understand wanting to invest in projects that enable more people to live here, and I am not opposed to thoughtful development at 660 Belmont. The current proposal, however, is incompatible with the convivial spirit of the Village.

Plopping a high rise condo into the middle of it will effectively eliminate the very qualities this development seeks to exploit. Its approval will open the door for more ill-conceived "intensification" projects. Rather than making similar mistakes time and again, we need to be truly forward thinking about the evolution of our city and plan for sustained habitability. I think most residents would support development that enhances the space and nurtures the qualities that make the community appealing in the first place.

If we're going to build, let's do it with sincere reflection about what comprises an attractive neighbourhood. Most assuredly, reducing green space, increasing road traffic, and shading the streets do not contribute to that objective."

(Source: Friends of Belmont Village — Belmont Village is a Treasure!)

Kind regards,

803-81 York Street
Kitchener, ON N2G 1T6

Garett Stevenson

From:
Sent: Saturday, October 30, 2021 6:00 PM
To: Garett Stevenson
Subject: [EXTERNAL] Belmont Village

The current height of 29 ft would be more in line with the present character of Belmont.

I assume that future development on Belmont would also be proposed at 29 feet and be kept the same distance from the street. Even then the character of Belmont will be very different than at present

Garett Stevenson

From:
Sent: Thursday, May 20, 2021 4:17 PM
To: Garett Stevenson
Subject: [EXTERNAL] Belmont Village

Dear Garett
I am contacting you today to voice my extreme concern for the plans to construct a very large apartment building in Belmont Village. As I understand it, this initial building is to set president for future projects along the strip between Glasgow St and Union Blvd.
I purchased my home two blocks from Belmont in large part because of the village.
The community is so friendly and welcoming to all, however we could be totally overwhelmed by the the traffic, parking, loss of existing businesses etc.
Please help us preserve the integrity of our lovely community and not turn the village into a mini downtown.
Thank you for your attention.

Sincerely

Sent from my iPad

Garett Stevenson

From:
Sent: Thursday, March 4, 2021 4:01 PM
To: Garett Stevenson
Subject: [EXTERNAL] Belmont, and all, developments

Regarding Belmont, and all, developments in Kitchener, I encourage the city to "create policies to include child care spaces in all large developments".

https://www.womentransformingcities.org/hot-pink-paper-challenge

Garett Stevenson

From:
Sent: Thursday, October 14, 2021 1:18 PM
To: Garett Stevenson
Subject: [EXTERNAL] 660 Belmont Ave W

Dear Mr Stevenson, Councillor Johnston and Mayor Vrbanovic,

I write as a resident of the Belmont Village neighbourhood, but wish to point out that I am also a long-time member of the Waterloo Municipal Heritage Committee.

I have reviewed the various materials regarding the proposed construction at 660 Belmont Ave W. I believe a structure that exceeds the current maximum height allowed by the City of Kitchener by-law will do irreparable damage to the surrounding neighbourhoods and will be completely out of proportion to what should be considered as appropriate. We do not need higher density here, especially given the current amount of uninhabited new construction in the area. Furthermore, the commercial environment in Belmont Village will not support the increase in residential occupancy unless there is unacceptable expansion that will destroy the social, environmental and, especially, heritage ambiance of the area which should be preserved. I therefore urge that you reject the developer's request to exceed the maximum height permitted by the by-law.

Respectfully,

--

97 John St. W.
Waterloo, ON N2L 1C2

Garett Stevenson

From:
Sent: Wednesday, December 8, 2021 9:01 AM
To: Garett Stevenson
Cc: Mayor; Bil Ioannidis; Christine Michaud; Dave Schnider; Debbie Chapman; John Gazzola; Kelly Galloway-Sealock; Margaret Johnston; Paul Singh; Sarah Marsh; Scott Davey
Subject: [EXTERNAL] Belmont Lane East

Dear Mr Stevenson, Mayor Vrbanovic and Councillors,

As a resident of the Belmont Village neighbourhood (with a lot on the border between Waterloo and Kitchener), I am writing to protest strongly the consideration of any sale of any portion of Belmont lane east laneway to the Zehr Group which is proposing to construct an building in Belmont Village that will exceed current building height restrictions as well as, possibly, other as yet unknown ones. I favour densification over urban sprawl, but this is the wrong way to go about accomplishing that.

Respectfully,

--

97 John St. W.
Waterloo, ON N2L 1C2

Garett Stevenson

From:
Sent: Thursday, June 10, 2021 12:28 PM
To: Mayor; Dan Chapman; Garett Stevenson
Subject: [EXTERNAL] A more thoughtful process please

I am writing to you not as an activist but as an ordinary citizen of Kitchener. The following concerns are not solely my own but represent thoughts and feelings that have come up in conversation with friends who unfortunately remain part of the silent majority as they feel their voices will never be listened to by elected representatives or those in positions of power. Although I have little hope that anything will change I cannot sit idly by.

Our concerns are focused on the rampant development in Kitchener and the unwillingness of city and regional councils to listen to the valid concerns of its tax paying citizens. We watch as the slow but steady influx of high-rise buildings alters the city that we have lived in and loved for years. We watch with horror as downtown Kitchener is transformed into a lifeless concrete jungle. We watch in amazement as farmland disappears and uniform rows of houses spring up, cars lining the streets. Yes, the economy is hot in Waterloo Region and intensification and expansion of the city is a natural outcome but this should be the time for wise decision making if Kitchener is to retain any measure of livability. This is a plea to slow down and listen. Bigger is not necessarily better.

We treasure access to green spaces and enjoy recreational opportunities in city parks and trails. If we have learned anything during the pandemic it is the importance of accessing nature and the green spaces that are so important to our mental and physical well being. Why is it then that developers are being allowed to build on postage sized lots with no set back and no possible room for lawns, gardens, trees or playgrounds? Why is it that developers are then allowed to pay a ridiculously small "penalty" fee with the money being used to improve a park in another location of the city?
Downtown Kitchener is becoming completely sterile. We find it astounding that Vogelsang Green, once a peaceful oasis where you could actually hear birdsong, as the name implies, has been "upgraded" to a cement slab with water starved saplings lining the perimeter. What a loss. Check out the photo from the summer of 2014 to see what used to be.
https://www.flickr.com/photos/matthewsmithphoto/14863252289
I drove past Vogelsang Green this morning and not a single person was sitting in the blazing sun. There were people enjoying the beautifully peaceful and shady lot of St. John the Evangelist church and even the shaded nook at the corner of the Duke Street parking arcade, both strong indicators of what people are seeking. With the ION in place and working-from -home a new reality for many people, it would be wonderful to see some of the parking lot wastelands remade into green spaces or even community gardens and not have the land passed along to developers.

We are very attuned to the repeated calls for affordable housing in the city. The School of Planning at the University of Waterloo has pointed out the demand for affordable, large (3-4 bedrooms), family friendly housing near open spaces and amenities. Yet what we see being developed is tower and tower after tower. The newest building proposal is of course the 44 story tower at Charles and Francis Streets in Kitchener. Besides being an ugly blight on the skyline, the building would offer nothing in the way of green space, adequate parking, curb appeal and most importantly affordability. With a proposed 530 units of only one or two bedrooms this type of accommodation will not suit families should they even be able to afford the cost. Neither this building or the current project underway by the same developer fit the concept of *Inclusionary Zoning* that Kitchener should adopt.
And where are the supporting amenities to be found including a basic grocery store? And will the residents feel part of a vital city ensconced in that tower? Not likely. The higher you live, the more disconnected you are from the world around you. And once again the pandemic has opened our eyes to the very negative effects of isolation and loneliness. Why are you so focussed on high-rise development? Profitable for developers but not the best solution for people.

One of the more interesting corners of Kitchener is Belmont Village. The variety of interesting small businesses, food options and proximity to the Iron Horse Trail all make it an accessible and fun destination. That could be about to change if city council once again approves a zoning amendment in favour of the developer and to the detriment of the community. Even the trees lining the Iron Horse trail would disappear if the developer gets his way..

We are not against intensification or expansion. But we are concerned about living in a city that we actually still like. We would love to see affordable housing for those who desperately want and need it. We want to see architecturally pleasing duplexes, multiplexes, stacked townhouses or low rise apartments throughout the city including the downtown core so there is a blending of ages and family units. We want to see development that is mindful of existing neighbourhoods and does not overpower them. (Thanks to the developer of the Mill Street project who removed the tower from his plans) We

want to see green spaces abutting or surrounding housing units so that people can get outside to connect with and enjoy the world. We want to see more connecting pathways, trees, and shade rather than hot concrete plazas and lifeless squares.

We want to see decisions made by city and regional councils that supports sustainable, environmentally conscious growth, not the demands of developers. We want the amendments to the building code in favour of the developer to stop! In too many cases developers are circumventing what should be mandatory features of development by contributing pitifully low amounts of cash to offset their negligence. The approval given by council for development at the corner of Frederick and Avon is a good example. Just how far will $25,000 go in providing affordable housing? Not far at all as we all know.

We want to see an ever higher set of standards that developers must adhere to, not the low bar set by Provincial building codes. We want to see LEED or BOMA BEST certification for all new construction. We want to see decisions made where people not profits come first. Are we demanding? Yes, we are. Future generations deserve our best efforts.

We have already achieved the status of being the second fastest growing community in Canada. Are we also going to achieve the status of being the most poorly planned unliveable city in Canada? We sincerely hope not.

Kitchener, Ontario

Garett Stevenson

From: Margaret Johnston
Sent: Monday, October 11, 2021 11:47 AM
To:
Cc: Garett Stevenson
Subject: Re: [EXTERNAL] 660 Westmont ave E

Hello

Thanks so much for connecting with me regarding your thoughts on the proposed 660 Belmont Ave development.

I really appreciate hearing from you. It's important for myself and Staff to hear from all residents and I appreciate you taking the time to share your opinion with us.

I have copied in Mr. Garett Stevenson who is our Manager of Development Services and the Planner for this particular application. This way your opinion can be added to the report that Mr. Stevenson is preparing.

Thank you again. It was very nice hearing from you.

I hope you have had a great Thanksgiving weekend!

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca



Customers can now connect with the City of Kitchener anytime by calling the 24/7 Corporate Contact Centre at 519-741-2345

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From:
Sent: Saturday, October 9, 2021 9:34 AM
To: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] 660 Westmont ave E

I would like to put my support to this development. I think this is great for this area. This will give the local business a boost for their business as the same time attract nice restaurant etc.

The developer for this project is well known and respected and I am confident they will do a good job.

I have been living in Westmont for the past 18 years. I have seen how Belmont Village developed and it has been excellent. This will be the next phrase.

I fully support this project to gp ahead as proposed.

238 Claremont Ave

Sent from my BlackBerry—the most secure mobile device—via the Rogers Network

Garett Stevenson

From:
Sent: Monday, November 1, 2021 4:20 PM
To: Garett Stevenson
Cc: Margaret Johnston; Mayor
Subject: [EXTERNAL] 660 Belmont Ave. W

I would like to add my voice to the concerns around the proposed development at 660 Belmont Ave. W Kitchener.

I believe that the submitted request to increase the height of the building from 25m to 49 m makes this proposal too large and invasive for the existing street scape. Since Belmont Avenue is at a higher elevation than the streets to the east of it (Eden, Mount Hope , Wood , Gildner etc) it would certainly dominate this neighbourhood and over shadow it. Of course it would also overshadow the trail and the park at Eden and Glasgow streets.

The proposal for this building also comes with the suggestion that there would be fewer parking spots for residents than would normally be the case. This can cause more traffic and more parking on the nearby residential streets in the neighbourhood. I have noticed that several recent proposed buildings in both Kitchener and Waterloo have presented the idea of fewer parking spots with the assumption being that people will a) walk or b) bike or c) take transit to their work and for shopping. However, I believe that this concept demonstrates a total lack of empathy for older people who may not be able to walk or bike or take a bus, especially carrying groceries, and it also disregards the needs of anyone with a disability. Guest parking spaces are often sacrificed too in this model, so perhaps the expectation is that no one living there will really be allowed to have guests or care workers for that matter. Is this ageism? Perhaps.

I am unaware of any energy efficiencies in this building, or any green space (and indeed trees will be lost). Will the parking lot be permeable? Is there a green roof?

Of course there needs to be increased density in cities, but the older neighbourhoods tend to be a higher density anyway, and the density of this site will be increased if the building is 25 m. The street does not need a "sore thumb" at 49m The general height of buildings on the street in that section is 3 stories at most.

Thanks for taking the time to consider this note,
Regards

Garett Stevenson

From: Rosa Bustamante
Sent: Thursday, February 25, 2021 12:23 AM
To: Janine Oosterveld; Garett Stevenson
Subject: FW: [EXTERNAL] 660 Belmont Ave

From: Debbie Chapman <Debbie.Chapman@kitchener.ca>
Sent: Wednesday, February 24, 2021 1:52 PM
To:
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>; Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Subject: Re: [EXTERNAL] 660 Belmont Ave

Hi Laini,

Thank you very much for contacting me with your thoughts. I am forwarding your message to Councillor Margaret Johnston, your ward councillor, and city staff. I will work closely with them on this file. I hope you are able to attend the meeting tomorrow evening.

Debbie Chapman

Councillor | Ward 9 | City of Kitchener |200 King St. W. N2G 4G7
O: 519.741.2798 /C: 226.752.7104 | TTY 1-866-969-9994 | debbie.chapman@kitchener.ca

Our 24 Hour Contact Line for Issues or Questions 519-741-2345



From:
Sent: Wednesday, February 24, 2021 1:45 PM
To: Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont Ave

Hi, I just received notice-flyer about the neighbourhood info/mtg for Thursday Feb 25th 7-8:30pm.
I am opposing to the proposed development to making changes to the land use.
I live in the neighborhood at 7 Balmoral Dr Kitchener ON N2M 2J7.
Respectfully.

Sent from my iPhone

To: Juliane Westerholt
From:
Date: April 12 2021

Re: 660 Belmont Ave

Since the date of my first letter to you, there have been a number of public meetings and a great deal of additional information and discussion about the proposal for developing this property. I'd like to add to my comments in my previous letter.

I understand the need and desirability for higher density residential buildings in an area as close to the core as Belmont village; indeed, the by-law recognizes and permits higher density in this stretch of Belmont Avenue. But, in my view, the by-law restricts that density in a way to respects the surrounding neighborhoods. I am firmly opposed to the request to build a complex more than twice the height allowed under the by-law.

In my view, the current height standard for 660 Belmont accurately captures and preserves the transitional role that this section of Belmont Avenue serves in the middle of the broader Westmount neighborhood. To the north and west of Belmont, the neighborhood is single family dwellings; to the east and south, higher density buildings and the LRT. Belmont Avenue with two-storey residential apartments, small restaurants and shops has long provided an easy, gentle segue toward the downtown.

At this moment in particular, Belmont Avenue's role as a transition area is critically important to the continued health and walkability of the broader neighborhood. Further development along Belmont Avenue is inevitable and imminent; 660 Belmont will set the standard for every application that follows.

I urge the City to reflect on the unique nature of Belmont Avenue and preserve its status. Firmly enforcing the current height restriction is a critical first step. Setting high standards for set-backs and landscaping, as I outlined in my earlier letter, are important and necessary reinforcements.

Sincerely,

194 Claremont Ave.

To: Juliane Westerholt
From:

Re: 660 Belmont Ave

This proposal to develop the Dettmer Tire site marks a significant change to the landscape of Belmont village and, by extension, to the entire Westmount neighborhood. It is a change that ought not to be undertaken lightly; indeed, it should be studied closely for the immediate changes to the landscape but, just as importantly, for the precedent that will be set for other proposals to develop the village that will, inevitably, come to Council.

I understand the need, indeed the desirability, for higher density in this neighbourhood and I support those initiatives. Further, I believe the proponent has produced a thoughtful design that respects the surrounding neighborhood of trees and homes. The proponent is to be commended for those efforts.

Still, I believe it is important for Council to set the highest standards for this proposal because this development will most assuredly be followed by others further north on the east side of Belmont. Now is the time to set the bar and set it high.

I suggest that there are three aspects of the proposal that present an opportunity for Council to realize the goals of its strategic plan and demonstrate its commitment to a sustainable community.

1. Removal of several trees on the east side of the site (the iron horse trail)
2. Landscaping proposal for the west side of the site
3. Greenspace around the site

Mature trees along the local transportation network

The Iron Horse trail is an important part of the transportation network for the City of Kitchener; a network that the City of Kitchener expects to be "safe, convenient *and comfortable*". Large trees contribute much to the comfort of that transportation network.

In the tree management study, the proponent identifies thirteen mature trees along the iron horse trail; only three of which will remain. One of the larger trees to be removed is a black walnut (with a 10 m diameter crown) described as being in "good" condition.

When Council reviews the tree management plan, I urge members to recall that one of the most prized aspects of the Westmount neighborhood are the trees and the walkability of the entire area. As the picture below illustrates, the canopy of mature trees in the section of the trail behind the Dettmer site is particularly welcoming to walkers, runners and cyclists.



The black walnut, in particular, has historic significance to the Region; early settlers were attracted to the Region in part by the significant girth of black walnut trees that suggested fertile, farmable land in the area.

Council has an opportunity to attach rigorous and significant tree *preservation* conditions on the east side of the site. At the same time, Council should attach specific conditions directing that any trees that are removed be replaced with trees of *significant and large caliper* size.

Landscaping on the west side of the site (east side of Belmont Ave)

In recent years, the Belmont business improvement area, together with the City of Kitchener, has made important strides in improving the streetscape of Belmont Avenue. The pictures below illustrate the landscaping efforts on the west side of the street in the block one north of the site. The plantings on the boulevards are significant; the trees are a large enough to cast shade on a sunny afternoon. Along with the recent changes to convert some parking to a shared patio the block is inviting and restful. The block where the site is located (on the east

side of Belmont ave), by comparison, is barren: no significant sized trees and minimal landscaping.

West side of Belmont Ave



East side of Belmont



Here again, Council has an opportunity to set a high standard for landscaping on Belmont Avenue in two different but complementary ways.

1. **Council should attach a condition requiring a significant setback on the west side of the building to promote a pedestrian- friendly and welcoming "promenade" rather than a minimal "sidewalk".**

2. **Council should attach a condition requiring *significant* plantings on the west side of the building; including, large caliper trees that will throw shade on the sidewalk and break the wind thus greatly improving the comfort and walkability of that area.**

3. **Council should attach a condition requiring seating areas on the west side of the site to, again, improve the comfort and walkability of this part of the transportation network**

Green space on the site

Other condominium developments in the area (the Brick Brewery site, the Bauer site) have provided very little green space in the immediate area of the buildings (see photos below). Presumably, Waterloo Council was satisfied that the sites' proximity to the iron horse trail was sufficient to address any concerns about green space or, indeed, space for pets living in the building to relieve themselves.

I urge council to impose conditions and set a high standard for significant green space throughout the site (and without relying exclusively on the proximity of the Iron Horse trail) to ensure that this development, and the others that follow, continue to build on the heritage and appeal of the Westmount neighborhood.

A word of thanks to City staff

I would be remiss if I did not take note of the efforts of both our local Council member, Marg Johnston, and City staff in notifying the local neighborhood.

This proposal is significant both in terms of its impact on the neighborhood and in terms of the precedent it will set for the ongoing development along Belmont Avenue that will surely follow. It is vitally important that a broad range of neighbors have the opportunity to examine the proposal closely and comment upon it. Staff distributed a notice to many neighbours and the City's use of "sharepoint" software greatly enabled all of that.

Garett Stevenson

From:
Sent: Wednesday, October 20, 2021 7:45 AM
To: Garett Stevenson
Cc: Margaret Johnston
Subject: [EXTERNAL] 660 Belmont

As residents of Belmont Village area we wish to voice our concern regarding the development proposal for 660 Belmont by Zehr Group.
Our concern is the proposed height of the building which is double the City of Kitchener's height maximum for this location.
Belmont Village is a unique gem within the city. We recognize that some intensification is necessary. However the size of the proposed development would set a negative precedent for other developments which would destroy this unique and special place.
Please follow your own by-law and allow development not to exceed 25 metres in height.

139 Wood Street,
Kitchener, ON
N2G 2H9

Sent from my iPad

Garett Stevenson

From:
Sent: Tuesday, August 18, 2020 12:34 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Zoning By-law Amendment

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Juliane,
We live at 139 Wood Street, so are very interested in how development and infilling happens in our neighbourhood.
Regarding 660 Belmont LP Inc., it would seem that a building of 13 stories would be excessively high. Even at 8 stories, it would be significantly higher than any other building in that Belmont Village corridor.
Please count us among those who oppose the proposed amendment.
Thank you,

Sent from my iPad

Garett Stevenson

From: Garett Stevenson
Sent: Saturday, October 30, 2021 3:42 PM
To:
Subject: RE: [EXTERNAL] 660 Belmont

Hello,

The new zoning by-law (Zoning By-law 2019-051) was under appeal (unrelated to this application) but is now in effect. The current zoning of the property is *MIX-2: Mixed Use Two* which permits a maximum height of 25 metres and 8 storeys.

As you note, there is an Official Plan policy that provides direction when considering additional height, subject to the criteria. The Official Plan Amendment application requests to increase the maximum height to 13 storeys and 49 metres in height. Currently, the Official Plan permits a maximum building height of 8 storeys or 25 metres. However, an increase in building height, up to 50% (in this case, 12 storeys or 37.5 metres), is permitted for mixed-use buildings without an Official Plan Amendment. My opinion of whether or not the a development concept satisfies the criteria in Policy 15.D.4.23 will be in my staff report, which is not yet prepared. I will share the updates on this development application at www.kitchener.ca/planningapplications.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From
Sent: Monday, October 25, 2021 10:21 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont

Hi,
I'm doing some fact checking about the proposal at 660 Belmont and was hoping you could help. In the application report it mentions the site is zoned for 8 stories under the existing zoning as well as the new zoning that is being held up by an appeal (this info was directly from developer), but they also mention (possibly) qualifying for 12 stories (see italics below) and that the variance is for the 13th story which is a mechanical area. Would it be possible to get more info on how close they are to meeting the requirements for the additional 50% and what some of the terms mean (eg. pedestrian scale base, massing along the streetscape, compatibility etc).

Section 15.D.4.23 does identify that City may consider increase heights up to 50% of the permitted building for building mixed-use building containing residential units, where they have "a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied.

More than anything, I'm hoping to gain a better idea of the context of the application. Is 660 Belmont zoned for potentially 12 stories and the developer is applying for a 13th, or is it zoned for 8 stories and they need to meet quite a few requirements to be allowed the 50% extra (+ 1).

Thanks for your time,

Garett Stevenson

From:
Sent: Thursday, February 18, 2021 4:55 PM
To: Juliane vonWesterholt
Cc: Margaret Johnston
Subject: [EXTERNAL] Comments on 660 Belmont Avenue West Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Juliane
Thanks for info you have been distributing about proposal for 660 Belmont Avenue West. Unfortunately family matters kept me from attending the December meeting. However I have the PowerPoint presentation and have signed up for next week.

As I recall from about 2012 when City was updating plan for Belmont Corridor my main concern was the need for additional park space with intensification. There is a dearth of park space in Mount Hope and Westmount area which this plan seems to only worsen. Since 2012 when travelling to neighbourhood commercial areas I have observed the successful vibrant ones are generally low rise while high rise areas tend to be cold and unwelcoming. An example of current development that works is from Toronto's Riverside/Leslieville area along Queen St. East, where streetscape is being maintained low rise with high rise structures set back.

So here are my reasons for opposing proposal:

- No tall structure next to street as they create a cold (particularly in winter), unfriendly, non-human scale environment. I would call this building "Godzilla" style, towering over Belmont Village to destroy all. Essentially this building design is for a central core area only.
- No reduction of parking requirements – without adequate parking building visitors will take up parking spaces of current businesses making them less viable.
- No provision for additional park/public space.

Yours sincerely,

168 Union Blvd
Kitchener, Ontario, N2M 2S4

Garett Stevenson

From:
Sent: Monday, September 7, 2020 5:27 PM
To: Juliane vonWesterholt
Cc: Margaret Johnston
Subject: [EXTERNAL] 660 Belmont LP Inc. Zoning By-Law Amendment Application - Oppose

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Von Westerholt,

I am in receipt of your document dated 7 August 2020.

As a nearby property owner I oppose this zoning by-law amendment application. The building of a 13-storey structure in Belmont Village will completely destroy the streetscape, and this uniquely flourishing section of Kitchener.

Westmount is a 'small neighbourhood' with large trees, beautiful homes, lots of families, and retirees. Adding this proposed structure will be detrimental to this beautiful heritage neighbourhood. Part of the reason this neighbourhood is so highly sought after for home ownership is because of its character, charm and beauty. Belmont Village and the surrounding streets are high pedestrian traffic areas of Westmount - this proposal for 163 residential units will create volumes of vehicular traffic that none of us want. A 13-storey building has no place in this stretch of Belmont (e.g. Glasgow to Union).

In fact, I was shocked and surprised current zoning allows for an 8-storey structure on that site – that already far exceeds what should be permitted. There should be no buildings along that stretch of Belmont that are higher than any of the existing structures. Are you at liberty to tell me how long that stretch has been approved for an 8-storey building? Was that a recent change? And if so, who applied for it?

Yes, please add my contact information to be notified of future information/meetings.

Many thanks

708 Westmount Road West
Kitchener N2M 1R9

(We live between Claremont & Union)

144 Claremont Avenue
Kitchener, Ontario
N2M 2P8

September 3, 2020

Ms. Juliane von Westerholt, BES, MCIP, RPP
Senior Planner
CSD - Planning Division
City of Kitchener
Kitchener City Hall, 6th Floor
200 King Street West, P.O. Box 1118
Kitchener, Ontario
N2G 4G7
juliane.vonwesterholt@kitchener.ca

Dear Ms. Von Westerholt,

I am writing to provide comments with respect to the proposed development on Belmont Avenue by 660 Belmont LP Inc. on the current site of Dettmer Tire as outlined in your letter dated August 7, 2020. I appreciate your willingness to accept comments about this project.

The proposed development is not appropriate for this stretch of Belmont, known as "Belmont Village". Belmont Village is a unique and vibrant community of small businesses (many of which are local restaurant successes) with a very pleasant streetscape made up of one-storey or two-storey structures only.

The Explore Waterloo Region website[1] describes it as follows:

> "Belmont Village is home to fine dining, numerous specialty shops and original experiences. Located in the heart of Kitchener, Belmont Village is one of the city's oldest and most unique shopping districts."

The proposed development will be a monster structure towering over the Belmont Village landscape and will be completely out of step with the other properties located there. While I have read in your letter that the site is currently permitted to have a structure of 8 storeys in height of up to a total of 25 metres, the proposal of 13 storeys and 49 metres in height is twice that which is permitted and is absolutely ludicrous. But regardless of what is currently permitted, anything on the Dettmer Tire site that over 2 storeys in height and dissimilar to the

[1] https://www.explorewaterlooregion.com/listing/belmont-village/

scale of the other existing neighbouring structures will destroy the streetscape and it will significantly, adversely affect the character, as quoted above, of "one of the city's oldest and most unique shopping districts".

In support of my position, I am enclosing a copy of the "City of Kitchener Urban Design Manual - PART A URBAN STRUCTURE & BUILT FORM" for central neighbourhoods.

I ask you to consider the following extracts from this City of Kitchener document:

- Provide a built-form which respects and complements existing neighbourhood characteristics, including heights, setbacks, orientation, building width and length and architectural rhythms.
- Conserve and retain built forms that are representative of the established neighbourhood fabric and/or make positive contributions to the neighbourhood identity.
- Respect existing and planned contexts, heights, building lengths and massing.
- Ensure new buildings do not appear substantially larger than the existing buildings. If a larger building is proposed, its massing should be subdivided into smaller, compatible pieces.
- Design all buildings to limit shadowing on the public realm and on adjacent properties
- Complement the existing development pattern of the neighbourhood in terms of building location, building height, landscaping, setbacks, entrances, windows and other architectural elements. The use of repetitive or generic design is discouraged.
- Respect the rhythms of design elements from the existing neighbourhood and streetscape. This rhythm can be found through massing, materials, details, and architectural features.
- On a street where existing elements (e.g. architectural styles, porches, building placement, materials etc.) are recurring, new development should reflect some or all of the key elements, sensitively interpreting these elements to reflect contemporary design approaches.

Thank you for considering my comments.

Sincerely,

cc. Councillor Margaret Johnston (Ward 8)
Margaret.Johnston@kitchener.ca

From:
Sent: Monday, August 9, 2021 11:50 AM
To: 'Scott.Davey@kitchener.ca' <Scott.Davey@kitchener.ca>
Subject: Kitchener project concern

Hi Scott,

Hope you are doing well. I can't believe it has been so long since we last spoke.

I want to reach out to you about a project in my neighborhood (ward 8) that has me concerned. I know I am not in your ward but you are always been a voice of reason on council. I will always remember the clever solution to come up with for overcoming our concerns at Westmount Golf Club when I was President of the Club in relation to the cultural heritage landscapes issue. That was a "win" you helped us with!

The project I am concerned about is a proposed condo development on Belmont. It is named "660 Belmont" based on its address. It is the heart of Belmont Village. I live on Claremont and my house is 3 blocks from Belmont Village so it is an integral part of my community.

I am in favour of things that improve our city but this project one seems to fall offside what I consider to be an improvement. Zehr Group is the developer. Don Zehr lives 4 doors down the street from me and I have conveyed my concerns to him that it is too high. I know there are many others in the neighborhood who are concerned about it including a grass roots group named the "Friends of Belmont Village".

As I said, the issue is the proposed height. The current by-law height limitation is 25 metres (8 storeys). The developer is proposing to double the height to 49 metres. To achieve this they also need to buy the abutting city-owned Belmont Lane East.

The building will be a monster looming over Belmont. Belmont, as it passes through Belmont Village, is very unique street in KW. It is not dissimilar to intentionally wide streets in some European towns that were designed as special gathering places. I think of my time when I was a student at Oxford University and Broad Street in Oxford, so named because it is a broad street that acts as a public gathering space that is a unique street in that English city. Oxford is full of narrow streets and one gets a great sense of space to breath when entering Broad Street. I get the same feeling at Belmont Village.

In its present form, with low rise buildings, Belmont Village is unique. I am not against upgrades and improvements but the project proposed is extreme. I am also concerned it will set a dangerous precedent that will lead to further huge buildings in the Village that will destroy the unique "breathing space" that it is.

In looking more into this kind of issue and unique neighborhood setting to see what other cities have done, I have discovered that Toronto has special rules that got put in place for specific Toronto neighborhoods. Samples attached – Forest Hill Village and Leslieville. Toronto is a hotbed of new development but they recognize when it needs to be carefully planned in certain special neighborhoods. It would be ideal if we could get Kitchener to follow Toronto's lead and adopt special rules for Belmont Village. This would clearly be better so that we get entire Belmont Village area restricted rather than just the 660 site.

Again, I am not against development. I just don't see the 660 proposal as right for Belmont Village.

Any ideas?

Garett Stevenson

From:
Sent: Thursday, September 3, 2020 10:18 AM
To: Juliane vonWesterholt
Cc: Margaret Johnston
Subject: [EXTERNAL] More thoughts regarding 660 Belmont

Follow Up Flag: Follow up
Flag Status: Flagged

Further to my comments about 660 Belmont, I believe that parking will be a major concern. With only 30 surface parking spaces - some of which will be taken up by residents of 660 Belmont - where will visitors park? They will park on neighbourhood streets as well as take up the parking designated for Belmont businesses, resulting in a loss of business for Belmont Village and crowded conditions on neighbouring streets. This will prevail with an 8 storey building, and will be very much magnified with anything higher.

40 Earl Street

Kitchener, ON

N2M 2V6

---------- Original Message ----------
From: .
To: "juliane.vonwesterholt" <juliane.vonwesterholt@kitchener.ca>
Cc: "margaret.johnston" <margaret.johnston@kitchener.ca>
Date: September 2, 2020 at 9:47 PM
Subject: 660 Belmont

I am not in favour of the proposed amendment. The current designation is for an 8 storey structure. I am very much against allowing the building to be any higher, as it will negatively impact the surroundings as well as set a precedent for future planned buildings in the area.

There is quite a bit of information missing from this letter, namely supporting materials such as what the building will look like, traffic study, environmental impact, sewage system etc.

I also find that the September 7th due date for comments is unreasonable and rushed, in that many residents are either away or getting prepared for school, work, etc.

Letters have been mailed to very few homeowners. However, please know that what happens in the Belmont Village area affects a far greater number of people than the residents living in close proximity to the proposed building. I hope that their comments will be taken into consideration as well.

40 Earl Street

Kitchener, ON

N2M 2V6

Garett Stevenson

From:
Sent: Friday, January 8, 2021 5:45 PM
To: Juliane vonWesterholt
Cc: Margaret Johnston
Subject: [EXTERNAL] More thoughts regarding 660 Belmont

Follow Up Flag: Follow up
Flag Status: Flagged

Further comments were requested before your January 11th deadline. Here are mine:

Height: The scale of the proposed development is extremely disproportionate with the buildings in the rest of Belmont Village, which you know are either one or two storeys high. The proposed height of 13 storeys will profoundly affect the surrounding neighbourhoods and future development in the village in a negative manner. One should also refer to metres, rather than storeys, since each condo unit will have higher ceilings than normal. As a result the structure will be markedly taller than a typical 13 storey building.

The current bylaw allows for a structure no higher than 8 storeys. This bylaw was recently changed from 4 storeys to 8 storeys...a doubling of height from what it was previously. Even at 8 storeys, a structure would be much higher than the current buildings in Belmont Village.

Appropriate development fits in with its surroundings. This building certainly would not. Many of us are concerned that the village atmosphere and charm will be lost. As you may be aware, there is also a developer (Lexington Park) who owns multiple buildings from Rexall PharmaPlus to a tattoo removal business. He is now purchasing buildings on the opposite side of Belmont. Mr. Zehr also owns the property next door to 660 Belmont. If the plans for 660 Belmont are approved, the floodgates will be open for yet further developments of great height to follow suit. Belmont Village will become an area of high buildings and will lose its unique and attractive atmosphere.

Traffic and Parking: I find it difficult to believe that traffic will be less than it currently is with Dettmers Tire, as stated by the traffic study. (We are still waiting to learn when this traffic study was conducted.) In a contact with Dettmers Tire it was determined that the maximum number of cars daily is 40, and this only during their busy times of year (fall and spring). One simply can't envision there being less traffic with a 13-storey building. This traffic will also be increased because of the proposed businesses on the main floor. Do not assume that everyone walks or cycles. The parking areas of Belmont Village are already full at this time, as are the streets which adjoin it (Rock, Claremont and often Earl). Also, with the lack of surface parking on the property, where will 660 Belmont visitors for the 168 units park? It will be challenging enough to find parking with an 8 storey building.

Conclusion: If the developer feels that a structure of reduced height is unprofitable, an alternate site is the only sensible path.

40 Earl Street

Kitchener, ON

Garett Stevenson

From: Garett Stevenson
Sent: Thursday, March 4, 2021 2:26 PM
To:
Subject: RE: [EXTERNAL] Re: 660 Belmont Avenue West

Hello,

I am following up to confirm that I have received your comments and they will form part of the engagement record for these applications.

I am now scheduling small resident meetings to discuss this application. Within 3 weeks of the final small resident meeting, a comprehensive engagement report will be prepared that will include responses to all questions received through the Q&A function from both Neighbourhood Information Meetings. The report will include summarize the small groups discussions. I have confirmed you were on my email invitation yesterday regarding the small meetings. Please let me know if you have not received it.

The decision of whether or not to sell Belmont Lane will be determined by Kitchener City Council. Generally, the process for sell City-owned land is as follows:

- A potential purchaser contacts the City of Kitchener with a request to the purchase land
- City internally circulates the request to City Departments to determine if the land is to be retained or if it could be sold
- If the lands are required to be retained (current/future City use, infrastructure) the applicant is advised that the request cannot proceed
- If the City deems that the land is surplus and can be sold to the applicant subject to Council approval then the following takes place:
    - The City engages an AACI Appraiser to value the land
    - A Staff report is prepared recommending the land be declared surplus, notice be given to close the road and staff be directed to negotiate the sale of the land to the applicant at a price which shall be the Fair Market Value including any conditions
    - The Staff Report is tabled at a public meeting of Council where the public can provide their input regarding the sale – in this case the development applications and lane sale would be the same staff report so no timing is known at this time
    - Public notification is typically through the Staff Report and the agenda and meeting date posted on the City's website – in this case everyone who participated in the process will be made aware of any public meetings on these applications
    - Council will vote on the request and if they agree to sell the land will enter into an Agreement of Purchase with the applicant
    - On the closing date the applicant will provide the City with the sale proceeds and title will be transferred to the applicant

Section 42 of the Planning Act gives the City the authority to require parkland dedication as a condition of certain types of development. Local approval authorities, like the City of Kitchener, are responsible for preparing a Parkland Dedication Policy which outlines the criteria for requiring parkland dedication (as land or a cash payment) and to plan future park needs. The current Parks Strategic Plan outlines where parkland is needed and provides strategies for acquiring the needed parks. Recent and future investments in the Iron Horse Trail are also intended to strengthen a key active transportation corridor to connect residents to trails and parks throughout the City. The provision of parkland to support growing communities occurs at both a macro (City-wide scale) through the Parks Strategic Plan and also at a micro scale, through site specific developments, where appropriate and feasible. Additionally, every development is required to provide private amenity space to accommodate the occupants of the a building.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From: Rosa Bustamante <Rosa.Bustamante@kitchener.ca>
Sent: Wednesday, February 24, 2021 6:13 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>; Janine Oosterveld <Janine.Oosterveld@kitchener.ca>
Subject: FW: [EXTERNAL] Re: 660 Belmont Avenue West

FYI

From: ‹
Sent: Wednesday, February 24, 2021 5:35 PM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Cc: Rosa Bustamante <Rosa.Bustamante@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] Re: 660 Belmont Avenue West

February 23, 2021.

To: Juliane vonWesterholt, Senior Planner, City of Kitchener

From:

I am in receipt of the "What We Heard" summary, which was issued by you on Friday, February 19th. In some aspects it is somewhat inadequate. It is practically an exact copy of the "What We've Heard So Far" slides shown at the first NIM on December 17, 2020, with one difference being the inclusion of several spelling mistakes or 'typos'.

Following the first NIM, the commitment was made to *"...prepare a summary of What We've Heard.... and will also include the answers to the questions raised at the NIM, as we were not able to answer all questions during the allotted time"*. Much was promised, but delivery of these commitments fell short. Participants and members of the community had been given the opportunity to forward additional questions to you before a deadline, which many residents did. A number of these questions are still unanswered as of today and/or not acknowledged. It was rather unfortunate to have highlighted only 15 comments based on multiple responses for the "What We Heard" document, with the consequence of there being omissions re single comments, some of which carried great importance.

For example, questions such as:

What is the status of negotiations regarding the possible sale, by the City of Kitchener, of a portion of Belmont Lane East to the developer? When will the public have an opportunity to speak to City staff and Council regarding this transaction?

Where will green space be added based on the provincial requirement to provide additional green space when the population density is increased?

I recognize that there are other questions raised by community members which need responding to and/or clarification.

Thank you for your attention to these concerns.

40 Earl Street

Kitchener, Ontario

N2M 2V6

Garett Stevenson

From:
Sent: Sunday, May 9, 2021 12:18 PM
To: Garett Stevenson; Juliane vonWesterholt; Rosa Bustamante; Justin Readman
Cc: Dan Chapman
Subject: [EXTERNAL] Fwd: Record Editorial, Saturday May 8, 2021
Attachments: Record Editorial May 8, 2021.pdf

To the City of Kitchener Planning Department:

You may well have seen the editorial in the Saturday, May 8th edition of The Record. In case you haven't, you will find a copy of the said editorial attached for your perusal. It certainly speaks to the issues expressed by the Friends of Belmont Village.

on behalf of the Friends of Belmont Village

Sat. May 8, 2021

> THE RECORD'S VIEW

Let's deal with our region's growing pains

Welcome to Waterloo Region, the second-fastest growing urban area in Canada.

It's the best of times if you're a developer racing to build housing and workplaces for the thousands of people streaming in here every year to join a red-hot economy. But it may be the worst of times for many longtime residents who despair that the neighbourhoods they've loved are literally being bulldozed before their eyes.

For proof of this tale of two regions, look no further than recent Record headlines. On Thursday, worried Cambridge residents grilled a developer who plans to build a massive warehouse that could create 1,400 jobs. Just days before, the province's planning tribunal approved a 10-storey highrise in east Kitchener — despite the fierce objections of neighbours in single-detached homes who'd fought the development for years. The week prior witnessed the official green light for a project in downtown Kitchener that, in the face of concerted opposition, had been pared back from a 12-storey, 176-unit complex to a four-storey stacked-townhouse venture with 76 units. Even that will forever change an elegant old residential neighbourhood.

Nor has the countryside been spared its own upheavals. Residents of Wilmot and Woolwich townships are currently protesting the opening of gravel pits that would create traffic woes even while mining the aggregate needed for the local construction going on. And that's how it is in 2021. Not a day passes without the region changing in a new way. Barely a day goes by without someone shouting "Stop!"

To be sure, Waterloo Region is not unique for having residents who want to halt, slow or simply influence growth. It is unique, however, for the sheer amount of growth it's experiencing. In the five years that ended in 2020, the region's three cities grew by 50,000 new residents. In the entire country, the region's annual two-per-cent population growth rate is exceeded by just one city — Oshawa.

In so many demonstrable ways, this growth is a boon. An urban renaissance is happening in our city cores. Directing development into existing and more densely populated neighbourhoods uses infrastructure more efficiently while protecting our countryside. We're growing up — in every way.

Yet a substantial proportion of the people already living here feel they've lost control of their own communities. If it's no consolation, it's at least worthwhile to realize provincial and municipal planning policies, approved by elected leaders, are all responsible for the rate and concentration of this growth.

But even if our future means growth, developers and municipal politicians can become more attuned to the public's wishes. Perhaps there should be fewer skyscrapers and more three- or four-storey condo and apartment complexes. Surely our local governments could do more to ensure new developments, large or small, are more architecturally and esthetically compatible with existing neighbourhoods. And our cities could be far more active in creating new parkland.

Meanwhile, we must more than ever commit to addressing the housing needs of lower-income residents being displaced by urban gentrification and intensification.

These are merely suggestions for an overdue, regionwide discussion. Growth is here. It can, managed with greater sensitivity and public participation, be a blessing. But it all depends on whether we harness this engine of change to build something better for everyone in Waterloo Region or allow it to run amok and demolish more of the priceless inheritance that's already here. This region is experiencing growing pains. Let's heal them.

Garett Stevenson

From:
Sent: Tuesday, July 13, 2021 11:25 AM
To: Garett Stevenson
Cc: Debbie Chapman; Margaret Johnston
Subject: [EXTERNAL] From CBC - Enviironmental negatives of highrises

Hello Garett. I thought this timely CBC post would be of interest to you. Note the environmental negatives of floor to ceiling high windows, height, lack of trees (green space) and more...features that 660 Belmont's design contains at present. The article advocates for more midrise, less highrise.

https://urldefense.com/v3/__https://www.cbc.ca/news/canada/british-columbia/heat-wave-infrastructure-ac-1.6099694__;!!E19_NBb0RQ!W249idfeDvNtqbDBpGd7II3PkZISoinzqbSoDmsDK4ZQvpyjJmmI5RqwDUzLwzMuJUIE5FD_$

Garett Stevenson

From:
Sent: Monday, September 7, 2020 4:47 PM
To: Juliane vonWesterholt
Cc: Margaret Johnston; Mayor
Subject: [EXTERNAL] Dettmer Tire redevelopment

Follow Up Flag: Follow up
Flag Status: Flagged

Hello, Juliane. Due to my compromised immune system, my husband and I are unable to attend any kind of public meeting, so we're sending our thoughts by email to you, copying our City Councillor and the Mayor.

We live in the Belmont/Glasgow neighbourhood known as old Westmount, and we strenuously object to the addition of a high-rise building to Belmont Village. Kitchener already has a dismal record with respect to preserving historically valuable neighbourhoods and buildings. In other cities, it is such areas such that give irreplaceable charm, character, and soul to a city, attracting both new residents and tourists. This section of the city is one of those gems.

The name Belmont Village says it all -- high-rises have no place in a village. I understand the motivation for profit and a wish to increase population density in the city core as a deterrent to urban sprawl. However, liveability has, or should have, equal weight in terms of public health and attracting businesses to an area. High rise locations should be chosen with great care so that already eminently liveable communities like ours are saved from destruction.

The goals set out in Kitchener's Strategic Plan include health and well-being as well as maintaining a caring community. That's what Belmont Village contributes to all who live within range of its small-town feel. It nurtures citizens such as recently deceased Irma Kadela, whose life was chronicled in *The Record*: https://www.therecord.com/life/2020/08/17/lifetimes-brilliant-librarian-brought-many-luminaries-to-region.html The article and those who spoke at her funeral referred to the importance of Belmont Village in her life. Her story is far from unique. And if you still prefer to rank profits above people, you might want to consider what effect high-rise enterprises will have on the desirability of nearby homes and their associated market and tax value.

We beg you to protect our neighbourhood from high-rise infringement.

Thank you

From Margaret Johnston
January 9, 2021

Hello

Thanks so much for taking the time to send in your thoughts regarding the proposed development at 660 Belmont Ave. I appreciate you copying me in. It is important for me to hear the community concerns as well as seeing the questions that residents have.

Juliane will address your questions below. There will be further follow up after the questions and comments are in next week.

Thanks again.

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca

Customers can now connect with the City of Kitchener anytime by calling the 24/7 Corporate Contact Centre at 519-741-2345

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From:
Sent: Friday, January 8, 2021 12:42 PM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] Re: 660 Belmont

Hi, Juliane. Thanks for your email.

In response to your invitation to provide additional feedback and to ask questions about the proposed development at 660 Belmont Ave., I would like to offer these thoughts.

1. First, I would like to describe our reaction to the meeting on December 17, 2020. I would have to say that we were most distressingly dismayed and disillusioned by our overall impression that the development certainly appears to be a done deal. The only people who had the opportunity to speak at the meeting were representatives of the City and the developer, all of whom seemed to support the exception that would allow the building to be constructed. Any community members' questions that were read were responded to with what I can only describe as "spin," including skewing the usual and customary definition of "compatible." Even what appears to be a superior high-rise building cannot realistically be considered to be "fitting in" with its neighbours. There is no way any reasonable person could contemplate the architect's rendering of the proposed streetscape and call a 13-storey building compatible with the surroundings.

   A further impression from the meeting was the enormous credibility gap between Don Zehr's words and actions. It was difficult to maintain a straight face while listening to him describe his sentimental attachment to Belmont Village and his purported great desire to preserve its character, all the while promoting what is undoubtedly a profit-motivated enterprise that will assuredly destroy that very character.

   I have never been involved in this kind of event before, and I naively supposed that it would be a somewhat democratic process in which the viewpoint of the community would be listened to, valued, and acted upon. I realize now that once again, just as at the provincial level, it seems to be a foregone conclusion that the developers will have their way. In the case of the province, so-called progress is at the expense of the natural environment, and here, to the detriment of the built environment.

   I submitted this question at the meeting, but since we are not to receive responses to in-meeting questions until after the deadline to send in our further thoughts, I'll ask again. In the history of Kitchener, has any development ever been successfully prevented by community action? Or is this entire process simply an exercise in futility?

2. I've been told that I just don't want change, but that is not the case. As I've said before, I realize that an important goal is to help prevent urban sprawl by increasing population density in the core areas. I am fine with high-rises being constructed along Belmont on the south side of Glasgow, where some already exist and where there is no village atmosphere. At the meeting, I heard repeatedly that the official plan designates Belmont as an urban corridor. To me, that description doesn't necessarily mandate high-rises, and I would suggest that if that is the meaning of the plan, then it is flawed, at least with regard to Belmont Village. Once again, I'll say that this area represents a livable, close-knit community gem that should be preserved. And we're not talking about a large area – just the block between Union and Glasgow. In other words, the urban corridor designation should end at Glasgow. Surely the Official Plan could be modified to allow the preservation of such a localized valuable community asset. How would we go about having that happen, not just for Belmont Village, but for other areas that might fall under the same umbrella?

Here are the follow-up items from the meeting:

- Studies submitted with this application, as well as the video presentation from the applicant can be retrieved through this link.
- The City's website has been updated to include the presentation material from the meeting for your reference. Please note that this does not include a recording of the meeting, which was the original intention, as staff was not able to resolve the logistics regarding privacy procedures prior to hosting the meeting.
- Please share your comments and additional questions on the application by emailing me or calling me by January 11, 2021.
- Please share your general feedback on this meeting through this survey

After January 11th:

- I will prepare a summary of What We've Heard and forward it to you
- I will also include the answers to the questions raised at the NIM, as we were not able to answer all questions during the allotted time.

This was not your last opportunity to participate or provide me with comments. Staff will evaluate the feedback received to date and, in consultation with Councilor Johnston, will determine the next steps for engagement.

You are always welcome to call me at the number below if you wish to chat. I look forward to hearing from you soon. In the meantime, I would like to take this time to thank you once again for your interest in this file and wish you and your family Happy Holidays and a healthy and prosperous New Year in 2021!

Sincerely,

Juliane

Juliane von Westerholt , Senior Planner| Planning Division | City of Kitchener
519-741-2200 x 7157 | TTY 1-866-969-9994 | juliane.vonwesterholt@kitchener.ca

3. I realize that the zoning cannot be changed in time to affect the building at 660 Belmont, but I believe that a height of even 8 stories is far too high for that side of Belmont. I would like to know how the zoning could be changed to match the 4-storey limit on the other side of Belmont. In any case, and hopefully without what I feel is underhandedly redefining words, the 50% higher application should most definitely be turned down on the basis of incompatibility. Please let me know how to have the rest of that side of the street rezoned.

4. I would also like to ask about the provincial requirement to provide additional green space every time the population density is increased. Where will you add green space? The only area that seems to me to be available is the now-vacant lot at the corner of Union and Belmont. What are the plans for that land? Will another 13-storey building be permitted, and then others be allowed to fill in the remainder of that side of the street to create a "canyon" effect, as is happening on King and Albert in Waterloo? I believe we need areas like Belmont Village as "breathing space" in such a soul-shrinking, dehumanizing landscape.

5. I'd also like an explanation about the ratio of four that seemed to be the underlying rationale governing the height of the building. What is it, how was it established, and why should it be allowed to overrule reasonable considerations of aesthetics that would ensure the preservation of such a civilizing and eminently livable area as Belmont Village?

6. One other smaller point I would like to raise is the parking allowance. Surely, each unit in a high-rise must be allocated at least one space? The numbers cited at the meeting didn't seem to adhere to that concept. To me, it doesn't seem reasonable to assume that there will be enough occupants with no vehicles to compensate for the ones who will have more than one. Commercial units, in particular, along with some residents, would require multiple spaces.

Thank you so much for coordinating all of the organization details, and I look forward to your response.

---------- Original Message ----------
From: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Date: December 23, 2020 at 1:54 PM

Dear Resident:

Thank you for participating in the virtual neighbourhood information meeting (NIM) for the 660 Belmont Application for Official Plan and Zoning By-law Amendments held on Thursday December 17th, 2020.

1. Email Sept. 7, 2020 to Juliane vonWesterholt, Margaret Johnston, and the Mayor of the City of Kitchener

Due to my compromised immune system, my husband and I are unable to attend any kind of public meeting, so we're sending our thoughts by email to you, copying our City Councillor and the Mayor.

We live in the Belmont/Glasgow neighbourhood known as old Westmount, and we strenuously object to the addition of a high-rise building to Belmont Village. Kitchener already has a dismal record with respect to preserving historically valuable neighbourhoods and buildings. In other cities, it is such areas such that give irreplaceable charm, character, and soul to a city, attracting both new residents and tourists. This section of the city is one of those gems.

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We beg you to protect our neighbourhood from high-rise infringement.

2. Email January 8, 2021 to Juliane vonWesterholt and Margaret Johnston

In response to your invitation to provide additional feedback and to ask questions about the proposed development at 660 Belmont Ave., I would like to offer these thoughts.

1. First, I would like to describe our reaction to the meeting on December 17, 2020. I would have to say that we were most distressingly dismayed and disillusioned by our overall impression that the development certainly appears to be a done deal. The only people who had the opportunity to speak at the meeting were representatives of the City and the developer, all of whom seemed to support the exception that would allow the building to be constructed. Any community members' questions that were read were responded to with what I can only describe as "spin," including skewing the usual and customary definition of "compatible." Even what appears to be a superior high-rise building cannot realistically be considered to be "fitting in" with its neighbours. There is no way any

reasonable person could contemplate the architect's rendering of the proposed streetscape and call a 13-storey building compatible with the surroundings.

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I have never been involved in this kind of event before, and I naively supposed that it would be a somewhat democratic process in which the viewpoint of the community would be listened to, valued, and acted upon. I realize now that once again, just as at the provincial level, it seems to be a foregone conclusion that the developers will have their way. In the case of the province, so-called progress is at the expense of the natural environment, and here, to the detriment of the built environment.

I submitted this question at the meeting, but since we are not to receive responses to in-meeting questions until after the deadline to send in our further thoughts, I'll ask again. In the history of Kitchener, has any development ever been successfully prevented by community action? Or is this entire process simply an exercise in futility?

2. I've been told that I just don't want change, but that is not the case. As I've said before, I realize that an important goal is to help prevent urban sprawl by increasing population density in the core areas. I am fine with high-rises being constructed along Belmont on the south side of Glasgow, where some already exist and where there is no village atmosphere. At the meeting, I heard repeatedly that the official plan designates Belmont as an urban corridor. To me, that description doesn't necessarily mandate high-rises, and I would suggest that if that is the meaning of the plan, then it is flawed, at least with regard to Belmont Village. Once again, I'll say that this area represents a livable, close-knit community gem that should be preserved. And we're not talking about a large area – just the block between Union and Glasgow. In other words, the urban corridor designation should end at Glasgow. Surely the Official Plan could be modified to allow the preservation of such a localized valuable community asset. How would we go about having that happen, not just for Belmont Village, but for other areas that might fall under the same umbrella?

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Thank you so much for coordinating all of the organization details, and I look forward to your response.

3. Email March 20, 2021 to Garett Stevenson

I have just come from standing on King Street North between University and Columbia in front of the row of high-rises. I was dismayed to realize that the height of two of the buildings is roughly the equivalent of the 49-metre building proposed for 660 Belmont, and I found it highly disturbing to see the reality in front of me. I know you repeated your previous statements about the design being less wall-like for the Belmont building, but as I, too, kept saying, the design is irrelevant in the face of the height. As a result of our conversation about this issue yesterday, I have managed to distill what I believe is the fundamental problem for me. In addition to the shading concerns, I've now seen in person that the building would block the sky, constituting what I would consider a visual assault. And it would become an integral part of my view, even from Avondale. An entire streetscape of such buildings, which will surely follow, will feel soul-draining and overwhelmingly looming and oppressive, like being at the bottom of a canyon with no way out. And the applied-for height is indeed the depth of the deepest canyon in the Canadian Rockies! The result would be that our unique, friendly, comforting, neighbourhood Belmont Village would look like a street in downtown Toronto and no longer bear any resemblance to a village at all.

When we've discussed the likelihood of this building setting a precedent for the rest of the block, what I've understood you to say is that you review all applications on an individual basis, and that there must be compelling and unique reasons for supporting an exception to the 25 metres. I'd very much appreciate an explanation of what you would deem to be these types of reasons for recommending acceptance of the application for 660 Belmont Ave.

Response to the answer you provided, which quoted the Official Plan: I would add that buildings of such an inappropriate height in this area would constitute visual clutter and obstruction of views in what is otherwise a village atmosphere, and for the people whose gardens would be negatively affected, including the community garden, it would constitute loss of enjoyment of normal use of property. The destruction of the trees along the Iron Horse would be injury or damage to plant life

4. Small group meeting March 16, 2021, at 2:30

Missing from the notes in the Comprehensive Engagement Report:

My question about giving me an example of a 16-storey building (equivalent of 49m with 8-foot ceilings) that would be considered compatible with 2-storey buildings.

Comment from resident on Earl Street about cars driving on the lawns and a motorcycle driving on the sidewalk during summer 2019 construction and that the addition of the 49m building would have that kind of negative effect on traffic.

My comment about seeing the sign on Rexall's door in winter 2020 that it was moving.

Garett Stevenson

From:
Sent: Wednesday, February 24, 2021 3:07 PM
To: Juliane vonWesterholt; Joanne McCallum
Cc: ; Rosa Bustamante; Justin Readman; Dan Chapman; Margaret Johnston; Debbie Chapman
Subject: [EXTERNAL] Questions prior to the February 25th meeting

Hello, Juliane and Joanne. Thanks for adding us to tomorrow night's meeting. We have some questions we'd like answers to prior to or at tomorrow night's meeting:

1. At the December 17th meeting and in the follow-up email after the meeting, attendees were promised the full text of questions and answers. This information has yet to be provided despite further requests for it. When will we receive it? And when can we expect to receive the complete text of tomorrow's meeting?
2. As City of Kitchener employees, how can Planning Department staff one-sidedly support the profit goals of developers while ignoring the quality-of-life concerns raised by community members whose taxes pay their salaries?
3. Why are zoning height restrictions still expressed in stories? Surely the original restrictions were based on an expectation of 8-foot ceilings. When these are replaced with 12-foot ceilings, the height of the building is already effectively increased by 50%. When will you revise the zoning restrictions for the entire city by expressing height restrictions in metres rather than stories?
4. The depiction of the proposed building clearly demonstrates the ruinous effect on the Belmont Village streetscape. How can any reasonable person deem it to be compatible with its surroundings?
5. If this application is approved, would it constitute a precedent for the automatic approval of other high-rise development along Belmont Avenue, thus opening the door to replacing the village atmosphere with a concrete canyon?
6. Regarding Belmont Lane East, if it is closed, as would be required for the current design, what is the benefit to the City? Have you established how its closure would affect truck and other supply traffic? Have you examined the effect on parking/stopping on Belmont Avenue, and how it might interrupt the flow of traffic on Belmont?
7. Where would the required additional green space be located, or is the City simply looking for payment from the developer in lieu of green space? If the latter, why is this alternative considered acceptable, given the negative effect on public health and welfare, in contravention of the City's stated mission of developing liveable communities?
8. Why is there not a requirement for at least a one-to-one parking space/unit ratio? Surely the necessity for additional parking that will accompany the increased density on this site will have a negative impact on traffic flow, congestion, noise, and excessive speed, not just on Belmont, but on overflow side streets in the surrounding area.

We look forward to hearing from you.

Many thanks

Garett Stevenson

From: Margaret Love
Sent: Thursday, March 4, 2021 12:33 PM
To:
Cc: Garett Stevenson; Rosa Bustamante; Dan Chapman; Mayor; Margaret Johnston
Subject: RE: [EXTERNAL] Survey about the Feb. 25th meeting

Good afternoon Barb,

Thank you for your email and sharing your concerns.

Participation in our post-engagement survey is completely voluntary. Our goal with collecting socio-demographic data is to ensure that every resident has access to the highest quality services that we can provide – in this case, community engagement. The Ontario Human Rights Code encourages the collection of this kind of data when the purpose is to monitor discrimination and promote equity.

Answers to the survey questions will help us understand who is utilizing our services, and who may be underutilizing the services available to them. We know that sometimes people experience discrimination, due to many different factors, when it comes to service delivery (e.g. age, income, race, language, disability, or gender identity). If we don't ask, then we won't know if discrimination or exclusion is happening, and if we don't know who is utilizing the services, then we cannot develop strategies to correct any existing barriers.

Data is foundational for the creation of equity-informed engagement opportunities that are accessible to all of our citizens – this is our end goal.

Kind regards,
Margaret Love

Manager Service Coordination & Improvement | Development Services | City of Kitchener
519-741-2200 x 7042 TTY 1-866-969-9994

From:
Sent: Thursday, March 4, 2021 10:30 AM
To: Margaret Love <Margaret.Love@kitchener.ca>
Cc: Garett Stevenson <Garett.Stevenson@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>; Mayor <mayor@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] Survey about the Feb. 25th meeting

Hello. I've just completed the survey Garrett sent about our response to the February 25th public meeting, and I'd like to provide feedback.

First of all, the survey wouldn't let us select the correct date of the meeting.

Second, I find the demographic questions at the end highly offensive, totally inappropriate, and completely irrelevant to the topic of the Feb. 25th meeting. I was very glad to see the option not to answer any of them. However, I don't believe they have any place in the survey and should definitely be omitted from future ones.

Thank you for reading.

Garett Stevenson

From: Garett Stevenson
Sent: Thursday, March 4, 2021 4:50 PM
To:
Subject: RE: [EXTERNAL] Questions prior to the February 25th meeting

Hello,

I am following up on your questions regarding the consideration of sale of the laneway. No commitments have been made to sell the lane.

1. Within 3 weeks of the final small resident meeting, a comprehensive engagement report will be prepared that will include responses to all questions received through the Q&A function from both Neighbourhood Information Meetings. The report will include summarize the small groups discussions.

2. City Planning Staff have not taken a position on these applications at this time.

3. The Official Plan and the Zoning By-law both regulate maximum building height by storeys and metres. Currently, the Official Plan permits a maximum building height of 8 storeys (and 25 metres) on lands designated Mixed Use as an Urban Corridor. However, increases in building height, up to 50%, are permitted for mixed-use buildings without an Official Plan Amendment (in this case, 12 storeys and 37.5 metres). The Official Plan Amendment requests to increase the maximum building height to 13 storeys and a height of 49 metres. The current zoning is MIX-2: Mixed Use Two which permits a maximum height of 25 metres and 8 storeys. The Zoning By-law Amendment Application also requests to increase the maximum height to 13 Storeys (49 metres).

4. The City's Official Plan defies compatibility as *land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects, adverse environmental impacts or adverse impacts. Compatibility or compatible should not be narrowly interpreted to mean "the same as" or even as "being similar to".*

   Adverse impacts may include but will not be limited to: shadows over private amenity areas or on building façades for an unacceptable duration, issues of privacy, overlook conditions, negative microclimatic impacts, light pollution (such as light trespass or glare), odour, vibration, noise pollution urban heat island effects, visual clutter or obstruction of views and/or vistas.

   Adverse Effects, as defined in the Environmental Protection Act, means one or more of: a) impairment of the quality of the natural environment for any use that can be made of it; b) injury or damage to property or plant or animal life; c) harm or material discomfort to any person; d) an adverse effect on the health of any person; e) impairment of the safety of any person; f) rendering any property or plant or animal life unfit for human use; g) loss of enjoyment of normal use of property; and, h) interference with normal conduct of business.

   Adverse Environmental Impacts are changes likely to arise directly or indirectly from development, redevelopment or site alteration within or lands adjacent to a Natural Heritage System feature that result in widespread, long-term, or irreversible degradation of the significant features or impairment of the natural functions of the designated area.

   The City requires studies and plans to demonstrate impacts of a development and compares those results against acceptable standards in the City's Official Plan, Zoning By-law, and Urban Design Manual.

5. Each application is reviewed individually based on the merits of the proposal.

6. If the lane is sold, the City would no longer be responsible to maintain the lane. We have received a revised site plan that shows greater detail of how the loading is proposed to function. I have uploaded that document to the City's Fileshare program. This plan is still under review and has not been approved. https://kitchener.sharefile.com/share/view/s6fc65bd2a4d64df4afc9a1113d4dfbf1

7. Operations staff have identified that in addition to the parkland dedication to be paid an cash in lieu of land dedication, there is a possibility to improve the adjacent section of the Iron Horse Trail and establish a publicly accessible mid-block connection from Belmont Avenue West to the trail over these lands ("The Mews" concept that the developer presented at the meeting).

8. The City's Zoning By-law has geographic specific parking requirements based on established and planned public transportation routes. Generally, the more public and active transportation options available to a community, the less parking is required. For an Urban Corridor such as Belmont Avenue West, the required parking for a mixed-use building in the MIX-2 zone is 0.9 spaces per dwelling unit. The application requests to reduce the parking required to 0.8 spaces per dwelling unit. No reductions are being sought for commercial parking requirements. The Zoning By-law allows commercial and residential visitor parking to be shared for mixed-use buildings.

   Section 42 of the Planning Act gives the City the authority to require parkland dedication as a condition of certain types of development. Local approval authorities, like the City of Kitchener, are responsible for preparing a Parkland Dedication Policy which outlines the criteria for requiring parkland dedication (as land or a cash payment) and to plan future park needs. The current Parks Strategic Plan outlines where parkland is needed and provides strategies for acquiring the needed parks. Recent and future investments in the Iron Horse Trail are also intended to strengthen a key active transportation corridor to connect residents to trails and parks throughout the City. The provision of parkland to support growing communities occurs at both a macro (City-wide scale) through the Parks Strategic Plan and also at a micro scale, through site specific developments, where appropriate and feasible.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Wednesday, February 24, 2021 3:07 PM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>; Joanne McCallum <Joanne.McCallum@kitchener.ca>
Cc:

Rosa Bustamante
<Rosa.Bustamante@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Dan Chapman
<Dan.Chapman@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman

<Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] Questions prior to the February 25th meeting

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We look forward to hearing from you.

Many thanks

Garett Stevenson

From: Garett Stevenson
Sent: Wednesday, March 24, 2021 6:42 PM
To:
Subject: RE: [EXTERNAL] Afterthoughts

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

It is a bit confusing because the Zoning By-law and Official Plan deal with height differently. I have copied some of the Official Plan (high level policy document) policies that speak to height as follows: https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_City_of_Kitchener_Official_Plan_2014.pdf#page=190

> Policy 15.D.4.22.
>
> Generally no building will exceed:
> b) 8 storeys or 25 metres in height, whichever is greater at the highest grade elevation, on lands designated Mixed Use as a Urban Corridor on Map 2.
>
> Policy 15.D.4.23.
>
> Notwithstanding Policy 15.D.4.22, the City may consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied.
>
> The MIX-2 zone in the Zoning By-law has a maximum height of 8 storeys **and** 25 metres. The height limit of 8 storeys and 25 metres are both absolute.
> https://app2.kitchener.ca/appdocs/Zonebylaw2019/PublishedCurrentText/SECTION%208%20-%20Mixed%20Use%20(MIX)%20Zones//Section%208.pdf#page=3
>
> An Official Plan Amendment would not be required for a 12 storey or 37.5 metre tall building.

The zoning by-law (more detailed document with regulations) does not have the "whichever is greater" language so the maximum height is 8 storeys and 25.metres.

In this case, 13 storeys and 49 metres requires both an Official Plan Amendment and Zoning By-law Amendment. As you note, if interior floor heights are taller, the building could be same number of storeys but be taller – which is why the Zoning By-law regulates both the number of storeys and height in metres.

When we consider the appropriateness of up to 50 percent more of the permitted building height, we have to look to the OP Policy direction where it must be "demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied."

The City's Official Plan defies compatibility as *land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects, adverse*

environmental impacts or adverse impacts. Compatibility or compatible should not be narrowly interpreted to mean "the same as" or even as "being similar to".

Adverse impacts may include but will not be limited to: shadows over private amenity areas or on building façades for an unacceptable duration, issues of privacy, overlook conditions, negative microclimatic impacts, light pollution (such as light trespass or glare), odour, vibration, noise pollution urban heat island effects, visual clutter or obstruction of views and/or vistas.

Adverse Effects, as defined in the Environmental Protection Act, means one or more of: a) impairment of the quality of the natural environment for any use that can be made of it; b) injury or damage to property or plant or animal life; c) harm or material discomfort to any person; d) an adverse effect on the health of any person; e) impairment of the safety of any person; f) rendering any property or plant or animal life unfit for human use; g) loss of enjoyment of normal use of property; and, h) interference with normal conduct of business.

Adverse Environmental Impacts are changes likely to arise directly or indirectly from development, redevelopment or site alteration within or lands adjacent to a Natural Heritage System feature that result in widespread, long-term, or irreversible degradation of the significant features or impairment of the natural functions of the designated area.

Hope this helps clarify.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Saturday, March 20, 2021 6:15 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>; Mayor <mayor@kitchener.ca>; Internet - Council <council@kitchener.ca>; Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>
Subject: [EXTERNAL] Afterthoughts

Hi, Garett. Thanks for talking with me yesterday. I hope you don't mind if I follow up with this email – I find that, for me, discussions usually lead to afterthoughts. Sorry about the piecemeal process!

I appreciate your further efforts to clarify the restrictions for me, and I'm hoping you won't mind confirming my current understanding! The restrictions say a maximum of 25 metres or 8 storeys, but if I'm understanding correctly, the 25 metres is absolute. With 8-foot ceilings, that would allow 8 storeys. But if the building has a commercial main floor, the ceiling of that floor will be 4 ½ metres, which means that the 25 metres cannot accommodate 8 storeys. The 25 metres therefore takes precedence over the number of storeys. Have I finally got it right?

The second thing I'd like to do is apologize for getting a bit upset yesterday. I had just come from standing on King Street North between University and Columbia in front of the row of high-rises. I was dismayed to realize that the height of two of the buildings is roughly the equivalent of the 49-metre building proposed for 660 Belmont, and I found it highly disturbing to see the reality in front of me. I know you repeated your previous statements about the design being less wall-like for the Belmont building, but as I, too, kept saying, the design is irrelevant in the face of the height. As a result of our conversation about this issue yesterday, I have managed to distill what I believe is the fundamental problem for me. In addition to the shading concerns, I've now seen in person that the building would block the sky, constituting what I would consider a visual assault. And it would become an integral part of my view, even from Avondale. An entire streetscape of such buildings, which will surely follow, will feel soul-draining and overwhelmingly looming and oppressive, like being at the bottom of a canyon with no way out. And the applied-for height is indeed the depth of the deepest canyon in the Canadian Rockies! The result would be that our unique, friendly, comforting, neighbourhood Belmont Village would look like a street in downtown Toronto and no longer bear any resemblance to a village at all.

When we've discussed the likelihood of this building setting a precedent for the rest of the block, what I've understood you to say is that you review all applications on an individual basis, and that there must be compelling and unique reasons for supporting an exception to the 25 metres. I'd very much appreciate an explanation of what you would deem to be these types of reasons for recommending acceptance of the application for 660 Belmont Ave.

My final comment is to say again how much I value your patience and good humour in all of this.

Many thanks

Garett Stevenson

From: Garett Stevenson
Sent: Thursday, March 25, 2021 6:19 PM
To:
Subject: RE: [EXTERNAL] RE: More piecemeal

Hello,

Yes, some email addresses I can decipher a person's first and last name (and I can look them up if they own a property in Kitchener), but that is not true for every email address. I will endeavor to provide notice by mail and email wherever possible.

Thanks,

Garett

From:
Sent: Thursday, March 25, 2021 5:50 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] RE: More piecemeal

Oh, Garett. Now I'm confused again. When I spoke with you, you indicated that if you had our names, you could look up our mailing addresses and that you would therefore be able to send notifications in the Canada Post mail to anyone who signed up for a small group meeting. Now it seems that we have to give you our physical mailing addresses to get a hard copy delivered.

I'm hoping you can clarify.

Thanks

---------- Original Message ----------
From: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Date: March 24, 2021 at 4:13 PM

Hello,

Yes, I will email everyone who provided their email address and mail to everyone within 120 metres (plus anyone else that provided their mailing address through this process).

There will also be a notice in the Record newspaper and the property sign will be updated as well.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Monday, March 22, 2021 2:13 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] More piecemeal

Hi, Garett. Sorry to bother you again, but I realized I have one more piece of information to confirm from our conversation on Friday.

My understanding is that you'll send notification about the Planning Committee meeting one month prior to the meeting. The notification will be sent by both email and Canada Post mail to everyone within 120 metres of the site and also to everyone who participated in the small group meetings. You'll be able to find the correct postal addresses from the data available to you through the City.

Please let me know whether I've understood correctly.

Thanks so much for your ongoing help.

Garett Stevenson

From: Garett Stevenson
Sent: Sunday, March 28, 2021 11:43 AM
To:
Subject: RE: [EXTERNAL] RE: Afterthoughts

Hello,

The OP policy specifically says that "it must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied."

The pedestrian scaled base refers to the design of the building at the street. This is what I was referring to when we talked about using building techniques like a podium – where the tower portion of a building is set back further from a street. This make a more pedestrian scaled building at the street, and that type of design helps to mitigate impacts. We talked about how some of the buildings on University do not have a pedestrian scaled base, which is why some people on the call were talking about the cannon effect along the street.

We use the Urban Design Manual (UDM) to evaluate a development proposal for adverse impacts as outlined in the Official Plan definition of *Compatible*. The UDM outlines the City's standards and guidelines to evaluate those impacts.
https://www.kitchener.ca/en/development-and-construction/urban-design.aspx

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

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From:
Sent: Thursday, March 25, 2021 5:55 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Debbie Chapman <Debbie.Chapman@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>; Internet - Council <council@kitchener.ca>; Mayor <mayor@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>; Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>
Subject: [EXTERNAL] RE: Afterthoughts

Thanks Garett. This still leaves me wondering what specific features in this particular building would be deemed sufficient to support a height greater than 25 metres. It sounds from what's below that as long as there's commercial use on the first floor, you'll grant the 50% increase, especially given the seeming ability to stretch the limits of the definition of compatible, which even at 25 metres is most certainly not similar to or the same as a 2-storey building.

Sorry to keep bothering you, but I'm still not feeling like I have clear answers to my questions.

Thanks so much for your ongoing patience.

---------- Original Message ----------
From: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Date: March 24, 2021 at 6:42 PM

Hello,

It is a bit confusing because the Zoning By-law and Official Plan deal with height differently. I have copied some of the Official Plan (high level policy document) policies that speak to height as follows:

https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_City_of_Kitchener_Official_Plan_2014.pdf#page=190

Policy 15.D.4.22.

Generally no building will exceed:

b) 8 storeys or 25 metres in height, whichever is greater at the highest grade elevation, on lands designated Mixed Use as a Urban Corridor on Map 2.

Policy 15.D.4.23.

Notwithstanding Policy 15.D.4.22, the City may consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied.

The MIX-2 zone in the Zoning By-law has a maximum height of 8 storeys **and** 25 metres. The height limit of 8 storeys and 25 metres are both absolute.

https://app2.kitchener.ca/appdocs/Zonebylaw2019/PublishedCurrentText/SECTION%208%20-%20Mixed%20Use%20(MIX)%20Zones//Section%208.pdf#page=3

An Official Plan Amendment would not be required for a 12 storey or 37.5 metre tall building.

The zoning by-law (more detailed document with regulations) does not have the "whichever is greater" language so the maximum height is 8 storeys and 25.metres.

In this case, 13 storeys and 49 metres requires both an Official Plan Amendment and Zoning By-law Amendment. As you note, if interior floor heights are taller, the building could be same number of storeys but be taller – which is why the Zoning By-law regulates both the number of storeys and height in metres.

When we consider the appropriateness of up to 50 percent more of the permitted building height, we have to look to the OP Policy direction where it must be "demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied."

The City's Official Plan defies compatibility as *land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects, adverse environmental impacts or adverse impacts. Compatibility or compatible should not be narrowly interpreted to mean "the same as" or even as "being similar to".*

Adverse impacts may include but will not be limited to: shadows over private amenity areas or on building façades for an unacceptable duration, issues of privacy, overlook conditions, negative microclimatic impacts, light pollution (such as light trespass or glare), odour, vibration, noise pollution urban heat island effects, visual clutter or obstruction of views and/or vistas.

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Adverse Environmental Impacts are changes likely to arise directly or indirectly from development, redevelopment or site alteration within or lands adjacent to a Natural Heritage System feature that result in widespread, long-term, or irreversible degradation of the significant features or impairment of the natural functions of the designated area.

Hope this helps clarify.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

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From:
Sent: Saturday, March 20, 2021 6:15 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>; Mayor <mayor@kitchener.ca>; Internet - Council <council@kitchener.ca>; Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>
Subject: [EXTERNAL] Afterthoughts

Hi, Garett. Thanks for talking with me yesterday. I hope you don't mind if I follow up with this email – I find that, for me, discussions usually lead to afterthoughts. Sorry about the piecemeal process!

I appreciate your further efforts to clarify the restrictions for me, and I'm hoping you won't mind confirming my current understanding! The restrictions say a maximum of 25 metres or 8 storeys, but if I'm understanding correctly, the 25 metres is absolute. With 8-foot ceilings, that would allow 8 storeys. But if the building has a commercial main floor, the ceiling of that floor will be 4 1/2 metres, which means that the 25 metres cannot accommodate 8 storeys. The 25 metres therefore takes precedence over the number of storeys. Have I finally got it right?

The second thing I'd like to do is apologize for getting a bit upset yesterday. I had just come from standing on King Street North between University and Columbia in front of the row of high-rises. I was dismayed to realize that the height of two of the buildings is roughly the equivalent of the 49-metre building proposed for 660 Belmont, and I found it highly disturbing to see the reality in front of me. I know you repeated your previous statements about the design being less wall-like for the Belmont building, but as I, too, kept saying, the design is irrelevant in the face of the height. As a result of our conversation about this issue yesterday, I have managed to distill what I believe is the fundamental problem for me. In addition to the shading concerns, I've now seen in person that the building would block the sky, constituting what I would consider a visual assault. And it would become an integral part of my view, even from Avondale. An entire streetscape of such buildings, which will surely follow, will feel soul-draining and overwhelmingly looming and oppressive, like being at the bottom of a canyon with no way out. And the applied-for height is indeed the depth of the deepest canyon in the Canadian Rockies! The result would be that our unique, friendly, comforting, neighbourhood Belmont Village would look like a street in downtown Toronto and no longer bear any resemblance to a village at all.

When we've discussed the likelihood of this building setting a precedent for the rest of the block, what I've understood you to say is that you review all applications on an individual basis, and that there must be compelling and unique reasons for supporting an exception to the 25 metres. I'd very much appreciate an explanation of what you would deem to be these types of reasons for recommending acceptance of the application for 660 Belmont Ave.

My final comment is to say again how much I value your patience and good humour in all of this.

Many thanks

Garett Stevenson

From:
Sent: Sunday, April 18, 2021 1:48 PM
To: Garett Stevenson
Cc:

Subject: [EXTERNAL] Comprehensive Engagement Report

Hi, Garret. Thanks so much for sending us the Comprehensive Engagement Report. It certainly represents a lot of work on your part!

As you might expect from me by now :), I have a couple of comments and questions. My initial comment is that I'm not sure about the "comprehensive" part, since I know that not all of my own questions were reported in the small group section. I can't tell whether others were omitted from reports of other sessions. I also sent in questions prior to the second NIM meeting, which I don't believe were included. Possibly others did the same. Have their questions been incorporated, or are the NIM questions only the ones submitted during the actual meetings?

This report also fails to include email submissions. I personally sent in one in September and one in January as requested by Juliane following the December 17th NIM. The content of these emails was most certainly not reflected in the "What We Heard" document, and I think what your responses indicate in the Comprehensive Engagement Report is that they will be included in the staff report rather than being presented in this Report. I would like what I submitted to be shared, at the very least, with the other participants in the small group information meetings, and I would also like to know what other people submitted.

So my questions are as follows:

1. Will you please share the staff report with the community? Will it be posted on the file share site?

2. Will it be available to the public and/or to the participants in the public consultation process prior to the Planning and Strategic Initiatives Committee meeting?

Thanks for your efforts and your ongoing patience (I hope!).

Garett Stevenson

From: Garett Stevenson
Sent: Monday, April 26, 2021 5:28 PM
To:
Cc: Margaret Johnston; Debbie Chapman
Subject: RE: [EXTERNAL] Process questions

Hello,

Yes, you can still submit comments at any time. The cutoff date will be when the staff report is prepared.

If there are missed comments, they can be submitted directly to the Planning and Strategic Initiatives Committee before a decision is made.

Clerks will post the staff report online with the agenda about a week and a half before the Committee meeting.

Thanks,

Garett

From:
Sent: Saturday, April 24, 2021 12:42 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] Process questions

Hi, Garret. Sorry to bother you yet again. I have a couple more questions about the process. I talked to Margaret Johnston yesterday, and she suggested I ask you.

You've indicated that all of the other email submissions that were not included in the Comprehensive Engagement Report would be attached to the Staff Report. What I'd like to know is whether we can still send additional comments, questions, etc., that will also be added to the Staff Report. When is the cut-off for further submissions? What happens if it turns out that the Staff Report is missing previous ones?

My second question is whether the Staff Report will be made available to the public at the time when the meeting of the Planning and Strategic Initiatives Committee is announced. I would imagine that the Staff Report will be quite lengthy and contain planning language that the public is likely to struggle with, so I for one, will need ample time to read and digest the contents prior to the meeting.

I hope your store of patience hasn't run out!

Thanks for your help with this.

Garett Stevenson

From:
Sent: Tuesday, May 4, 2021 1:29 PM
To: Garett Stevenson
Cc: Rosa Bustamante; Justin Readman; Dan Chapman; Juliane vonWesterholt; Margaret Johnston; Debbie Chapman
Subject: [EXTERNAL] Another addition for the Staff Report

Hi, Garett. Hope you're doing well on this damp day! I thought I'd have one more kick at the can and send another submission for consideration by you and the Planning Department. I'd also like it to be added to the Staff Report.

In the Comprehensive Engagement Report, I noticed that you alluded to what I'll call the "doubling" principle for transitioning from one structural height to another. I'm sure it has a formal name. My understanding of it is that, for example, in this instance, the buildings go from 6-7 metres (2 storeys) in residential Old Westmount, to 12.5 metres (4 storeys) on the west side of Belmont Village, to 25 metres (8 storeys) on the east side of the Village, thus providing a gradual, stepped transition to the relatively higher buildings rather than a radical, abrupt increase in height, as will happen if the 49 metres is approved. I would think that's what the drafters of the Zoning By-law had in mind when they set the maximum limits on the heights for both sides of Belmont.

If you apply this principle, it would help preserve the character of Belmont Village, and that's what most of the objections to this project are about. I know you're operating under a requirement to increase density, but 25 metres would still satisfy that obligation, since it could provide around 100 residential units. That's a considerable increase in density: 10,000 % over no residential units at all, as is currently the case on the Dettmer Tire site. Intensification is a city-wide consideration, and Belmont Village is just one small section of two short blocks in the entire city. Surely you could locate higher buildings elsewhere, such as Belmont on the south side of Glasgow. You must have the leeway to treat Belmont Village as an exception.

And that is the overriding point. It is exceptional -- utterly unique in the city. In fact, in the whole of Waterloo Region, there is nothing else that comes close. It is not only one-of-a-kind – it is also the last of its kind. Once it's destroyed, it can't be replaced. I know it's not a designated heritage site, but that doesn't mean it isn't an important part of our heritage. The Environmental Protection Act includes protection for areas of social and cultural significance, which most certainly describes Belmont Village and its significant role in preserving our historical fabric, not just for the local community, but also for the city as a whole – for the many people in Kitchener-Waterloo and beyond who cherish it as a comforting and beloved destination.

The desire to preserve it is quite evident in the *Urban Design Manual*, which treated upper Belmont (the Village) differently, recommending lower building heights than are now specified in the Zoning By-Law. The Manual also provides photos of examples of what are identified as great streets, with all of the buildings appearing to be 7-8 storeys. I know that you keep saying that the Manual is just a guide, but it is actually mentioned 38 times in the Official Plan, with words such as "adheres to," "conforms to," "in accordance with," "consistent with," "implementation of," and "follow." Here are three examples:

11.C.1.26. The City will ensure that the design of...redevelopment within existing neighbourhoods...adheres to a high standard of neighbourhood design in accordance with the City's *Urban Design Manual*.

15.D.2.31. The City may withhold Site Plan Approval until such time as developments and redevelopments demonstrate adherence to the City's *Urban Design Manual*... Such guidelines could include...preferred building massing.

15.D.4.12. The City may: d) require that buildings maintain a human-scaled form of development along the street by imposing façade and building height regulations in the Zoning By-law and the City's *Urban Design Manual*...

The bottom line is that all of these considerations surely provide you with ample latitude and more than enough justification to permit you to enforce the 25-metre maximum specified in the Zoning By-Law. I implore you to don your livability superhero capes and use your powers to save the village character of Belmont Village.

Thank you for reading.

Garett Stevenson

From: Victoria Grohn
Sent: Friday, May 7, 2021 1:06 PM
To:
Cc: Rosa Bustamante; Michelle Drake
Subject: RE: [EXTERNAL] Re: City of Kitchener Heritage Districts
Attachments: Westmount CHL Boundary.pdf

Good afternoon

I have responded to your questions in red below. I hope that these answers provide clarification.

Kind regards,
Victoria

Victoria Grohn, BES

Heritage Planner | Planning Division | City of Kitchener
519-741-2200 ext. 7041 | TTY 1-866-969-9994 | victoria.grohn@kitchener.ca

From:
Sent: Thursday, May 6, 2021 2:46 PM
To: Victoria Grohn <Victoria.Grohn@kitchener.ca>
Subject: [EXTERNAL] Re: City of Kitchener Heritage Districts

Hi, Victoria. As you are already aware, Margaret Johnston has given me your contact information.

I'm afraid there's been a bit of a misunderstanding because I know that not all Old Westmount residents are totally on board with acquiring a formal Heritage Conservation District designation. However, the Westmount Neighbourhood is listed in Kitchener's Cultural Heritage Landscapes report as meeting the qualifications for that category.

I have a few questions:

1. Is Westmount now formally designated a Cultural Heritage Landscape? The Westmount Neighbourhood Cultural Heritage Landscape (CHL) is identified as a significant CHL in the 2014 CHL Study, prepared by The Landplan Collaborative Ltd. and approved by Council in 2015. The CHL Study serves to establish an inventory of CHLs, and the Study identified 55 CHLs across the City. The CHL inventory does not have formal status under the Ontario Heritage, and the Westmount Neighbourhood CHL is not designated under the Ontario Heritage Act. Our conservation plans for the identified CHLs is a two-part process. The first part is complete, with the establishment of an inventory. The next phase involves a re-examination of each of the 55 CHLs to identify measures that should be undertaken to address conservation objectives. Staff's focus to date has been on the CHLs located within the central neighbourhoods within the Secondary Plan areas. Timing to undertake a review of the Westmount area is not known at this time, and will be dependent on staff resourcing and budget.

2. If it is, what are the boundaries of the Westmount Neighbourhood for the purposes of the Cultural Heritage Landscape designation? I have attached to this email an excerpt from the 2014 CHL Study which delineates the boundaries of the Westmount Neighbourhood CHL, as identified in the Study. As part of the re-examination noted above, the boundaries of the CHL may be subject to change. To clarify, the Westmount Neighbourhood CHL is not designated under the Ontario Heritage Act.

3. What, if any, parts of Belmont Village are included? Belmont Village is not included in the current boundaries of the Westmount Neighbourhood CHL.

4. What, if any, are the restrictions with respect to construction, demolition, renovations, development, etc., that accompany a Cultural Heritage Landscape designation? There are currently no CHL-specific policies or guidelines in place within the Westmount Neighbourhood that would restrict new construction, demolition or alterations to existing buildings.

Let me know if I need to clarify any of my questions.

Many thanks in advance for your help!

---------- Original Message ----------
From: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Date: May 4, 2021 at 3:24 PM

Hi

Here is the list of City of Kitchener Heritage Districts: Heritage properties and districts - City of Kitchener

The Westmount neighbourhood is not listed there.

I have copied in Victoria Grohn who is our Heritage Planner. Victoria, Barb Trotter lives in the Westmount neighbourhood. She had some questions regarding heritage districts. Back in 2019, Westmount neighbourhood had a plaque unveiling from the Heritage committee noting Westmount being one of the first planned suburbs.

Barb, you have Victoria's contact information to follow up with further questions about what these designations mean and what their implications are.

Thanks!

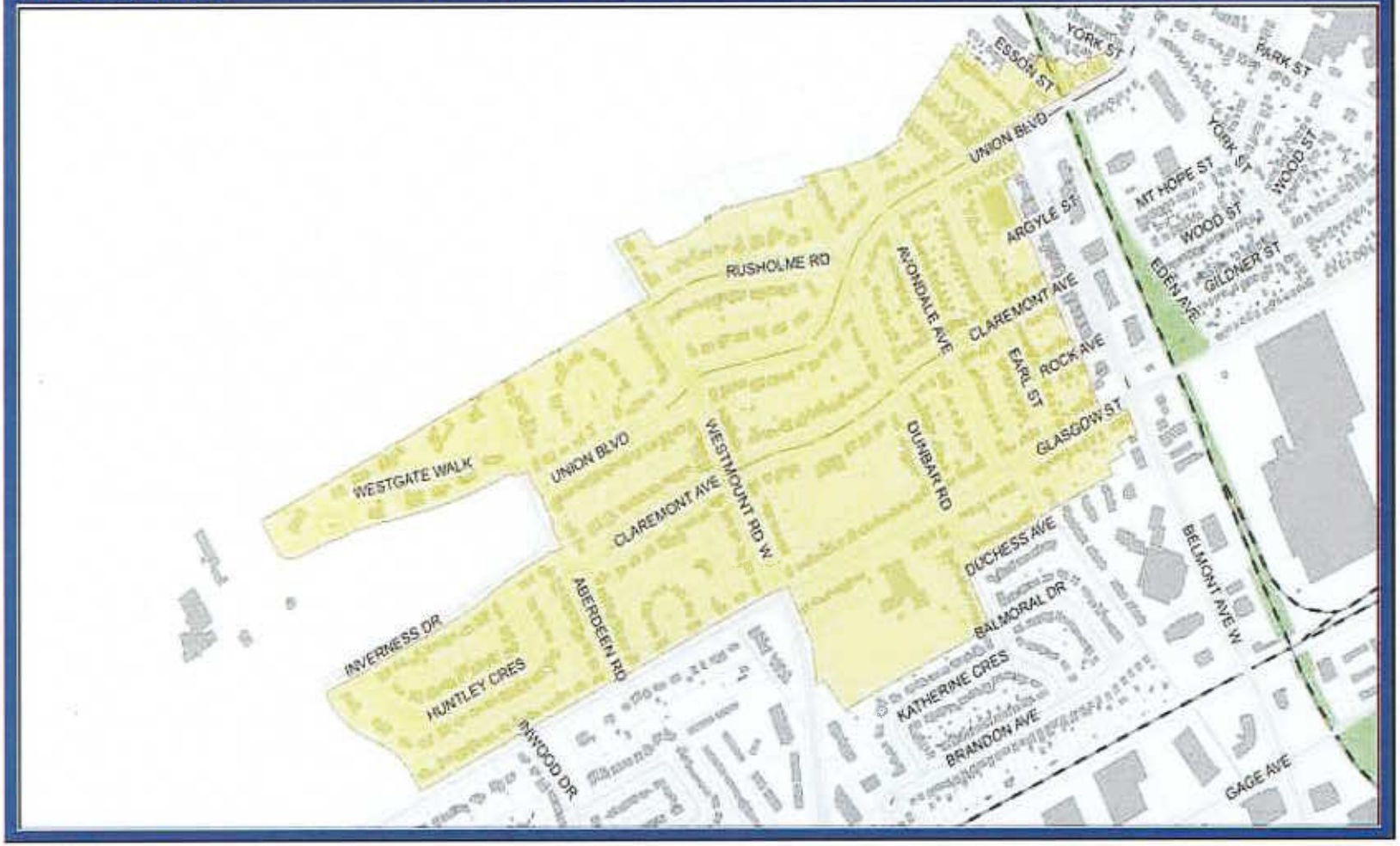
Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca

L-NBR-8 Westmount Neighbourhood (East and West)



Garett Stevenson

From: Garett Stevenson
Sent: Saturday, July 31, 2021 12:52 PM
To:
Subject: RE: [EXTERNAL] RE: RE: RE: More questions

Hello Barb,

Transportation staff have reviewed the various reports and based on the projected AM and PM peak times, which are based on the number of units, they do not have concerns. That being said, they are other considerations with respect to height that we have already discussed.

I will touch base with you and the FOBV when we get an update from Zehr Group on a revised proposal.

Thanks,

Garett

From:
Sent: Monday, July 26, 2021 10:58 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] RE: RE: RE: More questions

Thanks for all of this, Garett. This time, I'm the one taking a while to get back to you!!

I think the only thing I'd like to clarify is that I'm not at all concerned about Trio. What does concern me is why traffic isn't being taken into consideration with the 660 Belmont development, when it seems apparent to me that it will only exacerbate what was already judged a problem 7 years ago and could only have become worse since then. Why is that not a consideration that would preclude increasing the number of units and consequently the traffic issues well beyond what would be associated with the 25 m allowed in the by-law.

Thanks yet again!

---------- Original Message ----------
From: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Date: July 17, 2021 at 1:58 PM

Hello,

I will use green this time.

Thanks,

Garett

From:
Sent: Sunday, July 11, 2021 7:51 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] RE: RE: More questions

Hi, Garett. Thanks for this. As you might be expecting, I do have additional questions/comments! I'll try adding them in blue below.

Thanks so much

---------- Original Message ----------
From: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Date: July 8, 2021 at 7:24 PM

Hello,

Please see my responses in red below.

Thanks,

Garett

From:
Sent: Monday, July 05, 2021 5:25 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] RE: More questions

Hi, Garett. Thanks again for this. I'm likely misunderstanding, and I'm sorry to keep bothering you, but here are my additional questions:

1. Thanks for the report for the Trios buildings. As I understand an am-pm-trips traffic study, it should show the number of outgoing and incoming trips for those periods. While the Trios report is interesting from the perspective of strategies to limit single-passenger vehicle trips, I'm not seeing any statistics about the number of trips at Belmont and Glasgow, which to me is the relevant data. The Trios report is also 7 years out of date. Is the information in the other studies more on point? If so, could I see them as well? And I would also mention that I haven't seen any plans on the part of the Zehr Group to implement the programs mentioned in the study?

I apologize, I looked at my email and I only attached the TDM Plan for Belmont Trio and not the traffic study. Attached now. PDF Page 13 (Report page 5) has the traffic volumes counts for the intersections in the area for the AM and PM Peak hours.

As for TDM implementation, the measures are implemented in different ways. Where possible, we implement through development agreements, on the site plan, and in zoning. For example,

- The City reviews and approves floors plans at the site plan stage that show interior bicycle parking stalls and that becomes part of the registered development agreement, and then through the condominium agreement we require the condominium corporation to maintain those elements,
- Minimum bicycle parking is also regulated in the Zoning By-law,
- The location of the car share space is shown on the site plan,
- The City has provisions in the Zoning By-law for shared parking, etc.

Thanks for providing the am/pm trip information. I've had a quick look, and a number of things bother me. One is that this report is still 7 years out of date, including especially the part that describes lower Belmont as being 4 lanes, which it hasn't been since the bike lanes were added. Even the forecast period is now out of date as well, since it was only up to 2020. I also note that at least some of the trips at the Belmont and Glasgow intersection were already designated as the worst level of service (F), for which I found a definition describing it as meaning that drivers will experience severe congestion, long queues, and significant delays. The vehicle-to-capacity ratio is also greater than 1, which I take to mean that there are more vehicles than the intersection has the capacity to handle. So, given the intervening changes that would only exacerbate those already-unacceptable traffic conditions, what I don't understand is why this study can reasonably be used to arrive at the conclusion that no traffic study would be required for a large influx of residents that the 660 Belmont development will create right at the intersection during what is likely to be beyond 2022? Surely the associated negative effect on neighbouring residential streets should be taken into consideration and acted upon?

This report is 7 years old, but it was current when it was submitted for Belmont Trio application. This report evaluated the impact of Belmont Trio onto existing streets, and yes it was noted that some intersections were performing at LOS F. The City also routinely conducts our own traffic assessments and makes adjustments to increase intersection performances (lengthening a left turn lane, adjusting signal light timing, etc.). This is not under the Planning Divisions responsibility so I will check to see if there is more current information from when the bikes lanes were added.

I also noted that there was to be a survey about vehicle use conducted following occupancy of the Trios buildings. Was this survey conducted, and if so, could you send me the results?

I am waiting to hear back from my colleagues in Transportation and will advise. Thanks. I'll look forward to seeing it.

I understand now that a follow up monitoring report was not submitted. Again I will see what study/work we may have done that is more recent.

2. I noticed this at the NIM, but haven't asked about it. Now that I'm seeing this map again, I'll ask. It looks to me as if the urban corridor edge is right around Glasgow, and therefore shouldn't affect the rest of Belmont Village? I realize that the MTSA covers that area but 660 Belmont Ave is within the 800 m only if you measure as the crow flies rather than taking any of the routes you would have to use to walk it, all of which are 1000 m or more. What am I missing?

In the 2014 Official Plan, 660 Belmont Ave is within the conceptual MTSA (grey hatching). However, the City and Region we have since completed work since then and know that the western boundary of the KW Hospital/Midtown MTSA will be Iron Horse Trail. As such, the Urban Structure Map in the Official Plan will be updated by removing the conceptual circles, and showing the actual boundaries that have been endorsed by Region Council. This map, prepared as part of the Midtown Neighbourhood Planning Reviews, shows the limit of the change to Belmont Village. Thanks for the clarification. I'm assuming that means that the MTSA considerations are irrelevant for all of Belmont Village?

I would not say irrelevant because the updated plans are not yet approved, but the planned direction is to treat Belmont Village as an Urban Corridor.

https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_NPR_Map_2_Urban_Structure.pdf

3. I managed to find Table 5-3 on the City of Kitchener website (I feel quietly proud!), (please reach out if you need something, I can provide a link quite easily - thanks -- I'll do that in the future!) but I don't see anything in it about grocery stores. I did find the retail section, which seems to indicate that fewer spaces would be required if it's classified that way. I can't imagine that I'm reading that correctly since if the entire ground floor were a grocery store, surely more spaces would be required?

A *grocery store / food store* is included in the definition of *retail*. The retail rate applies.

Retail – means the use of a premises where goods and/or materials are displayed, rented, or sold. Retail can include a pharmacy, food store, home improvement store, and convenience retail, but does not include large merchandise retail; building material and decorating supply establishment; garden centre, nursery, and/or landscaping supply; or retail of motor vehicles and major recreation equipment. OK, that clarifies that part.

Regardless, my understanding is that a Vincenzo's-type food store is planned, and as we all know, parking at Vincenzo's is a nightmare. Is it not possible to take that into consideration?

When the parking rates were established for retail, all permitted "retail" uses were considered including food stores. From your perspective, what were the specific issues with Vincenzo's parking? Lack of parking, traffic, parking lot design, all of

that? All of those. My experience there is that you have to be what I call a "vulture" in order to get a parking space -- that is, wait/circle until someone leaves. The spacing feels quite tight, and it is extremely busy.

And it looks as if a restaurant is required to have more spaces if the GFA (which I'm assuming is ground floor area?) exceeds 30% of the total GFA. What if there are multiple restaurants whose total GFA exceeds 30%? Then would you require the greater number of parking spaces?

Yes, we would count the total floor area of all restaurant(s). If that is the case, then if the 3 smaller spaces are all restaurants, the total would be 358 sq. m., and if I'm reading the chart correctly, that means that the minimum rate for Mixed Use would be 7.5 sq. m., so rounded up it would be 48 spaces just for those restaurants, which they're not providing. Of course, they might not all be restaurants, but If you decide that not all of them would be restaurants, then there's no plan B if the use changes to restaurants later on, which doesn't seem reasonable to me. But I'm likely misunderstanding?

The City requires an Occupancy Permit for commercial uses because as you note, things do change over time. An Occupancy Permit is required for a business license. When we review the Occupancy Permit request, we look to see what the updated parking requirement would be for all existing uses plus the proposed use, and how much parking is not already counted towards those existing uses. There has to be enough uncommitted parking for the new use, as required by the zoning, in order to get an Occupancy Permit. So basically, we check that parking is met every time a new user is proposed.

If you want to check out the form, it is online here: https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_2021_Application_for_Zoning_Occupancy_Certificate.pdf

And I guess, again, my main overall question is what is it that is preventing you from making exceptions in order to preserve the character of Belmont Village as a village based on the Official Plan stipulation that the Urban Design Manual be applied as a guide, and at least attempt to mitigate what seems to me to be reasonable expectations of exacerbated parking and traffic problems?

I am not sure I understand this question. There are permissions in place to permit growth already – are you asking why don't we remove those permissions to retain the built form that is there now? Nope. I realize that what is there now is not in line with the Official Plan and the Zoning By-law and might not be the best use of space. Even though I believe that less than 25 m would be more in keeping with the Village atmosphere, what I am asking is why you can't at least enforce the 25 m maximum height according to the zoning by-law, and use your discretion to refuse consideration of the additional 50% or any other increase on the grounds that upper Belmont (the Village) should be treated differently from lower Belmont as stipulated in the Urban Design Manual. As I said, the Official Plan says the Manual should be used as a guide, which you would be doing, and you could interpret the conditions that accompany the 50% clause in such a way as to uphold that perspective.

I think we talked about this a bit this week – I will make a recommendation and that will be outlined in my staff report. Until then, we will continue to see what adjustments can be made to the proposal.

Thanks again for your seemingly unending supply of patience! Let me know if you'd prefer to discuss by phone? Still grateful for the patience and good humour, and also still available by phone. And we'll "see" you tomorrow night?

Always happy to chat and answer your emails, sometimes it just takes a few days as email volume is quite high in our digital world.

---------- Original Message ----------
From: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Date: July 2, 2021 at 5:27 PM

Hello,

I hope you are well.

1. The Parking Study and TDM Plan that was completed for 660 Belmont Avenue West discussed observations from proxy sites for comparison, which include 61-65 Highland Crescent, 57 Queen Street North, and 460 Belmont Avenue West (Belmont Trio). I have attached the traffic study that was completed for the Belmont Trio project.
2. Portions of Belmont Village are identified as either within a Major Transit Station Area (MTSAs) or Urban Corridor – as shown on the City's Urban Structure Map. The City's intensification areas include Downtown, MTSAs and nodes and corridors as shown on this map:

https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_OP_Map_2_Urban_Structure.pdf

3. The Zoning By-law requires different parking regulations for mixed-use buildings depending whether or not the ground floor use is a single unit, or if the multiple unit rate applies. And certain uses (screen capture below) require a higher parking rate, or have maximum floor area caps.

If the whole ground floor is a grocery store, we would apply the *Retail* parking rate.

Have a lovely weekend.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 |
garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Wednesday, June 30, 2021 7:06 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] More questions

Hi, Garett. Hope you're doing well these days and that you have at least your nose above water!!

I'm realizing there are a few more questions I'd appreciate answers for.

1. When I asked about traffic in our small group meeting, what I understood you to say was that no traffic study was required for the 660 Belmont development because the am and pm peak flow information that was extrapolated from other studies was deemed to be sufficient. I would like to know the areas where those studies were conducted, and I would also like to obtain copies of the results. Or am I misunderstanding? If I am, it would be great if you could explain further.
2. In the article in the *Kitchener Citizen*, you were quoted as saying that "Belmont Village is an area targeted for 'intensification.'" However, our understanding is that Belmont Village is not, in fact, one of the six areas targeted for intensification by the Region. I was hoping you could please clarify?
3. Since the Zehr Group certainly seems to be planning to include some kind of grocery outlet on the main floor, I was wondering

whether the fact that a grocery store is included in the commercial space would have an impact on or change the parking requirements for the commercial space? And if not, then why not?

Thanks so much once more for your patience, and I hope you have an enjoyable day off tomorrow!!

Garett Stevenson

From:
Sent: Friday, September 10, 2021 11:08 AM
To: Garett Stevenson
Subject: [EXTERNAL] One last thought

Hi, Garett. Hope you're keeping sane these days -- but not enough so that life is boring? :)

Sorry to be bothering you yet again, but I thought I'd take one last kick at the can.

I was thinking about how you said several times that you considered each case individually, and I thought I'd try to express a bit more clearly what I was trying to say at the last meeting you attended.

I wasn't trying to find out what your decision would be. I just thought that the individual characteristics of a project might include its location in an area of outstanding cultural and social significance not just to the local community but also to the City and Region as a whole. Possibly that would be a rationale for keeping the height at 25 m. I guess my bottom line is that villages don't have high-rises.

There! Now I think I'm truly finished -- I'm sure you'll be relieved!

Thanks again for your patience and good humour.

Garett Stevenson

From: Garett Stevenson
Sent: Saturday, October 30, 2021 3:54 PM
To:
Subject: RE: [EXTERNAL] Belmont Laneway

Hello,

The notice of the statutory meeting (Planning and Strategic Initiatives Committee meeting) and mailout will specifically note that the sale of the laneway is on the agenda to be considered. Any interested person can register as a delegation to speak at that meeting, regarding the lane and/or the applications. Consideration of whether to sell the laneway will be at a public meeting (at the same time as the OPA and ZBA). For more information on how to register as a delegation, please see: https://www.kitchener.ca/en/council-and-city-administration/appear-as-a-delegation.aspx

To clarify, only Kitchener City Council can decide to sell the lane - the Ontario Land Tribunal (OLT) can determine the final outcome of the Official Plan Amendment and Zoning By-law Amendment applications if appealed, but he OLT can not decide on the lane sale.

- If the laneway sale is not approved, the developer will have to redesign their proposal as the current design assume the lane will be sold.
- If the laneway sale is approved, then the lands can be sold consolidated once any conditions of the transaction are completed (every transaction will have conditions – price, timing, easements, etc).

I have not heard from the owner of the Tim Horton's lands.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Saturday, October 30, 2021 3:39 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] Belmont Laneway

Hi, Garett. Hope you're doing well these days!

I was hoping you could tell me what's happening with Belmont Laneway. I have a number of questions:

1. Have you heard from Tim Hortons, and if so, what was their response?

2. At what point does the public have a say in what happens to publicly owned property?

3. It seems to me that this roadway can't really be considered surplus since it's not abandoned or out of use? How does that work?

4. When will the public even be notified that the sale of the laneway is under consideration?

5. You said that the council will decide on the laneway purchase at the same meeting when they decide on the amendments to the by-law and official plan. What happens to those a) if the laneway purchase is approved and b) if the laneway purchase is not approved. I'd appreciate details about how the process will work. My understanding from what you said previously is that the laneway purchase is the only thing preventing the Zehr Group from going to OLT, what happens if the laneway sale is approved? Will there then be no consideration of the amendments since OLT will then decide?

Thanks so much

Garett Stevenson

From: Barry Cronkite
Sent: Thursday, December 16, 2021 9:56 AM
To:
Cc: Dave Seller; Garett Stevenson
Subject: RE: [EXTERNAL] Re: RE: Traffic study for 660 Belmont Avenue development

Hi Barb,

Sorry it's taken me so long to get back to you on this one. I have provided answers to your specific questions below. IF you need further clarification, please let me know.

1. For site specific Transportation Impact assessments, a study is not required if the site generates less than 100 vehicle trips. What you have alluded to is corridor analysis. Corridor analysis is done at a regional scale and takes into account projected growth and development so that the Region/City can better understand future total traffic conditions.
2. The Comparison of Dettmer tire is only peak hour trips, yes.
3. The two projects are comparable in understanding residential trips generated by high rise buildings in the same corridor. The locations/conditions may be different, but the trip analysis is a fair comparison to understand the traffic that would be generated at 660 Belmont Ave
4. Turning movement counts were conducted at 460 Belmont (Trio) in February 2019. That study demonstrated that in the AM and PM peak hours, 0.21 and 0.27 trips were generated per unit respectively. Additional information can be found in the following study that I believe you may have reviewed prior: https://app2.kitchener.ca/AppDocs/OpenData/AMANDADataSets/593437_Parking%20Study%20and%20TDM%20Plan.pdf

Should you have any additional questions or concerns, please let me know.

Regards,
Barry Cronkite,

Director of Transportation Services | Transportation Services | City of Kitchener
O: 519-741-2200 x 7738 | C: 519-502-8417 | TTY 1-866-969-9994 | barry.cronkite@kitchener.ca

From:
Sent: Friday, December 3, 2021 3:00 PM
To: Barry Cronkite <Barry.Cronkite@kitchener.ca>
Cc: Dave Seller <Dave.Seller@kitchener.ca>; Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] Re: RE: Traffic study for 660 Belmont Avenue development

Hi, Barry. I'm sorry it's taken me so long to get back to you with my additional questions.

Here's what I still don't quite understand:

1. Would the 100-added-trip threshold apply to other development projects in adjacent locations? In other words, if the 660 Belmont project is approved, and the expected additional developments along the east side of Belmont were to be proposed, would that mean 100 trips allowed for each of them, for a possible total of 400-500 additional trips, depending on the number of buildings, all without a traffic study?

2. When you're deducting what would have been trips for Dettmer Tires, were they only peak hour trips? I certainly don't have data about this, but my sense is that, except for the staff who worked there, trips to that kind of business would be more likely to be spread more evenly throughout the day?

3. I've checked the address of the comparable study you indicated, and yes, it is the Trio project, which is the one I have the study for from more than 7 years ago. In addition to the factors I've already mentioned that have changed since then, which don't seem to be deemed relevant, I'd like to point out that I wouldn't consider the 2 projects to be exactly comparable:

- Trio is residential -- 660 Belmont has commercial space as well, which means additional visitor and deliveries, especially for the planned grocery store.
- Trio is set back from Belmont and has sufficient parking -- 660 Dettmer has a streetside location and a small surface parking lot that must accommodate visitors and deliveries to both the commercial and residential components of the structure.
- Vehicle access to the building at 660 Belmont will be only a stone's throw from the Belmont/Glasgow intersection, which as I noted, already had identified problems 7 years ago, but which sometimes now has what I would consider describable as grid lock, since traffic is sometimes backed up along Glasgow from Belmont all the way to Westmount. In these kinds of conditions, people use the residential side streets as alternative routes. In the past, when Glasgow has been unavailable, neighbours on Earl Street have observed vehicles driving up over front lawns and motorcycles driving down the sidewalk, in an area with small children. Surely, these conditions can't be deemed acceptable, and an examination of how the new project will impact them should be undertaken.

4. In the Trio report, it mentions that further studies will be conducted following occupancy of the project. This is the second time I'm asking, and I believe Garett has also asked twice before. Could you please address this question and tell me whether such studies have indeed ever been conducted, and if they were, how I can obtain a copy.

Many thanks for your help and your patience.

------ Original Message ------

From: Barry.Cronkite@kitchener.ca
To:
Cc: Dave.Seller@kitchener.ca; Garett.Stevenson@kitchener.ca
Sent: Friday, November 19, 2021 10:53 AM
Subject: RE: Traffic study for 660 Belmont Avenue development

Hi Barb,

Regional standards require that a development generate at least 100 new trips in either the AM or PM peak for the formal requirement of a Transportation Impact Study. Generally a site that generates less than 100 vehicle trips in the peak hour has limited impact on the surrounding street network.

When reviewing transportation impacts, it is important to note that height doesn't generate traffic, but rather the intended use of the site. In this case, traffic studies were collected by a third part at a nearby comparable condo site (460 Belmont Ave – this may be the study that you are referring to related to Trio) to better determine anticipated peak hour traffic volume that could be expected at 660 Belmont Avenue. Through that study, it was determined that that site generated 0.21 and 0.27 vehicle trips per unit during the am and pm peak hours respectively. These rates were then applied to the proposed site (163 units at the time of comparison) and it was determined that 34 and 44 vehicle trips can be expected in the AM and PM peak hours respectively. The next step is to understand current use. The existing site would generate traffic (if still in operation of course), and that needs to be taken into account as well. A typical 5-bay Tire Store (such as Dettmer Tire) would be expected to generate 11 vehicle trips in the AM and 18 trips in the PM. These totals can be subtracted from the anticipated volume to give total NEW traffic anticipated; 23 vehicle trips in the AM peak hour and 26 vehicle trips in the PM peak hour (roughly one new vehicle trip every 2 to 2 and a half minutes). This then gets broken down further by entering/exiting traffic and direction. Assuming even distribution, this site results in one new vehicle trip every 4-5 minutes in the peak hour at the intersection of Belmont and Glasgow. This type of negligible volume increase is anticipated to have minimal if any noticeable impact on the surrounding street network.

All of the above does not begin to take into consideration the improvements to transit and active transportation infrastructure that has also resulted in changing traffic patterns and would also generally be applied in a transportation impact study. Nor does it take into account any traffic signal improvements that were implemented as a result of the changes to Belmont Avenue.

I hope that this provides additional context to staff's position regarding traffic impact related to 660 Belmont, but feel free to contact me should you have additional questions/concerns.

Regards,

Barry Cronkite,

Director of Transportation Services | Transportation Services | City of Kitchener
O: 519-741-2200 x 7738 | C: 519-502-8417 | TTY 1-866-969-9994 |
barry.cronkite@kitchener.ca



From:
Sent: Monday, November 15, 2021 1:24 PM

To: Barry Cronkite <Barry.Cronkite@kitchener.ca>
Subject: [EXTERNAL] Traffic study for 660 Belmont Avenue development

Hello, Barry. I've received information from Garett Stevenson with respect to a traffic study for the Belmont and Glasgow intersection, especially in regard to the likely effects of the proposed high-rise development at 660 Belmont Avenue. Here's what he's told me:

"Transportation staff have reviewed the various reports and based on the projected AM and PM peak times, which are based on the number of units, they do not have concerns."

I've also had a look at the traffic study that was completed 7 years ago for the Trio development farther down Belmont toward Highland Road. Here's what I found about Belmont and Glasgow:

"The eastbound through and right-turn movements on Glasgow Street at Belmont Avenue West currently operate at LOS F during the AM peak hour (an increase from LOS E at the 2020 background horizon). The V/C is estimated to exceed 1.0."

When I investigated LOS F and V/C in excess of 1.0, it seems that that intersection was already exhibiting the worst level of service (F), for which I found a definition describing it as meaning that drivers will experience severe congestion, long queues, and significant delays. I also found that a vehicle-to-capacity ratio greater than 1 would mean that there are more vehicles than the intersection has the capacity to handle. As a lay person, I do recognize that I might be misinterpreting this information, and I'd be glad of clarification.

This report was produced before Belmont Avenue was narrowed to allow the bike lanes and before the Catalyst137 complex was in operation. Recently there has also been a further increase in traffic on Glasgow because of the massive construction at King and Wellington. Even when the construction has been completed, there will be substantial number of occupants who will use Glasgow for egress from and access to that site.

I also noted that there was to be a survey about vehicle use conducted following occupancy of the Trio buildings. When I asked Garett about this additional survey, he said he had inquired with your department about it but on 2 subsequent occasions he hadn't heard back about any more recent studies.

Given the intervening changes which would only exacerbate what I take to have been deemed already-unacceptable traffic conditions 7 years ago, what I don't understand is why this study can reasonably be used to arrive at the conclusion that no further traffic study would be required for a large influx of residents that the 660 Belmont development will create right at a problematic intersection? Surely the associated negative effect on both the main-street intersection and the neighbouring residential streets should be taken into consideration and acted upon? In particular, why would traffic not be a consideration that would preclude increasing the number of units and consequently the traffic issues well beyond what would be associated with the 25 m maximum height specified in the by-law.

I'm hoping you'll be able to address my confusion by shedding some light on this matter. I would very much appreciate your assistance. Let me know if you have questions.

Many thanks

Garett Stevenson

From:
Sent: Friday, December 17, 2021 11:32 AM
To: Garett Stevenson
Subject: [EXTERNAL] Response to revised application for 660 Belmont Ave. W. (copied to the Mayor and City Council)

Hi, Garett. Hope you're doing well these days.

I wanted to touch base with you in regard to the revised plans for 660 Belmont Ave. W., and especially the versions of the changes recently reported in the *Record* – initially on November 6, 2021, with further comments this week as a result of some community members' attempts to correct the one-sided slant of the November 6th article. To say that I'm dismayed by the interpretations of both sides of the controversy doesn't begin to express how I feel. I would also point out that many of the quotes ascribed to me in the articles were either misquoted or inaccurately attributed to me and that many of the crucial points we made during the interview, some of which are indicated below, were omitted altogether.

As has been mentioned in the *Record* at least three times now, the Zehr Group is claiming to have addressed the concerns of the residents – which is patently and egregiously a misleading overstatement. Instead, I found the long-awaited revisions enormously disappointing.

1. In the first place, in spite of numerous conversations with you about the requirement for a project to meet the height stipulations in both storeys AND metres, only storeys are mentioned. In itself this is still misleading, since the original 13 storeys included the mechanical rooftop as a storey, whereas the 11 storeys does not, and also fails to account for ceilings that are higher than 8 feet. I understand that from your perspective the amenities that were previously to be included on the 13th floor meant that it was considered in the number of storeys, whereas those amenities are missing from the 12th storey of the current plan. However, the effect on the overall height of the building is the same, so calling them 13 and 11 storeys is like comparing apples and oranges. The effective drop is all of one storey.

2. In metres, the total height of the building appears to have gone from 48.4 metres to 43.7 – a reduction of only 4.7 metres, or just under 10%, which doesn't come close to the 25 metres or just over 48% reduction we'd like to see so that it meets the maximum height specified in the by-law. If I've understood previous conversations correctly, one principle is that the impact of height is reduced by setbacks and stepbacks. It also appears from my non-expert interpretation of the new plans that both the setback and the stepback have been reduced, thus increasing the looming streetside presence of the structure. In my view, the revised building is still massively (pun intended!) unacceptable.

3. In the editorial this week, it was suggested that the community should collaborate with the developer to come up with a solution. As you already know, we did meet with the developer and our offer to work together was met with a flat-out refusal.

4. With respect to sustainability, the majority of the features listed in the letter submitted by the developer are phrased in non-committal terms such as "It is our intention…," "…will contribute to promote sustainable development…," "provisions may be provided," "may be designed," "will

consider," "will assess feasibility," "we will strive to," and "wherever possible." Hardly confidence-inspiring promises. Many of the ones that are expressed in definite terms, while laudable, are features that are commonly incorporated in most new builds in any case.

5. And the contribution to Menno Homes is again very laudable, and something the City should consider requiring from all developers. However, in relative terms, I've discovered that that amount will cover either not quite the total cost of one affordable unit, or serve as a basis for funding the construction of 4-6 units. The overwhelming City housing need is for affordable rental housing rather than luxury condos.

6. And then there's the laneway. It is my understanding that land that is to be declared surplus by the City is usually abandoned or is such a small sliver that it would not be of use for any purpose. Belmont Lane East falls into neither of those categories. Indeed, the only reason I can see for allowing it to be declared surplus is to increase the amount of profit that ends up in the developer's pocket. Like permitting the height of the building to far exceed 25 metres, this decision will also set a dangerous precedent. The possibilities of increasing green space to meet the physical and mental health needs of the rapidly expanding downtown core population are severely limited. Numerous studies have shown that these health needs are exponentially greater for residents of high-rises. Developers are able to buy their way out of their obligation to meet the requirement to provide green space with their projects, meaning that the City must purchase other land with that money. Given this scenario, for the City to relinquish ownership of ANY land in this area seems shortsighted to me. And surely the motivation should never be the financial benefit of one single entity rather than the overall good of the community.

7. And my final point is that opposition to the 660 Belmont proposal is repeatedly painted as resistance to change, a wish to live in the past, and a lack of desire to support the preservation of farmland and green space. Nothing could be farther from the truth, as I trust you know from previous conversations. Constructing 25-metre buildings most certainly represents substantial residential intensification. The points that everyone seems to be missing are the unique quality-of-life and economic tourist-magnet benefits that Belmont Village provides for the entire City and Region. Yes, we are inexorably becoming a big city, but the greater the number of overwhelming high-rises that pepper our urban landscape, the more our psyches need our municipal caretakers to preserve human-scale oases to nourish our souls as an antidote to the arrival of the monoliths.

Thanks for reading. I'd appreciate it if my points were added to the staff report. Is this still possible?

Many thanks for your still (I hope) ongoing patience.

Garett Stevenson

From: Garett Stevenson
Sent: Monday, March 8, 2021 5:00 PM
To:
Subject: RE: [EXTERNAL] Re: 660 Belmont Avenue West - Small Group Meetings

Hello,

The Official Plan and the Zoning By-law both regulate maximum building height by storeys and metres. Currently, the Official Plan permits a maximum building height of 8 storeys (and 25 metres) on lands designated Mixed Use as an Urban Corridor. However, increases in building height, up to 50%, are permitted for mixed-use buildings without an Official Plan Amendment (in this case, 12 storeys and 37.5 metres). The Official Plan Amendment requests to increase the maximum building height to 13 storeys and a height of 49 metres.

The current zoning is MIX-2: Mixed Use Two which permits a maximum height of 25 metres and 8 storeys. The Zoning By-law Amendment Application also requests to increase the maximum height to 13 Storeys (49 metres).

Mixed Use (MU) Corridor zones were applied to the entire Belmont Mixed Use Corridor in early 2012. All properties in the corridor were zoned as either Low Intensity Mixed Use Corridor (MU-1) or Medium Intensity Mixed Use Corridor (MU-2). No parcels were changed to High Intensity Mixed Use Corridor (MU-3). In assigning the Mixed Use Corridor zone categories staff had regard for the Official Plan designation for Mixed Use Corridors which emphasizes the importance of achieving a built form that is compatible with surrounding residential neighbourhoods. Generally, the MU-1 zone was applied in areas that abut low rise residential development. The MU-2 zone is proposed where development could be adequately separated from low rise residential development (along the east side of Belmont Avenue or larger development sites) or to recognize existing conditions (existing apartment buildings). The new MIX zones that were applied recently as part of the City's new Zoning By-law essentially brought forward similar permissions as the MU zones.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Monday, March 08, 2021 10:19 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>

Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Janine Oosterveld <Janine.Oosterveld@kitchener.ca>
Subject: [EXTERNAL] Re: 660 Belmont Avenue West - Small Group Meetings

Garrett,

Thanks so much for the email. It must be a great challenge trying to do this during a pandemic!

Firstly, I am *totally* in support of this development. What a perfect place for folks who don't want to drive (cycling!). Although I resent you taking away my handy mechanic :).

My only question is around the height. Let me ask here and you can let me know if I need to attend the small group meet (I'd rather not; busy busy).

Please confirm this planning stuff (my planning background is weak).

Height requirements aren't in the Official Plan, but probably in Zoning? Or neighbourhoods? OP would be too broad.

So how were the height requirements in each area decided? By broad public consultation, etc.? It appears to me that most infill developments appear to ask for 10 or 15 stories higher than allowed, and then the City negotiates down to something less than that, but still higher than allowed. This obviously increases the developer's profit. If I have this correctly, my question is, why do we bother setting height restrictions, if we can't enforce them? The process is my concern, not this particular site. It seems to me that if we are willing to increase his profit, he should be willing to provide some low income units...

I may not understand this completely, kindly elucidate. Thanks Garrett!

On Wednesday, March 3, 2021, 03:22:08 p.m. EST, Garett Stevenson <garett.stevenson@kitchener.ca> wrote:

Hello,

As mentioned during the Neighbourhood Information Meeting last Thursday, I am going to be facilitating small group discussions regarding the development applications for 660 Belmont Avenue West.

We acknowledge that the large scale digital meetings clearly have had some unintended consequences that we want to opportunity to address. While large scale meetings like the two already held in December and last week are efficient in sharing information, we know they need to be supplemented with opportunities for two way dialogue between City staff and yourselves.

I am reaching out today to invite you to RSVP for one of the small group sessions. I kindly ask that you identify your top 3 preferred timeslots. These meetings will have a maximum attendance of 15 people each to ensure that everyone will have an opportunity to speak and share their perspectives and ask questions. Additional meetings may be scheduled to accommodate everyone's availability if the 10 scheduled sessions below fill up, or if you cannot attend at these times.

To register, I kindly ask that you respond to me by email with the following information:

1. **Please select up to three sessions that you are available to attend.**

Session	Date	Time
Session 1	March 16	1:00pm - 2:00pm
Session 2	March 16	2:30pm - 3:30pm
Session 3	March 16	6:30pm - 7:30pm
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Session 8	March 18	6:30pm - 7:30pm
Session 9	March 19	8:00am - 9:00am
Session 10	March 19	3:30pm – 4:30pm

2. Please identify the main topics you would like to discuss during the meeting.

3. Please confirm how many people will be attending with you.

I commit to:

- Confirm which session you have been scheduled for within 3 business days of receiving your request.
- Provide the Zoom link for your session the day before it is scheduled.
- Prepare a consultation report within 3 weeks of the last small group discussion that will include a summary of our discussions, as well as answers to the questions from the Q&A chat function during the two meetings.

I look forward to virtually meeting with you all in a few weeks. In the meantime, the City's consultation website has been updated with additional information from our meeting last week. For more information, please see www.kitchener.ca/planningapplications.

Thanks,

Garett

Garett Stevenson

From: Janine Oosterveld
Sent: Friday, May 14, 2021 3:42 PM
To:
Cc: Margaret Johnston; Garett Stevenson
Subject: RE: [EXTERNAL] Request for information regarding 660 Belmont Avenue West

Hi

Thanks for your email. I have tried to respond in the order of your questions as follows:

1. Circulation distance. The Planning Act requires that notice be provided to properties located within 120 metres of a development application and the City has followed this practice for this application. As part of the City's recent Development Services Review which included a review of opportunities to improve our public engagement practices, the City is exploring opportunities to expand the circulation radius for notice of development applications in order to provide more broad notice of future development proposals. A large neighbourhood notice sign was installed on site for passers-by to be made aware of the applications and there will be a newspaper notice when the statutory public meeting is scheduled. The date of the meeting will also be posted on the sign. In addition to statutory requirements, the City also provides current information on the City's Planning Application webpage. Councillor Johnston shares updates on her social media and in publications (Kitchener Citizen column, etc). Planning staff also provide information to interested media representatives and have conducted interviews for these applications.

2. The Official Plan and the Zoning By-law both regulate maximum building height by storeys and metres.

   Currently, the **Official Plan** permits a maximum building height of 8 storeys and 25 metres, whichever is greater, on lands designated Mixed Use as an Urban Corridor. However, increases in building height, up to 50%, are permitted for mixed-use buildings without an Official Plan Amendment (in this case, 12 storeys or 37.5 metres). The applicant's Official Plan Amendment requests to increase the maximum building height to 13 storeys and a height of 49 metres.

   Official Plan policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. A Zoning By-law Amendment application is still required to increase the building height.

   The current **zoning** is MIX-2: Mixed Use Two which permits a maximum height of 25 metres and 8 storeys. The applicant's Zoning By-law Amendment Application requests to increase the maximum height to 13 Storeys (49 metres).

3. Traffic study. The Applicant submitted a Parking Study and Transportation Demand Management (TDM) Plan was dated July 2020, however the data was collected earlier. There were two types of data collected by the consultant. On-street parking which was collected on March 5 & 7, 2020 and development traffic which was collected in Kitchener in 2017 to 2019. A traffic study was not required.

4. Planning staff review every application based on its own merit. The overall development proposal will be considered including aspects such as additional height, and any future application would be subject to the same review. Planning policies, zoning regulations, and design guidelines apply to all development applications.

We have a new map-based consultation webpage at www.kitchener.ca/PlanningApplications that has all the information for an application all in one place. For the 660 Belmont application, there is a Comprehensive Engagement Report that summarizes the discussions of the 12 meetings as well as answers to questions asked. I know that Councilor Johnston also provides updates on this application in her Kitchener Citizen newspaper column and through social media.

Please let me know if you have any other questions or feedback to share with us.

Regards,

Janine Oosterveld, MCIP RPP
(pronouns she/her)

Manager of Site Development & Customer Service | Planning Division | City of Kitchener
519-741-2200 ext. 7076 | TTY 1-866-969-9994 | janine.oosterveld@kitchener.ca

From:
Sent: Wednesday, May 5, 2021 10:38 AM
To: Janine Oosterveld <Janine.Oosterveld@kitchener.ca>; Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] Request for information regarding 660 Belmont Avenue West

Hello Janine, I hope you and your family are safe and hanging in there.

I only recently found out about the development at 660 Belmont, from neighbours. I just joined Friends of Belmont Village. I haven't taken the time to review the file in detail, so I may not have my facts precisely correct, but I do have a couple of process questions. I asked Garett a while ago (see below), but I didn't understand his answer (I'm not a planner), and I didn't have time to follow up with him, so I'll ask again a different way :).

Thank you so much.

1. I understand that the distribution of notices about this project extended by a radius of 110m. I presume this is a Planning Act stipulation. Is this requirement the *minimum* required, or are you only allowed to distribute 110m? It would seem to me that a decision of this magnitude (not to build according to existing rules, but to ask to be able to exceed them), would suggest a need to look further. I live half a block down on Glasgow, and only heard about this recently. Since the whole Belmont Village community will be affected, as well as Iron Horse Trail users (shadows), I wonder why City Planning staff would not decide to extend the notification area? In order to consult the public that will actually be affected (me, for example).

   When we do public consultation on engineering projects, we consider the group likely to be impacted, and decide on distribution based on that. Our EA requirements do not specify a "distance". Sometimes I choose a wide distribution area, and sometimes a modest one. Depends on my interpretation of the likely interest.

2. I understand that the Official Plan and the Zoning allow a height of 8m. I know that these documents are developed based on extensive consultation, and I presume it has been concluded that 8m is a good maximum height for Belmont Village.

Under what circumstances would the City decide to allow a developer to exceed carefully prepared and vetted City planning rules? Since it appears that the requested increase in height will negatively affect the surrounding area (well beyond 110 m), including the Iron Horse, what is the City's reason for permitting it?

Garett said, *"The MU-2 zone is proposed where development could be adequately separated from low rise residential development (along the east side of Belmont Avenue or larger development sites) or to recognize existing conditions (existing apartment buildings)".* There are no apartment buildings in Belmont Village: the buildings on on the other side of the Iron Horse are absolutely not part of Belmont Village. The highest building in Belmont Village now is 3 stories. So is the MU-2 Zoning is being proposed, or does it exist now? Or is this decided on a case by case basis?

Is there some kind of simple table that summarizes the existing OP designation, and part of Zoning that is fixed and the part that is interpretive, and what requests are being made by the developer to change? I was going to do one up myself to try to understand this, but I have a busy day job. It would help residents to clearly and simple understand what is proposed.

3. Has a traffic study been done?

My concern around question 2 is that if you allow this development to exceed allowable height requirements, then the next guys will do the same, and soon we have a tower jungle instead of Belmont Village. Are we sure Kitchener residents would be in favour of that? It seems to me they wouldn't be. I am certainly not.

I am thrilled to have infill development so we can get away from cars and spend less money on infrastructure in green field developments. At the price point these condos will be sold, are we expecting no car or one car families? I presume developers/planners have data to support that condos at this price point don't need as much parking? We obviously aren't allowing a reduction in parking spaces just hoping they won't be needed. I am a big fan of reducing parking requirements where it makes sense. Just so long as we are making data-driven decisions.

Just a friendly reminder to City staff - residents are very busy. I don't have time to comb the papers or look up Council Agendas every second week and study the Planning Act. I have a pretty good baseline knowledge of this stuff and it's not clear to me what is being asked of Council. The City has recently started a weekly newsletter. Perhaps items like this could just be included in there, so folks can stay informed. I presume residents do not have to be in the 110m radius to comment?

Thanks Janine.

On Monday, March 8, 2021, 04:59:45 p.m. EST, Garett Stevenson <garett.stevenson@kitchener.ca> wrote:

Hello,

The Official Plan and the Zoning By-law both regulate maximum building height by storeys and metres. Currently, the Official Plan permits a maximum building height of 8 storeys (and 25 metres) on lands designated Mixed Use as an Urban Corridor. However, increases in building height, up to 50%, are permitted for mixed-use buildings without an Official Plan Amendment (in this case, 12 storeys and 37.5 metres). The Official Plan Amendment requests to increase the maximum building height to 13 storeys and a height of 49 metres.

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Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
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From:
Sent: Monday, March 08, 2021 10:19 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Janine Oosterveld <Janine.Oosterveld@kitchener.ca>
Subject: [EXTERNAL] Re: 660 Belmont Avenue West - Small Group Meetings

Garrett,

Thanks so much for the email. It must be a great challenge trying to do this during a pandemic!

Firstly, I am *totally* in support of this development. What a perfect place for folks who don't want to drive (cycling!). Although I resent you taking away my handy mechanic :).

My only question is around the height. Let me ask here and you can let me know if I need to attend the small group meet (I'd rather not; busy busy).

Please confirm this planning stuff (my planning background is weak).

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I may not understand this completely, kindly elucidate. Thanks Garrett!

On Wednesday, March 3, 2021, 03:22:08 p.m. EST, Garett Stevenson <garett.stevenson@kitchener.ca> wrote:

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2. Please identify the main topics you would like to discuss during the meeting.

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I look forward to virtually meeting with you all in a few weeks. In the meantime, the City's consultation website has been updated with additional information from our meeting last week. For more information, please see www.kitchener.ca/planningapplications.

Thanks,

Garett

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Garett Stevenson

From: Janine Oosterveld
Sent: Friday, May 14, 2021 3:51 PM
To:
Cc: Margaret Johnston; Debbie Chapman; Garett Stevenson
Subject: RE: [EXTERNAL] Zoning at 660 Belmont

Hi

As background, the Mixed Use (MU) Corridor zones were applied to the entire Belmont Mixed Use Corridor in early 2012. All properties in the corridor were zoned as either Low Intensity Mixed Use Corridor (MU-1) or Medium Intensity Mixed Use Corridor (MU-2). No parcels were changed to High Intensity Mixed Use Corridor (MU-3). In assigning the Mixed Use Corridor zone categories staff had regard for the Official Plan designation for Mixed Use Corridors which emphasizes the importance of achieving a built form that is compatible with surrounding residential neighbourhoods. Generally, the MU-1 zone was applied in areas that abut low rise residential development. The MU-2 zone is proposed where development could be adequately separated from low rise residential development (along the east side of Belmont Avenue or larger development sites) or to recognize existing conditions (existing apartment buildings). The new MIX zones that were applied recently as part of the City's new Zoning By-law essentially brought forward similar permissions as the MU zones.

Please let me know if you have any other questions. Garett and I are happy to assist.

Have a great weekend,

Janine Oosterveld, MCIP RPP
(pronouns she/her)

Manager of Site Development & Customer Service | Planning Division | City of Kitchener
519-741-2200 ext. 7076 | TTY 1-866-969-9994 | janine.oosterveld@kitchener.ca

From:
Sent: Friday, May 7, 2021 10:13 AM
To: Janine Oosterveld <Janine.Oosterveld@kitchener.ca>; Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] Zoning at 660 Belmont

Janine,

Further to my earlier email, I've been wondering about the following.

I think I understand that the current Zoning is MU-2.

Belmont Village would otherwise be absolutely be MU-1. However, a decision was made to include the apartment tower on Mt. Hope as part of Belmont Village. This is a puzzling decision to me. Belmont Village is:

- Almost exclusively retail (a few apts.): not residential at all
- No higher than 3 stories, most shorter

- Contiguous - there are no "breaks" or gaps between buildings/parking
- On Belmont Avenue between Glasgow and Union (except one business on Rock immediately adjacent to Belmont).

The tower does not have any of these characteristics. I doubt one person in 100 in Kitchener would consider this tower as part of Belmont Village. The decision to include the tower, thus kicking the zoning up to MU-2, was essentially a decision to allow towers in Belmont Village.

Can you advise if the Zoning has always been MU-2, or has it changed in recent memory? If so, when?

By the way, I joined FOBV, but am not participating particularly. The questions are probably obviously my own.

Thank you Janine.

*Debbie, I'm sorry, I should have included you in my email yesterday.

Garett Stevenson

From:
Sent: Wednesday, June 23, 2021 7:42 AM
To: Janine Oosterveld
Cc: Margaret Johnston; Debbie Chapman; Garett Stevenson
Subject: [EXTERNAL] Re: Re: Zoning at 660 Belmont

Thanks Janine.

Would you kindly direct me to the staff report wherein the rationale and recommendation was made to designate Belmont Village as MU-2, along with the associated By-law that was passed in support of it? That will provide the explanation as to the thinking and rationale that went into it the Council decision to build towers in the Village. That will also confirm what public consultation was associated with the recommendation and decision.

I tried to find these online (Kitchener's website has improved remarkably in the past few years!), but wasn't able to locate them.

Thanks so much.

On Wednesday, June 9, 2021, 08:00:32 a.m. EDT, Janine Oosterveld <janine.oosterveld@kitchener.ca> wrote:

Hi

I have provided a link to the KW Hospital Secondary Plan (current plan) which includes the lands I think you are referring to (the apartment building on Mt. Hope Street). Those lands are shown coloured orange, and are designated as High Density Multiple Residential. This land use designation still applies as updates to that secondary plan (the new KW Hospital / Midtown Secondary Plan which is part of the Neighbourhood Planning Reviews project) has not been approved yet. However, the draft land use designation in the new secondary plan for the Mr. Hope apartment buildings is also High Rise Residential.

The zoning for Belmont Village changed in 2012 when the Mixed Use Corridor Zoning was applied. The City changed the zoning of the all the Mixed Use Corridors across the City. The 2012 zoning amendments only applied new zoning to the Belmont Mixed Use Corridor – there was not an associated Official Plan amendment as no land use designations were changed (i.e. did not change the boundary of the Belmont Mixed Use corridor). The apartment building on Mount Hope is not part of the Mixed Use Corridor.

Portions of the Belmont Mixed Use Corridor are identified as part of the Major Transit Station Area (MTSA) which is a shown as a conceptual 800 metre circle in the City's Urban Structure in the 2014 Official Plan. However, please reference the station area planning processes completed since the 2014 Official Plan which further delineate the MTSA boundary, which shows Belmont Avenue as an Urban Corridor and not a MTSA in the draft Urban Structure proposed as part of the Neighbourhood Planning Reviews.

The Region has recently reviewed MTSA boundaries, and in this case also identifies the Iron Horse Trail as the MTSA boundary.

I hope that helps to clarify given all the various proposed changes to the planning framework. Please let me know if you have any other questions.

Regards,

Janine Oosterveld, MCIP RPP

(pronouns she/her)

Manager of Site Development & Customer Service | Planning Division | City of Kitchener
519-741-2200 ext. 7076 | TTY 1-866-969-9994 | janine.oosterveld@kitchener.ca



From:
Sent: Wednesday, May 19, 2021 10:14 AM
To: Janine Oosterveld <Janine.Oosterveld@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>; Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] Re: Zoning at 660 Belmont

Thank you Janine.

What specifically was the trigger that occasioned the inclusion of the apartment building on Mt. Hope into the Belmont Village area in 2012? Things don't change in an OP without a reason.

Given the significance of the inclusion of this tower, was it highlighted in the draft OP public consultation? City Planners would want to make sure the public were well aware of such a proposal I would think. Was this change highlighted in presentations to Council?

I was Director of Engineering at the time and reviewed the OP; I don't recall anything about Belmont Village being redefined.

So to clarify, my understanding is this:

- The definition of Belmont Village was changed in 2012
- This re-definition will completely change the character of Belmont Village
- The public at large do not appear to be aware of this, and the local community certainly was not until recently (the community around Belmont Village that just mobilized would have mobilized in 2012 if they had been aware, I should think).

I had a quick look at the 2014 OP (I'm really trying to stay out of the weeds on this), and Belmont Village falls within the Major Transit Station Area, but when I read the description of what this means I would conclude that the existing, stable neighbourhood of Belmont Village would be protected. There were a lot of exercises planning development around LRT stations (PARTS), but I don't recall Belmont Village ever coming up in these exercises.

Kindly confirm that I have understood correctly, thank you.

Major Transit Station Area

3.C.2.16. Major Transit Station Areas are designated in the Regional Official Plan, are ide on Map 2 and are a conceptual representation of the area of a ten minute v radius centered around the location of *Rapid Transit* Station Stops.

3.C.2.17. The *planned function* of Major Transit Station Areas, in order to support tran *rapid transit,* is to:

a) provide a focus for accommodating growth through development to s existing and planned transit and *rapid transit* service levels;

b) provide connectivity of various modes of transportation to the transit syst

c) achieve a mix of residential, office (including *major office*), institutional (in *major institutional*) and commercial development (including *retail com centres*), wherever appropriate; and,

d) have streetscapes and a *built form* that is pedestrian-friendly and oriented.

Notwithstanding a) through d) above, Major Transit Station Areas may include within stable residential neighbourhoods which are not the primary foc *intensification*. The *planned function* of these areas will be reviewed and cor through the course of future Station Area Planning exercises.

Kindly confirm that I have understood correctly, thank you.

On Friday, May 14, 2021, 03:51:28 p.m. EDT, Janine Oosterveld <janine.oosterveld@kitchener.ca> wrote:

Hi

As background, the Mixed Use (MU) Corridor zones were applied to the entire Belmont Mixed Use Corridor in early 2012. All properties in the corridor were zoned as either Low Intensity Mixed Use Corridor (MU-1) or Medium Intensity Mixed Use Corridor (MU-2). No parcels were changed to High Intensity Mixed Use Corridor (MU-3). In assigning the Mixed Use Corridor zone categories staff had regard for the Official Plan designation for Mixed Use Corridors which emphasizes the importance of achieving a built form that is compatible with surrounding residential neighbourhoods. Generally, the MU-1 zone was applied in areas that abut low rise residential development. The MU-2 zone is proposed where development could be adequately separated from low rise residential development (along the east side of Belmont Avenue or larger development sites) or to recognize existing conditions (existing apartment buildings). The new MIX zones that were applied recently as part of the City's new Zoning By-law essentially brought forward similar permissions as the MU zones.

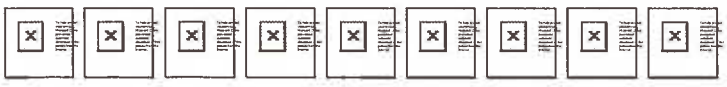
Please let me know if you have any other questions. Garett and I are happy to assist.

Have a great weekend,

Janine Oosterveld, MCIP RPP

(pronouns she/her)

Manager of Site Development & Customer Service | Planning Division | City of Kitchener
519-741-2200 ext. 7076 | TTY 1-866-969-9994 | janine.oosterveld@kitchener.ca



From:
Sent: Friday, May 7, 2021 10:13 AM
To: Janine Oosterveld <Janine.Oosterveld@kitchener.ca>; Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] Zoning at 660 Belmont

Janine,

Further to my earlier email, I've been wondering about the following.

I think I understand that the current Zoning is MU-2.

Belmont Village would otherwise be absolutely be MU-1. However, a decision was made to include the apartment tower on Mt. Hope as part of Belmont Village. This is a puzzling decision to me. Belmont Village is:

- Almost exclusively retail (a few apts.): not residential at all
- No higher than 3 stories, most shorter
- Contiguous - there are no "breaks" or gaps between buildings/parking
- On Belmont Avenue between Glasgow and Union (except one business on Rock immediately adjacent to Belmont).

The tower does not have any of these characteristics. I doubt one person in 100 in Kitchener would consider this tower as part of Belmont Village. The decision to include the tower, thus kicking the zoning up to MU-2, was essentially a decision to allow towers in Belmont Village.

Can you advise if the Zoning has always been MU-2, or has it changed in recent memory? If so, when?

By the way, I joined FOBV, but am not participating particularly. The questions are probably obviously my own.

Thank you Janine.

*Debbie, I'm sorry, I should have included you in my email yesterday.

Garett Stevenson

From: Janine Oosterveld
Sent: Tuesday, September 7, 2021 10:56 AM
To:
Subject: 660 Belmont Ave W

Good morning, Barbara,

I have received follow up from our transportation team to assist in responding to your questions:

- Transportation didn't identify the need for a traffic study in 2012, but rather that the proposed intensification of the entire corridor presents potential traffic-related parking and traffic infiltration. At that time, Transportation staff were referring to intensification of the entire Belmont Ave corridor.
- 660 Belmont Ave is one specific element within the entire corridor. In staff's analysis of this particular site, they took into account the existing approved use and compared with what is proposed. In going through that transportation analysis exercise, staff determined that the proposed site would not generate enough traffic and certainly not enough "new" traffic to warrant a full scale transportation impact study. In order to access potential parking infiltration concerns, parking studies were conducted.
- Consistent with 2012, one of the objectives of the Mixed Use Corridor land use designation and zoning is to achieve a transit and active transportation supportive urban form. This means a change in the type of uses (away from auto-oriented uses that generate high volumes of traffic) to uses that are more conducive to pedestrians and transit users. There have been vast improvements in both transit and active transportation that were not fully contemplated in 2012 and therefore it is even more probable that trips generated within the corridor will be shorter trips and vehicle use will be that much more limited.
- In summary, staff's approach to analysis of 660 Belmont is consistent with comments from 2012. However, the transportation landscape has changed substantially since that time and is much more conducive to supporting new development while limiting the overall impacting to adjacent residential neighbourhoods.

The Parking Study and Transportation Demand Management Plan document are attached to the application information at www.kitchener.ca/PlanningApplications

Please let me know if you have any other questions.

Sincerely,

Janine Oosterveld, MCIP RPP
(pronouns she/her)

Manager of Site Development & Customer Service | Planning Division | City of Kitchener
519-741-2200 ext. 7076 | TTY 1-866-969-9994 | janine.oosterveld@kitchener.ca

From:
Sent: Wednesday, August 18, 2021 11:40 AM
To: Janine Oosterveld <Janine.Oosterveld@kitchener.ca>
Subject: [EXTERNAL] Traffic Study for 880 Belmont

Janine,

You have mentioned several times that a traffic study was not required. Kitchener Transportation department, in their comments on the 2012 staff report, mentioned that they had concerns about traffic.

I also have concerns about traffic. I don't know what population you expect but you could calculate it using book values for condos (2.2 pph?). At least one car per condo, plus all of the food deliveries, Amazon deliveries, contractors, painters, plumbers, all the usual folks who go into homes. Then the owners visitors. Remember, nobody lives there now. And after the first condo, more are coming.

Would you kindly advise what has taken place between 2012 and now that has obviated the need for a traffic study?

Is it that a Zone Change Amendment process cannot require a traffic study? Also a Zone Change Amendment process looks at one site at a time, rather than areas as a whole. So, even if a traffic study were done it would only look at traffic from the first condo. This is surely an Official Plan decision.

Kindly confirm what has been done to satisfy the concerns of the traffic folks as expressed in the appendices of the report. Counting existing cars twice (which I think is what was done) does not appear to me to be an adequate means of assessing the traffic impacts for this development.

Kindly provide whatever study, assessment, calculations, etc. that were done to assess traffic impacts, and confirm why a traffic study was not done.

Thank you.



Garett Stevenson

From: Janine Oosterveld
Sent: Friday, October 15, 2021 1:26 PM
To:
Cc: Kathleen Standring
Subject: RE: [EXTERNAL] Re: 660 Belmont Ave W

Hi

As you may recall, City staff do not stamp/seal professional opinion for staff reports to Council. Your request for public documents following the 2012 report should be submitted through a Freedom of information request that specifies what information you are seeking so that the appropriate division can conduct a records search. Since 2012, the transportation network has changed with LRT now in operation. It will be helpful for you to clarify the information you are seeking through the formal request.

I have copied Kathleen Standring, Access and Privacy specialist in the event you have questions about submitting a formal request.

Sincerely,

Janine Oosterveld, MCIP RPP
(pronouns she/her)

Manager of Site Development & Customer Service | Planning Division | City of Kitchener
519-741-2200 ext. 7076 | TTY 1-866-969-9994 | janine.oosterveld@kitchener.ca

From:
Sent: Tuesday, September 14, 2021 8:51 AM
To: Janine Oosterveld <Janine.Oosterveld@kitchener.ca>
Subject: [EXTERNAL] Re: 660 Belmont Ave W

Thanks Janine.

Kindly provide a copy of the detailed transportation staff assessment, sealed by a P.Eng. Ken Carmichael had concerns and expressed them in writing on the public record. How were those mitigated? We need a professional opinion if we are going to go against City staff's own recommendations on file.

Please provide the public documents on traffic that were made available following the comment in the 2012 report.

Thank you.



On Tue, 7 Sept 2021 at 10:55, Janine Oosterveld <Janine.Oosterveld@kitchener.ca> wrote:

Good morning,

I have received follow up from our transportation team to assist in responding to your questions:

- Transportation didn't identify the need for a traffic study in 2012, but rather that the proposed intensification of the entire corridor presents potential traffic-related parking and traffic infiltration. At that time, Transportation staff were referring to intensification of the entire Belmont Ave corridor.
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Please let me know if you have any other questions.

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Janine Oosterveld, MCIP RPP

(pronouns she/her)

Manager of Site Development & Customer Service | Planning Division | City of Kitchener
519-741-2200 ext. 7076 | TTY 1-866-969-9994 | janine.oosterveld@kitchener.ca

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Kindly provide whatever study, assessment, calculations, etc. that were done to assess traffic impacts, and confirm why a traffic study was not done.

Thank you.



Garett Stevenson

From: Garett Stevenson
Sent: Monday, November 1, 2021 6:13 PM
To:
Subject: RE: [EXTERNAL] Belmont Towers Height vs. OP 2014

Hello,

In the 2014 Official Plan, the Mixed Use land use designation notes "*Generally no building will exceed:…8 storeys or 25 metres in height, whichever is greater at the highest grade elevation, on lands designated Mixed Use as a Urban Corridor on Map 2*".

The MIX-2 zoning, approved in 2019, permits a maximum building height of 25.0 metres and 8 storeys. Only the OP includes "whichever is greater" language.

The PowerPoint from the first NIM notes that OP permits up to 8 storeys and 25 metres (slide 12) and the existing zoning permits 8 storeys and 15 metres (slide 14).

I think that perhaps the 24 metres may have been in reference to the older MU-2 zoning that used to apply to the site.

Thanks,

Garett

From: >
Sent: Monday, November 1, 2021 12:01 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] Belmont Towers Height vs. OP 2014

Garett,

The OP says

b) 8 storeys or 25 metres in height, whichever is greater at the highest grade elevation, on lands designated Mixed Use as a Urban Corridor on Map 2.

At the first public meeting in 2021 you guys are referencing 24m (see below), and you don't add "whichever is greater". Did these change in the OP or were they overwritten by a more recent document?

Thanks.

- Generally, maximum height of 8 storeys or 24m for lands designated Mixed Use in an Urban Corridor

Garett Stevenson

From: Garett Stevenson
Sent: Thursday, November 4, 2021 7:56 PM
To:
Subject: RE: [EXTERNAL] Re: Belmont Towers Height vs. OP 2014

Hello,

There are different.

The Official Plan allows 50% more in terms of storeys and 50% more in terms of storeys, can be either or, "whichever is greater".

The zoning by-law is more restrictive than the Official Plan, the height is limited to 8 storeys and 25 metres.

Thanks,

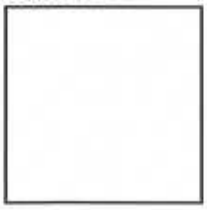
Garett

From:
Sent: Tuesday, November 2, 2021 9:18 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] Re: Belmont Towers Height vs. OP 2014

Thanks Garett.

Doesn't the OP language ("whichever is greater") take seniority over the MIX-2 (old MU-2) Zoning? I don't know how to interpret "and".

Thanks.



On Mon, 1 Nov 2021 at 18:13, Garett Stevenson <Garett.Stevenson@kitchener.ca> wrote:

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The MIX-2 zoning, approved in 2019, permits a maximum building height of 25.0 metres and 8 storeys. Only the OP includes "whichever is greater" language.

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Sent: Monday, November 1, 2021 12:01 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] Belmont Towers Height vs. OP 2014

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Thanks.

- Generally, maximum height of 8 storeys or 24m for lands designated Mixed Use in an Urban Corridor

Garett Stevenson

From: Garett Stevenson
Sent: Thursday, March 4, 2021 6:20 PM
To:
Subject: RE: [EXTERNAL] Feb 25 meeting on 660 Belmont

Hello,

I am assisting Juliane with responding to the email questions received to date.

The Shadow Study can be found in the Urban Design Report which is posted to the City's Fileshare website which you can access by clicking here:
https://kitchener.sharefile.com/share/view/s6fc65bd2a4d64df4afc9a1113d4dfbf1

The City's criteria for shadows for tall buildings can be found on Page 18 of the Design for Tall Buildings Guidelines. The City's standard is that daily access of at least 5 hours of cumulative direct sunlight is maintained to nearby sidewalks and open spaces under equinox conditions, beginning with sidewalks located on the opposite site of adjacent ROWs.
https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_Tall_Building_Urban_Design_Guidelines.pdf

The Official Plan Amendment requests to increase the maximum building height to 13 storeys and a height of 49 metres. The Official Plan and the Zoning By-law both regulate maximum building height by storeys and metres. Currently, the Official Plan permits a maximum building height of 8 storeys (and 25 metres) on lands designated Mixed Use as an Urban Corridor. However, increases in building height, up to 50%, are permitted for mixed-use buildings without an Official Plan Amendment (in this case, 12 storeys and 37.5 metres).

The current zoning is MIX-2: Mixed Use Two which permits a maximum height of 25 metres and 8 storeys. The Zoning By-law Amendment Application also requests to increase the maximum height to 13 Storeys (49 metres).

Mixed Use (MU) Corridor zones were applied to the entire Belmont Mixed Use Corridor in early 2012. All properties in the corridor were zoned as either Low Intensity Mixed Use Corridor (MU-1) or Medium Intensity Mixed Use Corridor (MU-2). No parcels were changed to High Intensity Mixed Use Corridor (MU-3). In assigning the Mixed Use Corridor zone categories staff had regard for the Official Plan designation for Mixed Use Corridors which emphasizes the importance of achieving a built form that is compatible with surrounding residential neighbourhoods. Generally, the MU-1 zone was applied in areas that abut low rise residential development. The MU-2 zone is proposed where development could be adequately separated from low rise residential development (along the east side of Belmont Avenue or larger development sites) or to recognize existing conditions (existing apartment buildings). The new MIX zones that were applied recently as part of the City's new Zoning By-law essentially brought forward similar permissions as the MU zones.

The City has received a wind assessment which is located in the Fileshare folder. Wind mitigation measures are often designed at the site planning stage to determine what design features need to be included in a building design to break or block wind. The Design for Tall Buildings Guidelines (same link as above) provide direction for wind analysis as well.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

-----Original Message-----
From:
Sent: Sunday, February 28, 2021 3:04 PM
To: Joanne McCallum <Joanne.McCallum@kitchener.ca>
Subject: [EXTERNAL] Feb 25 meeting on 660 Belmont

Hello,

That was quite a meeting. I have a few comments and questions. They are not in any order of priority.

The presentation on the shadow pattern on Sept 21 was a bit hard to take. The presenter had obviously done their homework. The impact of shadows at that time of year is obviously going to be minimal since the path of the sun is further south than during the summer months. We need this presentation for May 21,June 21,July 21 and August 21 to get a realistic pattern since the path of the sun is further north and will have a much greater impact on the surrounding neighbourhoods. Since this development is already a few meters above the trail there will be a greater impact on the neighbourhood to the East.

I am confused about many things regarding the height of buildings in the code. If I understand correctly there is a correlation between the number of floors and the height of a building. However it appears that previous councils and the planning department have cow toed to the builders by increasing the allowable height per floor because buyers of new condos want higher ceilings. I don't care how high each floor is but that should be incorporated within the existing height allowance.
Changing the height allowed per floor appears to me that it is the developers that are actually planning the city and the planning department follows along and then council rubber stamps the process.

I may have misunderstood so could someone tell me what the current maximum height for 8 stories is. Also; why is the current allowable height 8 stories for the East side of Belmont Ave and 4 for the West side? If eight is the allowable height why can that be increased to 12 if requested?

I have to question the impact on wind intensity. I don't know how this building will impact the wind but the fact that the wind is becoming stronger and more frequent I am sure there will be a bigger impact than was presented.

I have more to discuss and will continue with my concerns later. Please pass this on to anyone who can address the above.

Sincerely,

--
This email has been checked for viruses by Avast antivirus software.
https://urldefense.com/v3/__https://www.avast.com/antivirus__;!!E19_NBb0RQ!VnlaEDKqMOnB0ZXoGMNDRdFCZAobawm6qJxI5mQZwksUD022WmEkstTUJ07Rtl1bchgy_pvg$

Garett Stevenson

From: Garett Stevenson
Sent: Thursday, March 18, 2021 6:19 PM
To:
Cc: Debbie Chapman
Subject: RE: [EXTERNAL] Re: Feb 25 meeting on 660 Belmont

Hello,

The City has a planned Urban Structure – meaning that every property has policies and regulations that guide existing and future uses. The City's Intensification Areas are identified in a hierarchical manner. The hierarchy is intended to establish priority areas for intensification. These intensification areas serve different city, community and neighbourhood scaled planned functions and may be different in terms of character, scale, function, and potential to accommodate growth.
https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_OP-Map-2-Urban-Structure.pdf

The City is planned with intensification areas including a series of nodes and corridors and Belmont Village is planned to accommodate additional growth as an Urban Corridor. The nodes and corridors are part of the City-wide approach to accommodating growth, and any changes would have to be considered comprehensively through future reviews of the Official Plan.

The City's Official Plan includes policies that permit buildings designated as Mixed Use in Urban Corridors to be up to 8 – 12 storeys in height subject to the applicable policies.

Mixed Use (MU) Corridor zones were applied to the entire Belmont Mixed Use Corridor in early 2012. All properties in the corridor were zoned as either Low Intensity Mixed Use Corridor (MU-1) or Medium Intensity Mixed Use Corridor (MU-2). No parcels were changed to High Intensity Mixed Use Corridor (MU-3). In assigning the Mixed Use Corridor zone categories staff had regard for the Official Plan designation for Mixed Use Corridors which emphasizes the importance of achieving a built form that is compatible with surrounding residential neighbourhoods. Generally, the MU-1 zone was applied in areas that abut low rise residential development. The MU-2 zone is proposed where development could be adequately separated from low rise residential development (along the east side of Belmont Avenue or larger development sites) or to recognize existing conditions (existing apartment buildings). The new MIX zones that were applied recently as part of the City's new Zoning By-law essentially brought forward similar permissions as the MU zones.

The Official Plan and the Zoning By-law both regulate maximum building height by storeys and metres. Currently, the Official Plan permits a maximum building height of 8 storeys (and 25 metres) on lands designated Mixed Use as an Urban Corridor. However, increases in building height, up to 50%, are permitted for mixed-use buildings without an Official Plan Amendment (in this case, 12 storeys and 37.5 metres). The Official Plan Amendment requests to increase the maximum building height to 13 storeys and a height of 49 metres. The current zoning is MIX-2: Mixed Use Two which permits a maximum height of 25 metres and 8 storeys. The Zoning By-law Amendment Application also requests to increase the maximum height to 13 Storeys (49 metres).

The scale of development envisioned in different parts of the City varies from the types of heights and densities permitted in the Downtown area, to the heights and densities for Urban Corridors, to the heights and densities in lower density, established neighbourhood as shown on the Urban Structure map linked above.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

-----Original Message-----
From:
Sent: Friday, March 12, 2021 8:24 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] Re: Feb 25 meeting on 660 Belmont

Hello,

I have a few of questions.

What is the criteria that makes up the MU designations?

Why is this development allowed to apply for any variances to the building code when they are outside of the official plan with respect to the ION stations?

Why does the the code allow eight stories but can have 50% added and then a developer can apply for even more floors and height?

Why have a planning department when a developer can request and usually get what they want?

Thank You,

On 2021-03-04 6:20 p.m., Garett Stevenson wrote:
> Hello,
>
> I am assisting Juliane with responding to the email questions received to date.
>
> The Shadow Study can be found in the Urban Design Report which is
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> clicking here:
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> /s6fc65bd2a4d64df4afc9a1113d4dfbf1__;!!E19_NBb0RQ!S4U5QC8ANzy2RYywK51Q
> RQUnhTxD-T0WJFGTISR0GO1skWzZ6PD6_EttVNEmn2xfvgpD9Knk$
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> 519-741-2200 x 7070 | TTY 1-866-969-9994 |
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> Sent: Sunday, February 28, 2021 3:04 PM
> To: Joanne McCallum <Joanne.McCallum@kitchener.ca>
> Subject: [EXTERNAL] Feb 25 meeting on 660 Belmont
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> I may have misunderstood so could someone tell me what the current maximum height for 8 stories is. Also; why is the current allowable height 8 stories for the East side of Belmont Ave and 4 for the West side? If eight is the allowable height why can that be increased to 12 if requested?
>
> I have to question the impact on wind intensity. I don't know how this building will impact the wind but the fact that the wind is becoming stronger and more frequent I am sure there will be a bigger impact than was presented.
>
> I have more to discuss and will continue with my concerns later. Please pass this on to anyone who can address the above.
>
> Sincerely,
>
>
>
>
>
> --
> This email has been checked for viruses by Avast antivirus software.
> https://urldefense.com/v3/__https://www.avast.com/antivirus__;!!E19_NB
> b0RQ!VnlaEDKqMOnB0ZXoGMNDRdFCZAobawm6qJxl5mQZwksUD022WmEkstTUJ07RtI1bc
> hgy_pvg$
>

--
This email has been checked for viruses by Avast antivirus software.
https://urldefense.com/v3/__https://www.avast.com/antivirus__;!!E19_NBb0RQ!S4U5QC8ANzy2RYywK51QR
QUnhTxD-T0WJFGTlSR0GO1skWzZ6PD6_EttVNEmn2xfvsxG2ByO$

Garett Stevenson

From: Tara Zhang
Sent: Tuesday, April 13, 2021 11:45 AM
To: Garett Stevenson
Subject: FW: 660 Belmont

Hi Garett,

I thought this was best forwarded to you. Thanks!

Best,
Tara Zhang
Technical Assistant | Planning Division | City of Kitchener
519-741-2200 ext. 7760 | TTY 1-866-969-9994 | tara.zhang@kitchener.ca

-----Original Message-----
From: Internet - Info <Info@kitchener.ca>
Sent: Tuesday, April 13, 2021 11:23 AM
To: Planning (SM) <planning@kitchener.ca>
Subject: FW:

Good morning. Is this email best received by planning?

Sincerely
Trevor Lennox, Customer Service Representative, Information Centre | Community Services Department | City of Kitchener
519-741-2345 | Fax 519-741-2872 | TTY 1-866-969-9994 | Trevor.Lennox@kitchener.ca

-----Original Message-----
From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> On Behalf Of
Sent: Tuesday, April 13, 2021 11:00 AM
To: Internet - Info <Info@kitchener.ca>
Subject:

Good morning,
This is in regards to the proposed development at 660 Belmont. I feel strongly that this section of Belmont Ave. is not the appropriate location for this size of development. The developer claims that this will be good for the area but in reality it will be the end of Belmont Village since more massive buildings will be built along both sides of the street.
I understand that new development will always be a part of the city's growth but I think that there needs to to be a better vision created in order to preserve some of the heritage of the city. My opinion is not about NIMBY or intensification but about preserving a special area of the city.
I know that each request for development is handled individually but I strongly feel that in this case that is not appropriate. Wind and sun patterns done for one building may show no major impact -although I don't agree with that- the impact of development of the same scope will have a major impact. Wind patterns have been changing. They are getting stronger and more frequent. Based on my experience walking around the cities of K-W with all the current new towers, I suspect that there will be a wind tunnel down this section of Belmont

Ave. This could lead to a shutdown of outdoor patios. I understand that that is personal opinion but I believe that more studies need to be done before any decisions are made for this site.

One thig I have learned through this process is that a lot of criteria for development appears to be arbitrary. M1/M2/M3 designations in this case are based on distances from other structures which is arbitrary. I understand that the acceptable amount of continuous direct sun is five hours. I live on the East side of this new development and although this single proposal will not impact this I calculate that when the adjoining properties are developed we will lose direct sunlight after 4pm to 5pm depending on the time of year except for maybe Dec and Jan.

Thank you.

Origin: https://www.kitchener.ca/en/contact-us.aspx

This email was sent to you by through https://www.kitchener.ca.

Garett Stevenson

From: Garett Stevenson
Sent: Tuesday, April 13, 2021 3:55 PM
To:
Subject: RE: 660 Belmont Ave

Hello

Thank you for your comments.

In response to your question, the current zoning permits a maximum of 8 storeys and 25 metres and any additional height requires a Zoning By-law Amendment which Council has authority to consider. Zoning By-law Amendments cannot be approved at a staff level in Kitchener.

Thanks,

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

-----Original Message-----
From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> On Behalf Of
Sent: Tuesday, April 13, 2021 1:11 PM
To: Internet - Info <Info@kitchener.ca>
Subject: 660 Belmont Ave

Hello again,
This is a continuation of my previous email from this morning.
I feel that the maximum height for structures on the North side of Glasgow St along Belmont should be four stories on both sides. This would not be out of line with the surrounding area. Those of us living on the East side of Belmont already have a grade disadvantage of about two stories.
I cannot understand why there is a code stating the height is four or eight stories but can be increased by 50% if the developer proposes a mixed use building. This seems like a developer created plan ,not a planning department code. To me it appeared that developer was not clear on what businesses might occupy the main floor so this should be a red flag. I found it interesting that another developer developing a site on Queen St in the downtown core claims that it is difficult getting retail to commit to the main floor of residential towers. That should be something else to consider.
I understand that other developers are buying up the other properties along this section of Belmont Ave. so I am sure this will lead to higher rents and eventually to the loss of some of the existing shops. I find it hard to believe that with condo towers along this section of Belmont that small business shops like there is now will be able to afford the even higher rents. There will be no Belmont Village as we know it. It will become just another row of massively invasive towers.
As I said earlier there will be a major impact on the area with regards to sun and wind but also light pollution.
The developer should not be allowed to have fewer parking spaces than are currently required in the code since this will lead to more parking issues in the area.
I have more comments that I will convey at a later time.

I know that it has been stated that no decision has been made but can all of you verify that no one employed by the city has guaranteed this developer a minimum number of stories/height.

Origin: https://www.kitchener.ca/en/contact-us.aspx

This email was sent to you by through https://www.kitchener.ca.

Garett Stevenson

From:
Sent: Wednesday, April 14, 2021 5:13 PM
To: Garett Stevenson
Subject: [EXTERNAL] Re: 660 Belmont Ave

Hello Garett,

I understand the current height numbers. What I would like to know is the methodology that was used to establish a height of 8 stories on the East side of Belmont between Glasgow and Union but 4 for the West side. I do not understand how that difference in height is justified-particularly when the height can be increased by 50%. This could potentially become a difference of six or more stories.

I know the official plan says there is a buffer on the East side of Belmont that allows enough distance between any new development and existing structures but that distance diminishes as you proceed North on Belmont. Gilder Green Park is pie shaped. I realize that for this potential development that the criteria used may apply but I am also concerned about the rest of the street that will be developed if this project is allowed to proceed.

I would also like to know if this developer has been given any indication about a minimum height that will be allowed.

Thank you,

On 2021-04-13 15:55, Garett Stevenson wrote:

> Hello
>
> Thank you for your comments.
>
> In response to your question, the current zoning permits a maximum of 8 storeys and 25 metres and any additional height requires a Zoning By-law Amendment which Council has authority to consider. Zoning By-law Amendments cannot be approved at a staff level in Kitchener.
>
> Thanks,
>
> Garett Stevenson, BES, RPP, MCIP
> Senior Planner | Planning Division | City of Kitchener
> 519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca
> Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.
>
> -----Original Message-----

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> On Behalf Of
Avery
Sent: Tuesday, April 13, 2021 1:11 PM
To: Internet - Info <Info@kitchener.ca>
Subject: 660 Belmont Ave

Hello again,

This is a continuation of my previous email from this morning.

I feel that the maximum height for structures on the North side of Glasgow St along Belmont should be four stories on both sides. This would not be out of line with the surrounding area. Those of us living on the East side of Belmont already have a grade disadvantage of about two stories.

I cannot understand why there is a code stating the height is four or eight stories but can be increased by 50% if the developer proposes a mixed use building. This seems like a developer created plan ,not a planning department code. To me it appeared that developer was not clear on what businesses might occupy the main floor so this should be a red flag. I found it interesting that another developer developing a site on Queen St in the downtown core claims that it is difficult getting retail to commit to the main floor of residential towers. That should be something else to consider.

I understand that other developers are buying up the other properties along this section of Belmont Ave. so I am sure this will lead to higher rents and eventually to the loss of some of the existing shops. I find it hard to believe that with condo towers along this section of Belmont that small business shops like there is now will be able to afford the even higher rents. There will be no Belmont Village as we know it. It will become just another row of massively invasive towers.

As I said earlier there will be a major impact on the area with regards to sun and wind but also light pollution.

The developer should not be allowed to have fewer parking spaces than are currently required in the code since this will lead to more parking issues in the area.

I have more comments that I will convey at a later time.

I know that it has been stated that no decision has been made but can all of you verify that no one employed by the city has guaranteed this developer a minimum number of stories/height.

Origin: https://www.kitchener.ca/en/contact-us.aspx

This email was sent to you by : through https://www.kitchener.ca.

Garett Stevenson

From: Joanne McCallum
Sent: Thursday, April 22, 2021 2:13 PM
To: Garett Stevenson
Subject: FW: 660 Belmont Ave

Hi Garett,

Please see email below.

Thanks!

Joanne McCallum, H.B.Sc.
Technical Assistant | Planning Division | City of Kitchener
519-741-2200 ext. 7071 | TTY 1-866-969-9994 | Joanne.McCallum@kitchener.ca

-----Original Message-----
From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> On Behalf Of
Sent: Thursday, April 22, 2021 1:47 PM
To: Internet - Info <Info@kitchener.ca>
Subject: 660 Belmont Ave

Good afternoon,
Since I have not received a response from any councilor, nor from Garett Stevenson, I take it that a minimum height of over eight stories has been promised to this developer. I hope I am wrong. If this has happened then it shows a complete lack of transparency. Another case of one developer outweighing an neighborhood. This unique area will be lost. I am very disappointed in the process and you who are supposed to represent us the citizens.
I still think that at the very least, wind and sun patterns should be required based on the near future new development on both sides of the street.
Thank you,

Origin: https://www.kitchener.ca/en/contact-us.aspx

This email was sent to you by through https://www.kitchener.ca.

Garett Stevenson

From:
Sent: Monday, October 4, 2021 8:29 PM
To: Garett Stevenson
Subject: [EXTERNAL] Re: 660 Belmont Ave

Hello.

I realize that no "official" decision has been made but I would suggest that at the very least the planning department will recommend the minimum height that the developer is requesting. I believe that the Official Plan that allows eight stories on the East side of this stretch of Belmont Ave. and four stories on the West side is flawed. I know that that is based on the distance between new development and existing residential homes but I would suggest that is a an arbitrary plan. It is as though the decision is based on a thought that there is a major difference from one side of a two lane street to the other. To add to the arbitrary decision making the developer can apply for mixed use and then be allowed a 50% increase in height. So now there is a height of six stories on one side of a street and twelve on the other. Double the height. Explain to me the logic in that.

Can you explain to me why there is an "Official Plan" but a developer can buy property knowing what the the codes are but then "request" multiple variances and generally get them. As I have said in previous emails, I understand intensification and that politicians at the local level are trying to get people out of cars but the developers should not be allowed to dictate how this is done.

There have been articles written in the Record-one on November 21,2009 amongst others- about the uniqueness of Belmont Village that this and future developers want to destroy for their own benefit.

Please pass this on to council.

Thanks for getting back to me.

Sincerely,

On 2021-10-04 18:14, Garett Stevenson wrote:

> Hello,
>
> I can confirm the Official Plan Amendment and Zoning By-law Amendment have not been consider by Kitchener City Council nor have they been approved.
>
> The City has received some temporary occupancy requests for the re-use of the existing building (wood fired pizza grill, pop up arts and craft vendors).

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca
Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

-----Original Message-----
From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca> On Behalf Of
Sent: Sunday, October 3, 2021 5:31 PM
To: Internet - Info <Info@kitchener.ca>
Subject: 660 Belmont Ave

Hello,
I have heard that at least one business has been approved for occupancy on street level for 660 Belmont Ave. If this is true then does it mean that the developer has gotten approval to build? I would suspect that he has gotten approval for more than the eight stories that is allowed. If this development is allowed to go ahead then it would tell me that this council is not interested in preserving any historically significant districts or historical buildings with in the city if a developer wants to line their pockets.
As a tax payer that contributes to your salary/benefits and pension I would suggest a downsizing of the planning, code and bylaw departments as well as city council since a developer can override almost any criteria that is part of the "official plan". In this case he wants more density with less parking as well as other concessions. You could set up a one off committee of developers to come up with a vision of what the city should look like. I am sure it would only take a few hours since it would be one sentence. '"What ever we think is best." It is too bad that it appears that no one that works for the city-including this and previous councils- has any vision of what the city could look like I can predict that no one who buys into these high end condos will be walking to the nearest Ion station in front of Grand River Hospital. Instead there will be more illegal parking in the area. I sure hope the two councilors that represent this area are listening to the Friends of Belmont Village because this project is only the start of the end of the village. This project is outside of the "official plan" yet the developer wants to be included. Another variance!
Transparency!

Sincerely,

Origin: https://www.kitchener.ca/en/contact-us.aspx

This email was sent to you by through https://www.kitchener.ca.

Garett Stevenson

From: Garett Stevenson
Sent: Sunday, November 28, 2021 4:48 PM
To:
Subject: RE: [EXTERNAL] Re: 660 Belmont Ave

Hello,

I have received your comments.

Both sides of Belmont Avenue are designated in the Official Plan as Mixed Use. The current zoning on the west side permits up to 14 metres and 4 storeys. The zoning on the east side of Belmont permit 8 storeys and 25 metres.

Mixed Use (MU) Corridor zones were applied to the entire Belmont Mixed Use Corridor in early 2012. All properties in the corridor were zoned as either Low Intensity Mixed Use Corridor (MU-1) or Medium Intensity Mixed Use Corridor (MU-2). No parcels were changed to High Intensity Mixed Use Corridor (MU-3). In assigning the Mixed Use Corridor zone categories staff had regard for the Official Plan designation for Mixed Use Corridors which emphasizes the importance of achieving a built form that is compatible with surrounding residential neighbourhoods. Generally, the MU-1 zone was applied in areas that abut low rise residential development. The MU-2 zone is proposed where development could be adequately separated from low rise residential development (along the east side of Belmont Avenue or larger development sites) or to recognize existing conditions (existing apartment buildings). The new MIX zones that were applied recently as part of the City's new Zoning By-law essentially brought forward similar permissions as the MU zones.

Official Plan policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Sunday, November 21, 2021 2:20 PM

Re: 660 Belmont Ave

Dear Mr. Stevenson,

I was totally amazed at your reaction to the dog and pony show published in the Record on Nov. 6. The developer of this property presents his plan B which still does not meet all criteria of the zoning but you are giving them credit for listening to the residents plus making a $250,000 donation for affordable housing. If he is a BFF of Belmont Village as he says he is then I would suggest he propose a design of eight stories max. I am under the impression that you are supposed to be working for the city and therefor the residents, not the developer. We pay your wages/benefits and pension but you seem to completely ignore us. This latest proposal does nothing to address our concerns. We are not against development-that is inevitable- but the sheer scope is problematic. I understand that the developer owns the adjoining property to the North. Maybe he could come up with a plan to develop both properties at the same time with a total height of six stories. The city could fast track the approvals. It would be nice to have official plans that are adhered to.

You have to realize that this will destroy the village since this is only the beginning of redevelopment for this section of Belmont. This is a well-established and well known area that will lose its charm because the smaller businesses will be forced out when these high rises are built.

On another note; I am wondering if the planners for this city are allowing these developers to discriminate against families with children since they all seem to be building one and two bedroom living spaces.

Would you please explain again how the official plan has a height of four stories on one side of Belmont Ave in this section but the other side has eight? I know you said it is because of the distance from existing development but I would like to know what the criteria is. If the developer's property runs to the Iron Horse Trail then I would suggest the criteria is flawed. Also; why is there a clause that allows a developer 50% more for mixed use? Maybe you do not understand that this means that a starting difference of four stories becomes six. This mixed use clause is an automatic green light for developers since they will take advantage of it.

Sincerely

Garett Stevenson

From:
Sent: Monday, September 7, 2020 6:38 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Re: 660 Belmont

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane,

Belmont Village is a great place with lots of commercial businesses, that will benefit from a development on this site. That said I think limiting the development to the zoned eight stories, similar to at least one of the buildings in the Trio-on-Bemont development. The higher units at that site are overly high and caused gusts of wind down the rail trail, as well as shadowing that caused ice to form regularly which is a safety concern. This is a much bigger site and can somewhat accommodate the high building, this is not the cause for the Dettmer site, which is contained. I believe the development should be maintained within the bylaw height.

Either way I believe the following are required:

1. Wind study for Belmont and the rail trail, gusts along rail trail by Tri on Belmont are problematic.
2. Shade review, as this will impact the rail trail
3. Traffic study, not sure where the driveway of this site will come out, assume on Belmont, the intersection of Belmont and Gage is poor now with the Tim Hortons and its drive through, this development will make problem worse.

Regards
95 Earl St

On Thu, Sep 3, 2020 at 3:05 PM Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca> wrote:

> Hello .
>
> Thank you for your email. I have attached the notice and the maps regarding this application. Please note that no decisions have been made regarding this application therefore feel free to provide me your comments. I have nothing posted on the website, but I will be creating a share file where the members of the public can look at all the reports submitted. So stay tuned. You will be added to my list of names so that when we have meetings you will be notified. As it is, only persons with properties within 120m (400 feet) of an application receive a notice under current Planning Act regulations. I trust that this will be of assistance to you and have a nice afternoon.
>
> Sincerely,
>
> **Juliane von Westerholt** , Senior Planner| Planning Division | City of Kitchener
> 519-741-2200 x 7157 | TTY 1-866-969-9994 | juliane.vonwesterholt@kitchener.ca

Garett Stevenson

From:
Sent: Monday, January 11, 2021 7:38 PM
To: Juliane vonWesterholt; Margaret Johnston
Subject: [EXTERNAL] Fwd: 660 Belmont updated share file link

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane

Thanks for the detailed information, there is a lot. I had assumed the City had already summarized some of the highlights but I guess not. One might think the City is trying to bury us in reports. In terms of areas/files I have looked at:

1. Architect Design Package - I think the drawing on page 13 of this package is most telling, the proposed structure will be huge and over shadow the entire neighbourhood, I believe this is a mistake and probably why the usual restriction is 8 stores is in place. The height is to be almost 50 m above the street. As nice as the presentation was, this will never fit into the streetscape.
2. OPA application - application indicates no waste stored on site, but I believe used tires have often been stored onsite. Also like most garages I would think there is oil/fuels about the site and hence contamination.
3. Pedestrian Wind assessment - the proposed building will impact wind in particular in the autumn and winter and although the levels based on study are at standing.walking levels, they seem to be well above current levels, and if your development at Gage street is any example the wind will be significant on Belmont and the rail trail.
4. Tree management - it appears that a significant number of trees on the one side of the rail trail will be removed - this is unacceptable, and I don't see a plan to replant similar number and size.
5. Salt Management - the City performance on salt management is not good and Belmont VIllage is not a good example (or the rail trail) of use and hence this report is useless
6. Urban Design Report - the shadow analysis indicates non-impacted times, but does not provide the base case or current conditions, it is obvious from this that the building will impact the area in terms of shadow from current conditions and where does "3 to 4 hours of sunlight ..." is ok come from, This is cherry picking results, the base case needs to be shown to show how much sunlight we will lose.

I still don't see a traffic study, but maybe its buried in the mass of reports. Overall I think the City is making a mistake to promote this development. Our Planning department seems a little too taken with the development so I don't have high hopes. A new residential unit would be great for this property but the height should be contained to 6 to 8 levels, something in keeping with the character of the area.

Regards

On Fri, Jan 8, 2021 at 5:31 PM Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca> wrote:

> Dear residents,
>
> There have been some updates to the share file for 660 Belmont Ave and as a result there is a new link for your information:
>
> https://kitchener.sharefile.com/d-s58deb76af1e548bcacf87d6a13ec77fd
>
> Sincerely,

Garett Stevenson

From: Garett Stevenson
Sent: Thursday, March 11, 2021 9:46 AM
To:
Subject: RE: [EXTERNAL] Re: Post Engagement Survey - 660 Belmont Avenue West

Hello

Thank you for your email and sharing your concerns.

Participation in our post-engagement survey is completely voluntary. Our goal with collecting socio-demographic data is to ensure that every resident has access to the highest quality services that we can provide – in this case, community engagement. The Ontario Human Rights Code encourages the collection of this kind of data when the purpose is to monitor discrimination and promote equity.

Answers to the survey questions will help us understand who is utilizing our services, and who may be underutilizing the services available to them. We know that sometimes people experience discrimination, due to many different factors, when it comes to service delivery (e.g. age, income, race, language, disability, or gender identity). If we don't ask, then we won't know if discrimination or exclusion is happening, and if we don't know who is utilizing the services, then we cannot develop strategies to correct any existing barriers.

Data is foundational for the creation of equity-informed engagement opportunities that are accessible to all of our citizens – this is our end goal.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Thursday, March 11, 2021 9:05 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] Re: Post Engagement Survey - 660 Belmont Avenue West

Hi Garett,

I didn't think much of your survey, asking if comfortable, convenient and satisfied - but pretty vague and self-serving questions. Then the rest of the survey wants to conduct a census of the submitter. I found these questions intrusive and unrelated to the survey's purpose. I will not participate in future city surveys if this format is maintained.

Regards

On Wed, Mar 3, 2021 at 9:57 PM Garett Stevenson <Garett.Stevenson@kitchener.ca> wrote:

Hello,

Thank you for participating in the virtual Neighbourhood Information Meeting (NIM) for 660 Belmont Avenue West held on February 25, 2021.

I have updated the City's website with the presentation from the meeting, as well as a recording of the meeting, which can be found online at **www.kitchener.ca/planningapplications.**

I would appreciate your feedback on the engagement process so far. Please share your thoughts using this survey.

Thank you for your participation at the meeting and for your comments and questions on this application.

Sincerely,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

Garett Stevenson

From:
Sent: Tuesday, April 20, 2021 5:04 PM
To: Garett Stevenson
Cc: Margaret Johnston; Debbie Chapman
Subject: [EXTERNAL] Re: 660 Belmont Avenue West - Comprehensive Engagement Report

Hi Garett,

Thanks for this, its a big document, seems like a lot of concern, I hope the City will consider it wisely. I didnt realize there was a site visit for concerned people - I don't recall that invite. As was raised in all the sessions I believe the height of the proposed building is an issue and given the status of other properties (I understand some have been puchased by developers) along upper Belmont could lead to a drastic change in the character of the village. Which as discussed in my session was the basis for an earlier review by the City which raised Belmont Village as an example for other areas in the City. I believe this is captured in the Urban Design Manual - Design Briefs document (2014), which indicates:

" The Belmont Avenue corridor is a unique commercial corridor in the city. The corridor has two distinct sections separated at Glasgow Street. Upper Belmont is located north of Glasgow, and includes Belmont Village, a compact urban village centrally located in the Westmount neighbourhood. The Village provides a range of specialty shops and commercial uses serviced by rear laneways. Lower Belmont is located south of Glasgow, and contains a range of office uses and higher density housing. Both sections have access to public parks and are bounded by the Iron Horse Trail to the east"

So much for the unique corridor - not sure why the City develops this concept then allows for inappropriate development.

Strategy continues with:

" - Land Use: Encourage mixed use buildings (retail and residential), specialty shops and restaurants in Upper Belmont. Encourage higher density housing, office uses and mixed use buildings in Lower Belmont.

- Built Form: Maintain low-rise, compact urban form in Upper Belmont (2-5 storeys with step backs for increased height). Encourage mid-rise forms (3-8 storeys) in Lower Belmont with opportunity for high-rise forms (10 storeys)."

This would indicate City intended to maintain upper Belmont as mixed use with speciality stores and restaurants and maintain low-rise (2-5 storey) buildings - not 13 storey condos, with cathedral ceilings.

To maintain the City's vision for the area I think the City needs to push back and significantly reduce the height of this and any future developments in Belmont Village, otherwise the character that this development seems to think will draw people to his building will be lost anyway.

Regards

On Tue, Apr 13, 2021 at 12:40 PM Garett Stevenson <Garett.Stevenson@kitchener.ca> wrote:

Hello,

This email is to advise you that the Planning Division has now completed the Comprehensive Engagement Report which includes responses to the questions that were received during the two NIMs, as well as a summary of the ten small group discussions and the additional comments submitted with the small groups meeting RSVP emails. We kept our commitment of completing this work within 3 weeks of the last engagement event.

The City's Planning Consultation webpage has been updated with the Report – https://www.kitchener.ca/en/development-and-construction/current-planning-applications.aspx#Proposed-Official-Plan-Zoning-By-law-Amendments--660-Belmont-Avenue-West

Direct link to the Report – https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_660_Belmont_Comprehensive_Engagement_Report.pdf

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

Garett Stevenson

From: Garett Stevenson
Sent: Wednesday, June 9, 2021 4:51 PM
To:
Cc: Margaret Johnston
Subject: RE: [EXTERNAL] Re: 660 Belmont Ave W Development

Hello

That application was approved in 2014 before our current Official Plan and Urban Design Manual so we did not have the ability to require the same level of studies as part of a development application. That site was subject to site plan approval and did not require an Official Plan or Zoning By-law Amendment.

I know that a Transportation Impact Study was required, but I do not see a requirement for a shadow or wind analysis in the file.

When I am in the office next week, I will track down and scan a copy of the TIS and send you a copy (I do not have a digital copy).

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Monday, June 07, 2021 10:25 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] Re: 660 Belmont Ave W Development

Good morning Garett

From my previous questions concerning the 660 Belmont development proposal, I have often thought to compare this development with the recent development at 460 Belmont W (Trio on Belmont). In particular in terms of the wind, shade and parking. Would it be possible to get any studies undertaken for that development (Trio on Belmont) in particular concerning wind, shade or parking studies? This would help me in my review of the new development site.

Thanks .

On Wed, Jun 2, 2021 at 9:13 AM Garett Stevenson <Garett.Stevenson@kitchener.ca> wrote:

Hello,

Further to Councillor Johnston's comments, I welcome any additional comments from anyone at any time.

Thanks,

Garett

From: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Sent: Wednesday, June 02, 2021 8:59 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: Re: [EXTERNAL] 660 Belmont Ave W Development

Good Morning

No date has been set for this application to come before Council. We had heard from residents that putting up signage that was seen from the Trail would be important for those who use the Trail, but may not travel past the front of the former Dettmer Tire site. This will allow for more comments from people who may not have been aware of the application.

Garett will be updating the people on the list when a date has been set for this to come to Council. I know you are on the list, I will have it on my social media channels as well.

Thanks!

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca

Customers can now connect with the City of Kitchener anytime by calling the 24/7 Corporate Contact Centre at 519-741-2345

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From: .
Sent: Tuesday, June 1, 2021 8:09 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont Ave W Development

Hi Garett,

Just wondering what the status is of this development? When will the decision be made by Council? I saw a new sign on the rail trail last week - looks new (see photo). Does this mean the City will allow a bit more time to get input from people using the trail?

Regards .

Garett Stevenson

From: Debbie Chapman
Sent: Wednesday, August 18, 2021 9:45 PM
To:
Cc: Garett Stevenson
Subject: Fw: 660 Belmont Questions

Hi

Below is the message I received from staff in response to your questions. I hope this helps. I am copying Garett Stevenson from Planning on this message as he will be able to help with any further questions you may have.

Debbie Chapman

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Councillor | Ward 9 | City of Kitchener |200 King St. W. N2G 4G7
O: 519.741.2798 /C: 226.752.7104 | TTY 1-866-969-9994 | debbie.chapman@kitchener.ca
Our 24 Hour Contact Line for Issues or Questions 519-741-2345



From: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: RE: 660 Belmont Questions

1a. Policy 15.D.4.23 applies to any property that is designated as Mixed Use and identified as a City Node, Community Node, Urban Corridor, or Neighbourhood Node. The policy is approved and is applicable (approved with the 2014 Official Plan). The policy is implemented through a Zoning By-law Amendment, which Kitchener City Council is the approval authority of. That application has not been considered by Council yet.

1b. Zoning By-law 2019-051 applies to 660 Belmont Avenue West. The zoning of the lands is MIX-2 (128), (142), (49)

1c: In the 2014 Official Plan, 660 Belmont Ave is within the conceptual MTSA (grey hatching). However, the City and Region we have since completed work and know that the western boundary of the KW Hospital/Midtown MTSA will be Iron Horse Trail. As such, the Urban Structure Map in the Official Plan will be updated by removing the conceptual circles, and showing the actual boundaries that have been endorsed by Region Council. This map, prepared as part of the Midtown Neighbourhood Planning Reviews, shows the limit of the change to Belmont Village. DSD_PLAN_NPR_Map_2_Urban_Structure.pdf (kitchener.ca)

1d: Density bonusing is a different permission from the policy direction for additional height reference above. The Planning Act, under Section 37, allowed for increased density in exchange for community benefits. The

Province has eliminated the current Bonusing provisions in the Planning Act (applicable only until September 2022) which is why we have *Reserved* new bonusing regulations in the new Zoning By-law. We will update the new Zoning By-law with Inclusionary Zoning regulations and develop a Community Benefits Charge By-law (both projects are not yet completed) to replace density bonusing.

2 Belmont Lane Ownership;

2a: Yes, if the lane is purchased by the developer they would own the lands and consolidate all lands together.

2b: The lane can be technically sold if Council should choose to do so. Services would need to be relocated or protected with an easement.

2c. The decision of whether or not to sell Belmont Lane will be determined by Kitchener City Council. Generally, the process for sell City-owned land is as follows:

- A potential purchaser contacts the City of Kitchener with a request to the purchase land
- City internally circulates the request to City Departments to determine if the land is to be retained or if it could be sold
- If the lands are required to be retained (current/future City use, infrastructure) the applicant is advised that the request cannot proceed
- If the City deems that the land is surplus and can be sold to the applicant subject to Council approval then the following takes place:
    - The City engages an AACI Appraiser to value the land
    - A Staff report is prepared recommending the land be declared surplus, notice be given to close the road and staff be directed to negotiate the sale of the land to the applicant at a price which shall be the Fair Market Value including any conditions
    - The Staff Report is tabled at a public meeting of Council where the public can provide their input regarding the sale – in this case the development applications and lane sale would be the same staff report but no timing is known at this time
    - Public notification is typically through the Staff Report and the agenda and meeting date posted on the City's website – in this case everyone who participated in the process will be made aware of any public meetings on these applications
    - Council will vote on the request and if they agree to sell the land will enter into an Agreement of Purchase with the applicant
    - On the closing date the applicant will provide the City with the sale proceeds and title will be transferred to the applicant

2d: The sale of the lane will be considered at the same meeting as the Official Plan and Zoning Amendment applications. Council does have a right to obtain legal and financial advice in camera in advance of the consideration of the lane sale, but the decision to sell the lane must be in a public meeting.

3 Environment;

3a: The City, Region and other partners have conducted a phase 1 feasibility study and have determined that a District Energy system centered in the Innovation District (King/Victoria, Bramm Yards area) is viable. Belmont Village was not identified as a viable location. The City, or other prime investor, is scheduled to make a business decision on whether to develop a district energy system in late 2021, with design and construction shortly their after. If that is successful, there may be an opportunity to reconsider other locations.

3b: The applicant has advised that the proposed building would not be seeking a LEED certification; however, a number of the site and building elements that form part of the LEED rating system will be incorporated into the building design as part of normal practice. Planning staff have asked for confirmation of what elements will be included, including a grey water reuse system, and are awaiting a response.

Thanks,

Garett Stevenson

From: Garett Stevenson
Sent: Wednesday, October 6, 2021 6:21 PM
To:
Subject: RE: [EXTERNAL] My Technical Vision For Belmont Avenue - 660 and More

Hello,

Thank you for providing - I will attach this to my staff report as well.

I will keep you posted once we receive an update from the Developer and when meetings are scheduled (neither has happened yet).

Thanks,

Garett
Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

-----Original Message-----
From:
Sent: Tuesday, October 5, 2021 3:09 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Debbie Chapman <Debbie.Chapman@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>; John Thomson <John.Thomson@kitchener.ca>;

Subject: [EXTERNAL] My Technical Vision For Belmont Avenue - 660 and More

Hello Garett,

I thank you for your in-depth replies to my prior inquiries that began when I first looked deeply into the documents related to the 660 Belmont developer's proposal submission.

Subsequently, I took a wider looked at the development process around the application I observed serious obstacles to well reasoned development; 1) developer submits a complex proposal twice the height and more beyond current zoning ignoring current planning guidelines with many missing details and aspects, 2) planning department spends valuable hours upon hours reviewing documentation only to have to ask for more information by asking for a response to eighteen undisclosed questions,
3) community notification area is very small in relation to the scale and wider community impact of the application hence my late engagement,
4) developers appear to run the clock perhaps hoping to get a pass due to delays in the approval process, 5) developers submit further information requested by the planning department at the eleventh hour just before approval meetings leaving the planning department and local communities insufficient time for well reasoned consideration and comment, 6) committee of adjustment and council vote on city wide precedent setting applications with seemingly limited or nil guidance taken from the extant Urban Planning Guidelines, zoning

bylaws, and other forward thinking planning documents, nor demand sustainable technologies, 7) planning department does the best they can with insufficient staff necessary for case-by-case review of the current volume of applications leaving little time for both broader community and future-focused planning, 9) local communities initially became enraged well after the application process begins, and 10) then after much reflective and community discussion residents become engaged simply asking for reasonable and sustainable development in their neighborhoods.

I spent a lot of time during high school having great fun on Belmont. My children have greatly enjoyed the Belmont area. Our grand children have had fun times this summer on Belmont. I personally ask that the proposed development consideration be well reasoned in a manner that both preserves and enhances the intangible social, cultural, heritage, small business, and village-community aspects for the benefit of future generations.

So, I offer the attached, my intended council presentation, that speaks to the broader aspects of the 660 Belmont application for your perusal.
An earlier draft was read at a Friends of Belmont Village meeting, discussed with my brother Dave for technical aspects, discussed in wider aspects with my friend Mario, forwarded to my Councillor Debbie Chapman, and emailed to John Thomson at Kitchener Utilities after we had a technical discussion about my personal heating needs (leaking rental hot water tank and an old furnace) and how a nearby district heating plant would save me a lot of money. Councilor Margret Chapman is now also receiving this close to final version of my presentation.

Regards,

86 York Street, Kitchener

Belmont Village - A Technically Enhanced Future Rev1.3.1 October 5, 2021

1. Environmentally sustainable, culturally sensitive, and socially enhancing urban intensification is technically feasible. Ad hoc development plans like those submitted to the City of Kitchener by the Zehr Group does none of these. The set of documents and zoning change request submitted for 660 Belmont mostly ignores the new councilor approved Urban Planning Guideline that clearly outlines how visionary development should be done.
2. Here is a technical vision for the Belmont Lane area. City of Kitchener appropriates the vacant property, the old ESSO gas station, at the corner of Belmont and Union. Kitchener Utilities puts in a district heating plant, similar what is in planning stages for the city core, to reduce pollution and increase energy efficiency. Kitchener-Wilmont Hydro installs, in the same underground facility, a utility scale battery storage facility charged by roof-top, canopy, and window generated solar power from any new development. Kitchener Utilities collects all gray water and treats it, again in the same facility, for discharging into a re-established creek along Gilder Park for water table recharge of the Westmont Drain, a geological sand and organic silt feature, thereby enhancing tree growth and environmental restoration along the Iron Horse trail to Raddatz Park. As a bonus the businesses and surrounding neighborhoods gain a parkette at Union and Belmont atop this world class technical infrastructure envisioned as the Belmont Improvement Area (BIA) District Utility Plant.
3. Belmont Lanes East and West becomes a contiguous underground building access and service corridor loop connected to the underground District Utility Plant. The first level below the lanes (East, West and both North, South connectors) becomes a pedestrian mall and small electric delivery vehicle corridor for all the adjacent property basements. The new underground people and small independent business oriented Belmont Mews is directly below Belmont Lanes. Underneath the existing trail side parking becomes new multi-function small scale commercial condominium space for all properties from 660 to the District Utility Plant with some units offering trail level and mews mall storefronts.
4. The private owned parking next to the Iron Horse Trail becomes green space adjoining the BIA Utility Park. The BIA parking lot goes multi-story underground and atop becomes an open area with a half soccer field in front of a band shell for public concerts like this summer's stage focused, but a quieter, Bestival. The first underground parking level is high enough to support delivery trucks for the year round open market. Business intensification takes place in the basements of all properties adjacent to the existing city owned lanes, under the green space, formerly private parking, next to the Iron Horse Trail, and in the west side BIA/City underground market/parking lot.
5. All the Belmont Lane adjacent property owners would have basement level access to publically owned and operated heating, cooling, water, gas, separated brown sanitary and gray waste water disposal, recycling facilities, electricity, and world class telecommunications. Energy is aggregated from sustainable photovoltaic, wood biomass, deep well geothermal heat pumps, and utility scale electricity storage batteries. The city owned and operated Belmont North District Energy Utility co-ordinates and manages the underground facility and generates a revenue stream through energy and service billings plus carbon credits for the City of Kitchener. The BIA manages and CofK operates an ultra fast communications hub served from District Utility Plant for all. Belmont property owners have the benefits of not having to run polluting roof top heating units, neighbourhoods have reduced air pollution by removing private low efficiency gas heaters and boilers, Victoria Park feeder Sandrock Creek gets a fresh year round water source, children in Gilder Park get a naturalized pond for fogs, turtles, birds and much more!
6. How to implement this technology vision? Political will to implement the Planning Guidelines and stick to existing zoning bylaws. Ceasing zone changing ad hoc development for short term and short sighted private profit. Engage your invested citizens, Belmont Improvement Area Board of Management, and city planners now. Get coordinating the resources of the Federal, Provincial and Regional governments, the local College, our two Universities, and local engineering firms into a forward thinking sustainability focused steering group. Well reasoned development now builds a better future!



Grand River Conservation Authority

Date: Sep 15, 2021

Author: N. T. Emptage

belmont lane/mews

Legend

- Regulation Limit (GRCA)
- Regulated Watercourse (GRCA)
- Regulated Waterbody (GRCA)
- Wetland (GRCA)
- Floodplain (GRCA)
  - Engineered
  - Estimated
  - Approximate
  - Special Policy Area
- Slope Valley (GRCA)
  - Steep
  - Oversteep
  - Steep
- Slope Erosion (GRCA)
  - Oversteep
  - Toe
- Lake Erie Flood (GRCA)
- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Parcel - Assessment (MPAC/MNRF)

This legend is static and may not fully reflect the layers shown on the map. The text of Ontario Regulation 150/06 supercedes the mapping as represented by these layers.

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The source for each data layer is shown in parentheses in the map legend. For a complete listing of sources and citations go to: https://maps.grandriver.ca/Sources-and-Citations.pdf

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Map Centre (UTM NAD83 z17): 539,089.32 4,811,306.79

This map is not to be used for navigation | 2015 Ortho (ON)

NAD 1983 UTM Zone 17N

Scale: 3,481

Garett Stevenson

From:
Sent: Sunday, December 5, 2021 9:33 PM
To: Mayor; Scott Davey; Dave Schnider; John Gazzola; Christine Michaud; Kelly Galloway-Sealock; Paul Singh; Bil Ioannidis; Margaret Johnston; Debbie Chapman; Sarah Marsh
Cc: Garett Stevenson; Justin Readman;
Subject: [EXTERNAL] A Vision for Belmont Village and Much More
Attachments: Belmont Technical Vision 2.4.3.pdf; BIA Utility Plant Proposal Drawing Dec 4 2021 450 pm.pdf

Hello all,

In the attached written proposal and site plan/map pdfs I offer my best effort vision for enhancing the future of Belmont Village as my response to the *660 Belmont Avenue Zone Change Application*. Four pages detail pathways to better implement the City of Kitchener's *Urban Planning Design Manual* and to move forward the Region of Waterloo's *Community Energy Investment Strategy*. The map outlines the posited development area, a district utility facility, an underground Belmont Lane Mews, and much more.

Respectfully,

Garett Stevenson

From:
Sent: Wednesday, December 22, 2021 4:30 PM
To: brent@centralfreshmarket.com
Cc: Garett Stevenson; Debbie Chapman
Subject: [EXTERNAL] Visioning Property Redevelopment
Attachments: Belmont Technical Vision 2.4.3.pdf

Hello ;

I have looked at the the properties around Central and see a lot of potential especially if adjacent property owners are interested in mutually beneficial collaborative planning. The City has in their Urban Design Guidelines many visionary aspects however in a single property redevelopment they are difficult to economically implement. For example a District Energy Plant that serves a whole block will provide lower site capital and heating and cooling operating costs to each property owner. Parking Requirements takes a large percentage of land area however if a large shared parking faculty can accommodate multiple owners' needs much more valuable redevelopment land becomes available to each property owner. Opening communal places for people to enjoy in a whole block, as Central is located in, can make the whole area become a destination like Belmont Village. There is much more to collaborative development that affords economical feasible and sustainable community alternatives available though property by property redevelopment. Take a look at the attached alternative development proposal I have envisioned and let me know if you would like to know more.

Cheers,

86 York Street
Kitchener, ON

December 5, 2021

City of Kitchener
PO Box 1118 Kitchener, ON
Canada N2G 4G7

Dear Mayor Vrbanovic and Kitchener City Councillors Debbie Chapman, Scott Davey, Kelly Galloway-Sealock, John Gazzola, Bil Ioannidis, Margaret Johnston, Sarah Marsh, Christine Michaud, Dave Schnider, Paul Singh:

My name is Norman Emptage, and I am a retired Professional Engineer. I am writing to introduce, as an alternative enhancement to the proposed and precedent-setting 660 Belmont development, a future vision similar to one currently being studied for a district energy system in the Innovation District near King and Victoria streets. My interest in this project stems from my recent involvement with community members who have been closely following the proposed 660 Belmont Avenue West project since its announcement last year. I bring to the issues a higher level of technical understanding and acuity in reviewing the developer's documents.

It seems to me that the current development approval process fails to address the City's stated goal of promoting sustainability within a liveable community and offers little opportunity for careful thought about the wider impact of development on the community now and for coming generations. In the case of the 660 Belmont site, my own fond memories of Belmont Village have ignited a desire to ensure that development considerations be well reasoned, and that, for the benefit of future generations, any proposal commit to the preservation and enhancement of the social, cultural, heritage, small business, entrepreneurial and village-like atmosphere that will be affected by this development.

This background information offers a vision of a reimagined Belmont Village and an opportunity for City Council to breathe sustainable, future-oriented life into the current development process. It also speaks to broader considerations with respect to the 660 Belmont application. An earlier draft was shared with several others. Copied on this email are WR Community Energy, Belmont Improvemnt Area Board of Management and John Thomson of Kitchener Utilities, with whom I have had an early, formative technical discussion.

Please note that this is a vision, not a professional opinion. Implementation will require detailed broad engineering and architecture input, similar to the requirements for those currently being assessed with regard to the Innovation District energy system and its overall planning and design.

I will deliver this proposal at a future meeting of the Planning and Strategic Initiatives Committee. In providing you with this advance draft, I hope you will have ample time to reflect upon and consider this tailor-made opportunity for Kitchener to solidify a leadership role in adopting cutting-edge, sustainable technology. Doing so will help ensure a liveable Kitchener well into the future.

Should you have questions prior to the PSIC meeting, I would be happy to answer them.

Respectfully and with much thought,

Cc:

- *Justin Readman, General Manager, Development Services;*
- *Garett Stevenson Manager of Development Review, Planning Division;*
- *Matthew Day, Program Manager, Community Energy Investment Strategy and Community Energy Program Manager WR Community Energy;*
- *Greg St. Louis, Director, Utilities Gas and Water Division, Kitchener Utilities and Member Governance Committee, WR Community Energy;*
- *Jerry vanOoteghem, President & Chief Executive Officer, Kitchener-Wilmot Hydro Inc. and Chair Governance Committee, WR Community Energy*
- *John Thomson, Manager, Business Development & Customer Experience, Kitchener Utilities;*
- *Susan Parks, Board Chair, Belmont Improvement Area*

Attachments: Belmont Village – A Technically Enhanced Future
BIA DISTRICT – Mews & Utility Plant Proposal

Belmont Village – A Technically Enhanced Future

Introduction

Environmentally sustainable, culturally sensitive, and socially enhancing urban intensification is technically feasible. Ad hoc development plans like those submitted to the City of Kitchener by the Zehr Group do nothing to accomplish that goal. The documents and zoning change applications submitted for 660 Belmont mostly ignore the maximums set out in the Zoning By-Law and the direction of the **Urban Design Manual** – identified in the Official Plan as a guide for decision making – which clearly outlines how visionary development should be accomplished.

The following is my technical vision of what Belmont Lane could become.

Underground District Utility Plant Site – Belmont and Union

The City of Kitchener would reduce air pollution and increase overall energy efficiency in Belmont Village by acquiring the vacant property on the south-east corner of Belmont and Union and enabling Kitchener Utilities to run an underground district heating plant similar to the one planned for the City's Innovation District. In the same underground facility, Kitchener-Wilmot Hydro would install a utility-scale battery storage facility charged by rooftop, canopy, and window-generated solar power obtained from any new development within Belmont Village and its surroundings. A very large backup electricity generator would supplement the battery storage to support any critical services in this underground facility and the local area.

In the same facilities, Kitchener Utilities would collect all resultant grey water and treat it so it can be discharged into a re-established creek along Gildner Green. The goal would be recharging the water table of the Westmount Drain, a geological sand and organic silt feature. This would enhance tree growth and environmental restoration along the Iron Horse Trail from Union Avenue to Raddatz Park.

As a bonus, local businesses and surrounding neighbourhoods would gain a parkette at the corner of Union and Belmont, which would sit atop this world-class, cutting-edge technical infrastructure that I envision as the **Belmont Improvement Area (BIA) District Utility Plan**t.

Belmont Lane Two-Level Structure

Belmont Lanes East and West would become a contiguous underground building access and service corridor loop connected to the underground **BIA District Utility Plant**. All properties adjacent to Belmont Lane would benefit from

- basement-level access to publicly owned and operated heating, cooling, water, gas;
- separated brown sanitary and grey wastewater disposal;
- recycling facilities;
- electricity; and
- world-class telecommunications.

The first level below the east and west lanes as well as their north and south connectors would become a pedestrian mall, possibly called **Belmont Mews**, and also a corridor for small electric delivery vehicles to serve the basements of adjacent properties. The new underground Belmont Mews, located directly below both Belmont Lanes would be people-oriented and focussed on small independent businesses.

For additional community green space and small business development, the City of Kitchener would acquire the privately owned parking lots between Belmont Lane West and the Iron Horse Trail. New, multifunctional, small-scale condominium-style commercial space would extend from the rear of 660 Belmont to the **BIA District Utility Plant** below the current trailside parking. Some condo units would offer both trail-level and Mews mall storefronts, and there would be green rooftop space along its length. The Belmont BIA would manage this new green space and the business condominiums on behalf of the City.

BIA Parking Lot on the West Wide of Belmont

The current BIA parking lot on the west side of Belmont would become a multi-level underground structure providing parking for business and residence intensification. The flat open space atop the parking structure would feature a small playing field that becomes a community ice rink in winter. At the south end of this new green space, a permanent stage and bandshell would host public concerts, various forms of entertainment, an expanded Bestival, and public discourse venues. The first parking level below ground would have clearance high enough to support access by delivery trucks for a year-round open market run by the BIA.

Logistics

- The BIA or another entity would manage parcel services to the basement-level business entrances.
- Energy would be aggregated by Kitchener Utilities from sustainable photovoltaic, wood biomass, deep well geothermal heat pumps, utility-scale electricity storage batteries, and natural gas.
- A City-owned and operated entity, possibly called the **Belmont North District Energy Utility**, would co-ordinate and manage the underground facility.
- The City of Kitchener would collect an ongoing revenue stream through energy, telecommunications, and service billings ***and*** gain carbon credits from the various green energy sources.
- The Region of Waterloo would operate the new autonomous **MEWS (Magical Electric Wagon System)**. This people- and goods-moving vehicle system would be developed by the University of Waterloo and be locally manufactured. Nearly all the underground Mews-level and most of the at-grade-level Belmont Lane East and West traffic would be **MEWS** vehicles.
- The City of Kitchener would operate and the BIA would assist with the management of an ultra-fast communications hub for everyone connected to the **BIA District Utility Plant** thus facilitating local digital business development and high-speed access for residents in the local **ION** intensification area.

Benefits

1. Business intensification would expand to encompass the basements of all properties adjacent to the existing City-owned lanes, the former private parking lots next to the Iron Horse Trail, and the west-side BIA/City underground market/parking lot.
2. Meaningful residential intensification can take place in Belmont Village by simply adhering to the current zoning by-law categories. These zoning categories allow up to three storeys or seven storeys of residential units, on the westerly and easterly sides of Belmont Avenue, respectively.
3. Belmont Village, growing upon the existing social, culture, and heritage characteristics of "old" Belmont, would become a more vibrant live, work, and play destination.
4. Belmont property owners, no longer running polluting rooftop heating/cooling units, would benefit from a more reliable and efficient energy system and lower operating and maintenance costs.
5. Air pollution in the neighborhood would be reduced with the removal of private low-efficiency gas heaters and boilers.
6. Additional emergency electricity would be supplied to Grand River Hospital through a high voltage feeder line connected to the **BIA District Utility Plant**.

5.

7. Over 0.7 hectares of public green space would be added to Belmont Village.
8. New amenities would include a combination bandshell and stage, a speakers corner, a small playing field, a combination ice rink/splash pad, pollinator gardens, picnic tables, and benches.
9. The Victoria Park feeder, Sandrock Creek, would have year-round freshwater from the recycled grey water, roof top collection systems, and local storm drains.
10. The naturalized long narrow pond at the trail side of Gildner Green would become a treasured place to find fish, frogs, turtles, birds, and small animals.
11. WR Community Energy would have a low-risk medium-scale district energy plant to design and implement, and Kitchener Utilities would gain valuable experience operating it.

Implementing this Innovative Sustainable Technology Vision

Achieving this vision requires a shift in focus and a willingness to undertake the following initiatives:

- Recognize that current development processes are failing to serve us well and are not carved in stone.
- Activate political will to implement the vision set out in the **Urban Design Manual**.
- Stick to maximums specified in the appropriate Council-approved Zoning By-Laws.
- End approval of zoning amendments for ad hoc development that serves only short-term and short-sighted private profit.
- Sufficiently staff the Development Services Department so the City is able to guide developer's integration of their places into the global aspects of place making, and
- Engage invested citizens, the BIA Board of Management, and city planners now.

The following will further move this and <u>similar</u> projects forward:

- Tapping into and coordinating resources from the Federal, Provincial, and Regional governments; the local college and both universities; and local engineering and architectural firms in order to assemble and mobilize a forward-thinking sustainability-focussed steering group.

Remember that it is within the power of City Council to take action that will progress us closer to the City's stated goal of promoting sustainability in the community.

Well-reasoned development today will build a better future for everyone tomorrow!

Revision 2.4.3 December 5, 2021


BIA DISTRICT – Mews & Utility Plant Proposal
District Utility Plant:
Roof – Green Space / Parkette
Upper – Energy Storage / Communications
Middle – Energy Production – Boiler / Geo / Bio
Lower – Waste Processing – sewage / grey water
Upper – Green Roof
Lower – Business Condos / Shops
Creek
Glidmer Green
Creek
(To Gage)
Below Grade Mews E
Belmont Mews
Connector
North Mews
Below Grade Mews E
Belmont Mews
Access Ramp
660 Belmont – West Parcel
Belmont Mews
Access Ramp
Below Grade Mews W
Below Grade Mews W
Connector
South Mews
Argyle Park
Upper – Green Space / Field / Bandshell
Middle – Parking Lot / Market
Lower – Parking Lot
0
100m
200m

Garett Stevenson

From:
Sent: Friday, December 10, 2021 2:27 PM
To:
Cc: Margaret Johnston; Debbie Chapman; Garett Stevenson
Subject: [EXTERNAL] Why the BIA Should Manage Public Spaces in The Village and How?

Hello

The following article presents a case study for why the BIA should manage all the posited public and green spaces in my Belmont Village Vision. The underground mall, The Mews, would provide The Village with an additional 0.6 hectare of public space. The additional at grade green space provided in my response to the 660 Belmont Zone Change Application is 0.7 hectare. Measured in the older unit, the acre, my vision would afford the BIA an opportunity manage an additional 3.2 acres of public and green spaces to enhance The Village through its oversight.

https://www.theburningplatform.com/2021/12/08/a-different-park/#more-254468

How to make these posited public and green spaces come to fruit? The BIA, the City, citizen groups, like the Friends of Belmont Village, and other community invested parties like, The Canadian Alliance to End Homelessness, would need to engage all Mews adjacent property owners and potential developers a keenness to carry out my vision, that is, generating an alternative, competitive, financial, places and place making proposal that provides future benefit to all.

With humility and respect,

Garett Stevenson

From: Garett Stevenson
Sent: Tuesday, December 14, 2021 8:30 PM
To:
Cc: Margaret Johnston
Subject: RE: [EXTERNAL] 660 Belmont Avenue Revised Site Plan - OBC Access Route Design - Fire Lane Decreased Dimemsions - Horse in the Cart Procedure

Hello,

Thank you for your email. The City's Fire Prevention Officer reviews all site plan drawings in accordance with the Ontario Building Code and the City's Emergency Services Policy at the site planning process.

For larger buildings, sprinklers are requested and firefighting occurs largely from within the building. Through the site plan process, the Applicant will have to identify the location of the Siamese connection (fire department pumper connection). The proximity of that connection to the street is carefully reviewed so that fire trucks can be within the required distance (those connections are often facing the public street like Belmont Avenue West). If this criteria can be met from the street, the rear lane does not need to meet the Fire Access Route standards.

https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_Emergency_Service_Policy.pdf

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Thursday, December 9, 2021 10:18 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont Avenue Revised Site Plan - OBC Access Route Design - Fire Lane Decreased Dimemsions - Horse in the Cart Procedure

Hello Garett,

I have recently taken a deep look into the new documents submitted for the 660 Belmont Avenue zone change application has raised two design concerns and some procedural observations.

The first concern is with the revised site plan found in this folder respect to the requirements of The Ontario Building Code | Access Route Design. Specifically, I look at this map of the publicly owned Belmont Lane East and find extant

dimensions to be a width of 30 feet with a 10 by 10 foot 45 degree 14.12 foot diagonal corner cut out. In the revised application the easterly side width is reduced to 8.65 meters (27.75 feet), the southerly side with is reduced to 6.10 meters (20.00 feet) with a bollard on the diagonal that will not permit any front or middle of vehicle curb overrun. The new drawings page 6 (Truck Movement) for a mid size delivery truck, and page 7 (Car Movement) exhibit tight turning radii due to the developer's proposed privately owned lane reductions of 2.75 feet on the east side and 10 feet on the south side. I note there is no drawing for Fire Vehicle Movement or for a 53 foot trailer and tractor in this new document set. I remind you the Ontario Building Code provides the minimum acceptable standards and from the new documents I can not readily see if the proposed lane geometry meets or exceeds Access Route Design standards. Has the Fire Department reviewed these new documents and confirmed that the largest fire vehicles will be able to easily navigate through this newly proposed lane geometry? Will these reduced widths impact the fire insurance cost for upper floor tenants and their potential safety, and permit goods delivery via a maximum legal sized transport truck throughout the rear and side of the lane and whole Belmont Lane East?

A second concern I have deals with large fire vehicles and the extended width of stabilizer, pads and load bearing capacity of the proposed parking garage underneath the lane and ease . A large fire vehicle with extended stabilizers supported on four load distribution pads has an overall width of about 7.5 meters. A 30 tonne ladder truck supported on its four stabilizer will have point loading of approximately 5 tonnes on each front pad and 10 tonnes on each rear pad. Has the Planning Department confirmed that the developer's proposal plans will support the operational width and physical mass of the largest available ladder truck?

The existing Belmont Lane East has ample width and turning radii and to be deemed purchasable by a developer has to become a privately owned lane that has reduced widths of 2.25 and 10 feet. I find concerning in two ways. Prior to the sale of the lane the City and its concerned citizens spend tremendous efforts reviewing and commenting on the developers proposal, a proposal that is only contingent upon the developer actually securing title to the lane and the City obtaining and easement for the lane. It seems to me that the *Horse(property title)* has been put into the *Cart(highrise*) and without the *Horse* before the *Cart* effective and efficient progress is impeded. That is to say there should sufficient time for the public to review and comment on any posited privatization prior to any public land sale well before any potential development application is deemed acceptable. Is it proper or legal for the City to accept a formal Zone Change Application that 1) to meet the developer's intentions has to assume prior privatization of an existing publicly owned lane, 2) de facto acceptance of a reduced the width easement on a public lane not titled by the applicant, and 3) not provide sufficient public and city council notice of a potential public lane sale before voting on a Zone Change Application contingent upon legal title change to and easement on said lane?

Respectfully,

RECEIVED
SEP - 8 2020
CITY OF KITCHENER
Planning Division

Dear Juliana Von Westerholt.

Recently, a neighbour informed me of the application for a zoning amendment to 660 Belmont Avenue, currently Dettmer Tire. My understanding is the property is currently zone H, which means a maximum 8 storey building. The amendment is proposing a 13 storey building.

The current by-law requires those within a 1000 ft. radius to be notified. I feel it should be a wider radius. I would have liked to have been notified.

I'm concerned and alarmed with the speed and transformation of development in Kitchener/Waterloo. The building being proposed is wildly out of proportion with the buildings in Belmont Village — even an 8 storey building will be an eyesore. In a time where housing costs are increasingly out of reach for most people, this building is not an affordable housing building. It will no doubt bring more people to Belmont Village, so local businesses will be unopposed. I suspect the usual barter for a few affordable housing units in exchange for a few extra floors will take place.

I've lived in many places in this country, in big cities and small villages. I like the KW area because it's a small city area with farming communities close by. It's well known for its community involvement. If this massive growth and push for high end/high density housing persists, we're going to lose the heart of our communities. The midtown area is quickly transforming into a monoculture where only the well off can afford to live.

A lot of people in my neighbourhood are exposed by the erosion of their community. They feel powerless and will not respond to you or city council because it's pointless. Money wins. When you shove this kind of high end high density housing into a neighbourhood, the community fragments. People become less kind as a result.

I would like to see greater diversity and development on a human scale. When people are secure in housing, food and friendships, you have a much safer city.

I am opposed to this amendment.

36 Gildner St
Kitchener ON.
N2G 2H3

Garett Stevenson

From:
Sent: Monday, February 22, 2021 9:34 AM
To: Juliane vonWesterholt
Cc: Rosa Bustamante; Debbie Chapman; Margaret Johnston
Subject: [EXTERNAL] What We Heard Summary regarding 660 Belmont Ave.

Follow Up Flag: Follow up
Flag Status: Flagged

The current 'What We Heard Summary' is disappointing. You've received a lot of feedback about the proposed development at 660 Belmont Ave., both at the December NIM, and from mail, email, texts, etc. This summary is cursory at best. It doesn't look like you've devoted much consideration to the concerns of the community. From 81 comments (according to your summary, presumably from the December NIM) you've chosen the top 15 based on frequency. People have put a lot of thought and care into their concerns. We will have to live with the consequences of this development for a very long time, should it proceed. You are being disrespectful by reducing our concerns to 15 speech balloons.

Participants of the December NIM were led to believe they would be receiving comprehensive documentation of the NIM; ie., questions and answers, narratives by city staff and the developer's consulting team. Also, they understood they would receive supplementary information to round out the questions that weren't adequately responded to due to time constraints. None of this was included.

Urban development has an unfortunate history of racing headlong into the latest fad, often to discover much later that it is dysfunctional. The impacts of intensification on services and infrastructure have never been properly studied.

Smart cities are realizing that engaging the broader public in the city-making process leads to better answers and a deeper public ownership of our future. Even something obvious such as the right to sunlight and views has not been embraced by our Country. According to 'Canadian Architect', foreign planners and architects are astonished that a country this large and open does not enshrine solar access rights in its planning framework.

I urge you to stop blindly following the developers and start leading. We have an opportunity to create an inclusive, innovative, and integrative space. As they discovered much too late in Vancouver, increasing allowable density only reduces affordability.

> By far the greatest and most
> admirable form of wisdom is
> that needed to plan and beautify
> cities and human communities.
> Socrates

Be wise and be respectful.

Thank you for your consideration,

Sent from my iPhone

Garett Stevenson

From: Rosa Bustamante
Sent: Thursday, February 25, 2021 8:47 AM
To: Garett Stevenson; Janine Oosterveld; Juliane vonWesterholt
Cc: Justin Readman
Subject: FW: [EXTERNAL] Regarding 660 Belmont Ave.

FYI

-----Original Message-----
From:
Sent: Thursday, February 25, 2021 8:20 AM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Cc: Debbie Chapman <Debbie.Chapman@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>;

Rosa Bustamante <Rosa.Bustamante@kitchener.ca>
Subject: [EXTERNAL] Regarding 660 Belmont Ave.

We all know what a good street looks like. We know how it feels to be in a community that is welcoming. It's always on a human scale-we feel that intuitively.
It feels friendly, diverse, interesting. It's welcoming to pedestrians, cyclists, people in wheelchairs. We feel like we fit into it.
Bigger isn't better. A survey cited by the CBC reported that those living in buildings taller than five storeys had significantly higher difficulty in making friends, felt less welcome in their neighbourhood, were less likely to know their neighbours, and were more likely to avoid interaction with strangers than those who lived in other types of buildings. They were far more likely to be younger people.
We need to create and enhance good neighbourhoods. We need to stop relentlessly pursuing greed against the collective good of a community. We need diverse housing, parks, creative architecture, and cultural spaces. More places that cut through the alienation so many are feeling.
I suspect a lot of people would have supported this project if it had been attractive, no more than five floors, and half the units were permanently dedicated to affordable housing.
We can't afford to have protracted battles development by development. A moratorium on future development in this area needs to take place.
The City and the Region need to seriously rethink how to deal with growth. Unaffordable housing and high density is happening all over Canada. It's led to greater homelessness, overcrowding, and fear.
Letting developers lead the way is not the answer. I urge planners and Councillors to take the lead before it's too late.
Sincerely,

Garett Stevenson

From: Sarah FitzPatrick
Sent: Monday, March 1, 2021 9:24 AM
To: Garett Stevenson
Cc: Margaret Johnston
Subject: FW: " What We Heard" report !

Hi Garrett,

Please see the email below. Councillor Johnston asked that I send it along to you.

Thank you,
Sarah

Sarah FitzPatrick
Executive Assistant to the Mayor | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.7859 | TTY 1-866-969-9994 | sarah.fitzpatrick@kitchener.ca

From:
Sent: Sunday, February 21, 2021 8:22 PM
To: Mayor <mayor@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] FW: " What We Heard" report !

Hello
I write regarding the document *What We Heard* forwarded by Juliane von Westerholt on Friday February 19, 2010. This report was received some **nine** weeks after the meeting being reported on and **three** business days before the next scheduled meeting.

It is disconcerting to note that the results of that December 17, 2020 meeting -with 81 attendees, 59 circulation [?] and 23 post-meeting comments received were summarized into 15 cartoon captions.
The three larger narrative sections titled **Height; Community Character; Provision of Affordable Housing; Sun/Shadow and Wind Impacts** and **Traffic and Parking Concerns** were disappointing.
They merely repeated or re-phrased the cartoon captions.
The three blank narrative sections were again disheartening in that the final section **Other Comments** referred to "numerous other comments" which appear to have been ignored.

The spelling and grammatical errors are indicative of the lack of care and attention to detail which were given to this report and serve to questions the report's credibility.
It is an embarrassment to the City.

COVID concerns aside, we as citizens of Kitchener deserve better.

Garett Stevenson

From:
Sent: Monday, March 1, 2021 9:23 AM
To: KRedman@regionofwaterloo.ca
Cc: mayor@waterloo.ca; KMcGarry@regionofwaterloo.ca; BVrbanovic@regionofwaterloo.ca; Debbie Chapman; Margaret Johnston; Garett Stevenson; Rosa Bustamante; Dan Chapman; Justin Readman
Subject: [EXTERNAL] Regional growth

I've lived in Kitchener for over 20 years. This region is renowned for its community spirit. It has a lot to offer the resident and visitor. I've always felt welcome and comfortable.

Lately, however, I feel our region is failing its citizens. I feel bullied. I feel lied to. I feel powerless. We've allowed our cities to become unaffordable. Rampant growth has destroyed small mutually supportive communities where people felt safe, relied on one another, and could afford their home. Anyone renting an apartment in a house or low rise building no doubt lives with constant uncertainty and anxiety that their block is next to be razed by developers.

In my neighbourhood I'm appalled at the behaviour of realtors and people house- hunting in the area. They have targeted senior citizens. They are being continually harassed, mostly by phone and flyers. They've been told it's time they sell their house and move into an old age home; that they're taking up room that is meant for a family; some have been sent photos of their house with a sold sign across it as incentive to move. It's a cruel way to treat people. They tell me that they feel as if they're not supposed to enjoy their own home. One of my older friends said he felt he had lived too long and was taking up precious space. He felt as if he had no value - and the pandemic only exacerbated the feeling.

We are making the same mistakes everyone else is. The latest trend, set by developers, is to build tall high density luxury condos. Put in a floor with some greenery and barbecues and call it a community. The result is the same everywhere - unafforadability, increased homelessness, overcrowding, fear. The tall buildings are the same everywhere. They're unhealthy for people, block much needed sun, are alienating for the inhabitants, create wind tunnels, etc. The studies are all the same, and yet we continue because we don't know what else to do. Any opposition and we're told we're too set in our ways, change is difficult, and we're anti-growth.

If growth means homelessness, despair, cruelty, and a monoculture of the well off to the exclusion of everyone else, then yes, I'm anti-growth.

The phrase 'smart city' gets bandied about a lot lately. It usually means fewer cars, better transit, lots of bikes, communities that find unique ways to support the less fortunate and marginalized. These are all commendable, and we try to do this here to some degree.

We have to do better. The Region, the Municipalities, the Townships, need to halt growth immediately. You all need to get together and respectfully invite representatives from the Mennonite Community and the First Nations Community to discuss our future growth. I suspect their suggestions will be more thoughtful, equitable, environmentally sensitive, and humane than anything a developer can come up with.

The pandemic has put our neighbourhoods in a vulnerable position. Don't let developers take advantage of our precarious situation.

I live near Belmont Village and the ill-thought out blob proposed for Glasgow/Belmont is an obvious example of why we need to stop and do better.

I know the solutions to housing are very complex and very challenging. That is why I think it is imperative to stop and think very hard about the kind of community we want to be.

This isn't the time to follow what we know doesn't work. Please lead.

Sincerely,

36 Gildner St.
Kitchener

Sent from my iPhone

Garett Stevenson

From: Garett Stevenson
Sent: Thursday, March 4, 2021 2:21 PM
To:
Subject: RE: [EXTERNAL] Fwd:

Hello,

I am following up on your questions regarding the consideration of sale of the laneway. No commitments have been made to sell the lane.

The decision of whether or not to sell Belmont Lane will be determined by Kitchener City Council. Generally, the process for sell City-owned land is as follows:

- A potential purchaser contacts the City of Kitchener with a request to the purchase land
- City internally circulates the request to City Departments to determine if the land is to be retained or if it could be sold
- If the lands are required to be retained (current/future City use, infrastructure) the applicant is advised that the request cannot proceed
- If the City deems that the land is surplus and can be sold to the applicant subject to Council approval then the following takes place:
    - The City engages an AACI Appraiser to value the land
    - A Staff report is prepared recommending the land be declared surplus, notice be given to close the road and staff be directed to negotiate the sale of the land to the applicant at a price which shall be the Fair Market Value including any conditions
    - The Staff Report is tabled at a public meeting of Council where the public can provide their input regarding the sale – in this case the development applications and lane sale would be the same staff report so no timing is known at this time
    - Public notification is typically through the Staff Report and the agenda and meeting date posted on the City's website – in this case everyone who participated in the process will be made aware of any public meetings on these applications
    - Council will vote on the request and if they agree to sell the land will enter into an Agreement of Purchase with the applicant
    - On the closing date the applicant will provide the City with the sale proceeds and title will be transferred to the applicant

We have received a revised site plan that shows greater detail of how the loading is proposed to function. I have uploaded that document to the City's Fileshare program. This plan is still under review and has not been approved.
https://kitchener.sharefile.com/share/view/s6fc65bd2a4d64df4afc9a1113d4dfbf1

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Wednesday, February 24, 2021 3:12 PM
To: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>; Mayor <mayor@kitchener.ca>
Subject: [EXTERNAL] Fwd:

Re 660 Belmont Ave.laneway

Greetings,

With the planned development proposed for 660 Belmont Ave, I assume that the public laneway (public thorough- fare) behind the current edifices will be absorbed by the developers What process will the City undertake to close the ' street' in order to sell ? Assume it will have to be declared 'surplus land" before being put up for sale(auction)?

Will this be advertised in the Record ? Has there been any 'unoffical promises 'made on these lands to the developer (s)? Is there a time frame to review this city -owned land & what are the criteria to deem them surplus?
The 660 Belmont development propsal states that there will be commerical on the ground floor - so how would delivery trucks have access for the commerical establishments?

Looking forward to your responses.

Regards

https://www.kitchenertoday. com/local-news/kitchener-to-sell-city-owned-land-to-help-fund-economic-recovery-plan-2798942

Garett Stevenson

From: Garett Stevenson
Sent: Friday, March 19, 2021 6:53 AM
To:
Subject: RE: Follow-up to Zoom meeting, 2-3 o'clock March18

Hello,

The lane purchase request was submitted on July 31, 2019.

The fair market value is based on an independent appraisal. As you note, land values have changed and the value would be based on a current appraisal should the lane be sold.

Thanks,

Garett

From:
Sent: Thursday, March 18, 2021 7:35 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc:
Subject: [EXTERNAL] Follow-up to Zoom meeting, 2-3 o'clock March18

Hello Garett
Thank you for agreeing to provide me with details of the date and letter in which the developer indicated that he wanted to purchase Belmont Lane.
Further, will the fair market value of Belmont Lane be based on the date of the above letter, the date of his formal "offer to purchase" or the date his development proposal is submitted to Council?
I realize that these values could differ significantly.
Thank you in advance for your help.

789 Avondale Avenue
Kitchener ON N2M 2W7
519 743 4655

Garett Stevenson

From:
Sent: Saturday, November 6, 2021 1:04 PM
To: Garett Stevenson
Cc: Mayor; Debbie Chapman; John Gazzola; Margaret Johnston; Scott Davey; Sarah Marsh; Dave Schnider; Kelly Galloway-Sealock; Paul Singh; Bil Ioannidis; Christine Michaud
Subject: [EXTERNAL] 660 Belmont

The mad rush toward unchecked urban growth in Waterloo Region has left a lot of us in a state of deep concern. The unease that's afflicting us is the result of watching our community succumb to rampant greed and hubris. When a business model is the template for shaping our region it's inevitable that a lot of harm will ensue.

The obsession with wealth, the thoughtless opportunism, the careless demolition of our history, our neighbourhoods, and, consequently, our well-being has left us feeling patronized, angry, and defeated.

Our concerns, which have been echoed and ignored time and again: 'It's out of character with the neighbourhood, it's too high, it's overwhelming and will set a precedent for future development, it's ugly, it casts a lot of shade, trees will come down, green space is threatened, no green space is being added, there's no parking, there will be more noise and traffic, the building is unenvironmental, there's too much glass and concrete, no thought of net zero design, the size of the units is based on investors and speculators-not reality, it's largely unaffordable, there's no consideration of our natural resources, high-rise/high density damages communities and the people who live in them, etc..., are met by the majority of Regional and City Councillors with imperious disregard. The subtext is that we're too set in our ways and don't recognize progress when we see it.

This ill conceived, poorly planned, heedless destruction, and our natural reaction to it is not specific to Waterloo Region. We need only look to London, Hamilton, and Toronto to see the same thoughtless unchecked growth.

A sampling of reactions to development:

> Monuments to greed.
> Redevelopment thy name is ugly.
> They are all garbage, no planning for humans involved. All about profit.
> Tear it down.
> Architectural viagra.
> A cultural crime scene in which architecture itself has been murdered.
> Our dystopian present.
> Though I understand why corporate capitalists with no sense of aesthetics want to build ugly buildings like this (because they're cheap), I will never understand the architects who design them. This is what they want to put into the world and be their legacy? I'd be too ashamed.
> You want to see ugly architorture? Come to Toronto. The world's visual mongrel.
> The sky is the limit of stupidity.
> We're all screaming into the void about this.

These comments are by people who live in Manhattan (and one from Toronto). They are accustomed to high density housing. Their reactions echo our reactions. It's not us, it's you.

The late, great Tony Judt, in his book, 'Ill Fares The Land', pinpoints some of the problems we face:
'... doctrines purporting with alarming confidence to say what the state should do and remind individuals-forcibly if necessary-that the state knows what is good for them.'

'What is it that offends our sense of propriety when faced with unrestrained lobbying by the wealthy at the expense of everyone else? What have we lost? We should be much angrier than we are.'

'...above all, the rhetoric that accompanied these: uncritical admiration for unfettered markets, disdain for the public sector, the delusion of endless growth.'

There are cities and countries that do a much better job when it comes to urban planning and growth. Look to Vienna, Barcelona, Copenhagen, and Finland for inspiration, knowledge, and positive direction.

Here in Kitchener, we are facing development proposals that are obnoxious in scale, ugly in design, and show little to no evidence of environmental responsibility. They have all the appeal of a Soviet subdivision.

The proposal at 660 Belmont has been met with opposition for all the reasons I have sited. The modifications to the building change none of the concerns. The rest of the village will certainly be threatened if this goes ahead.

The same can be said for the behemoth proposal at Victoria and Park Street. Both this and 660 Belmont are projects that deal a lethal blow to the spirit of our community.

Thoughtful development would mean restraint, grace, inclusivity, and humility. Has anyone ever associated those words with any recent development?

The City Council will listen to our concerns, because they must. The majority of Councillors will then plough ahead with more development.

Are we, like the Manhattanites, all screaming into the void?

I think we can do much better.

Ward 9
36 Gildner Street
Kitchener

Sent from my iPhone

Garett Stevenson

From: Garett Stevenson
Sent: Wednesday, December 8, 2021 11:14 AM
To:
Cc: Mayor; Debbie Chapman; Margaret Johnston; Sarah Marsh; Scott Davey; Dave Schnider; John Gazzola; Kelly Galloway-Sealock; Bil Ioannidis; Paul Singh; Christine Michaud; Rosa Bustamante
Subject: RE: [EXTERNAL] 660 Belmont

Hello,

Thank you for your comments. I want to clarify that no decision has been made on the potential sale of Belmont Lane East and consideration of the potential sale must and will be considered in a public Council meeting where members of the public can attend and participate in the discussion. Any interested person can register as a delegation and speak to the potential sale before any decision is made.

When the lane sale is scheduled for consideration, written notice will be provided to everyone who provided comment on the 660 Belmont Avenue West OPA/ZBA application, there will be a notice in the newspaper, and the City's website will be updated (www.kitchener.ca/planningapplications).

We have had discussions on the potential sale of Belmont Lane East at the second Neighbourhood Meeting, in the ten small group meetings that followed, and there is information on the potential lane sale in the Comprehensive Engagement Report I prepared and posted online. That report summaries the feedback and provides responses to the questions posed during the Neighbourhood Meetings, the ten small group meeting, and the site walk that was organized by FOBV. The report can be found here - https://app2.kitchener.ca/AppDocs/OpenData/AMANDADataSets/593437_Comprehensive%20Engagement%20Report%20-%20660%20Belmont%20Avenue%20West.pdf

All the best to you and your family this holiday season.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

-----Original Message-----
From:
Sent: Tuesday, December 7, 2021 7:24 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Mayor <mayor@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>; Sarah Marsh <Sarah.Marsh@kitchener.ca>; Scott Davey <Scott.Davey@kitchener.ca>; Dave Schnider <Dave.Schnider@kitchener.ca>; John Gazzola <John.Gazzola@kitchener.ca>; Kelly Galloway-Sealock <Kelly.Galloway-Sealock@kitchener.ca>; Bil Ioannidis <Bil.Ioannidis@kitchener.ca>; Paul Singh <Paul.Singh@kitchener.ca>; Christine Michaud <Christine.Michaud@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont

Dear Garett Stevenson,

Why is the proposed purchase by the Zehr Group of the publicly owned lane way - the portion of Belmont lane east from the south entrance off of Belmont to Claremont Ave. - being kept secret from the public?

This process should be transparent. The citizens of Kitchener have a right to not only be informed and consulted on the sale of publicly owned land, but we also have the right to know the process and criteria for determining the status of city owned land.

Councillors should not be meeting in camera for such precedent setting decisions.

Disturbingly, the latest 660 Belmont proposal, which is largely insubstantial in it requested amendments for height, and size, and aesthetics, and affordability, and compatibility with the community, and environmental effects on the park, and adherence to existing zoning...but, I digress, contains no reference to the lane way whatsoever.

What are we to make of this? Why the secrecy? What's the rush in making rash decisions to appease developers? Why is there such a lack of care or responsibility to the citizens of Kitchener?

I'm very disappointed.

We live here. We have a right to be part of the decision making process of our future.

Please include us. Please respect us.

Sincerely,

36 Gildner Street
Kitchener
Ward 9

Sent from my iPhone

LETTERS

Changes to Belmont Village condo tower aren't enough

Re: Local developer cuts height of condo tower — Nov. 6

In this article, Don Zehr, CEO of Zehr Group, describes himself as the BFF (best friend forever) of Belmont Village.

Zac Zehr, the company's vice-president of development, says: "Our goal is to accommodate the residents' concerns while providing a beautiful, smart and sustainable building."

I know beauty is in the eye of the beholder, but this bulky, lumbering heft of a building is anything but sympathetic to Belmont Village.

The structure will continue to block much-needed sunlight for the trees and vegetable gardens on Gildner Green.

This is hardly surprising when the height of the proposed building is nearly double the zoning bylaw allowance.

As for pedestrians, walking beside this inelegant barge of an edifice will result in a feeling of oppression; domination is all.

The company has donated $250,000 to Menno Homes, a non-profit organization that builds affordable housing. While commendable, this should be a mandatory requirement for all developers which neglect to provide our cities with affordable housing.

Please, a significantly smaller, graceful, attractive building that is sympathetic to Belmont Village would work best.

For inspiration, look to Hamilton's Locke Street area as an example of how new and old design in a genial, quirky collection of residents and businesses work well together.

Sue Savor
Kitchener

Garett Stevenson

From:	
Sent:	Tuesday, January 12, 2021 8:36 AM
To:	Janine Oosterveld; Rosa Bustamante
Cc:	Juliane vonWesterholt; Edsmccarron@gmail.com
Subject:	[EXTERNAL] FW: 660 Belmont updated share file link
Attachments:	Google Earth Showing Residences in Glascow - Avondale - Union - Belmont Block.pdf; Google Maps Walk to Station.jpg; Look South Along Belmont.pdf; Look East From Rock.pdf
Follow Up Flag:	Follow up
Flag Status:	Flagged

Hi Juliane:

I wanted to follow-up with you about the 660 Belmont Proposal.
(I apologize for the delay getting this to you - I would have preferred an extra week considering the time was over the extended Christmas break....)

We are not in favour of the proposed project as follows;

1 - Massing

At 13 stories the proposed building is too high compared to other neighbouring buildings in the Belmont Village block, which are ~ 2 stories high or less.

I have attached a few mock-up views showing the comparison.

Such a tall building would wreck the atmosphere of Belmont Village, especially once other similar tall buildings are added along the block.

I think 6 - 8 stories would be more suitable.

2 - Traffic

We are concerned that there will be increased traffic that uses the "cut through" down Earl Street and Rock Street, to avoid the lights at Belmont and Glasgow.

This was mentioned at the Zoom meeting - is there a proposed resolution to this?

3 - Location to Transit

The location of 660 Belmont is approximately 1000 m walking distance from the closest ION station.

This would seem to be too far for someone who regularly commutes, to walk to the Ion station.

Why not encourage higher density close to the Ion line, so that it can be conveniently used by commuters?

I suggest that a high density building at 660 Belmont, prevents one from being economically viable at another more suitable location near the Ion line.

4 - Parking

The proposal adds 163 residences to the area.

Currently I count 94 residences in the Glascow-Avondale-Union-Belmont block.

This will create more parking pressures in the area, and traffic in the area.

If 1 or 2 similar high rise units are added in the block to the north of 660 Belmont in the future, the effect will be multiplied.

5 - Green Spaces

There are limited green spaces in the area.

Adding many new residences in the area will increase the pressures on the small green spaces.

5 - Future Development - Overall Plan for Belmont Village

If the same pattern is used for the rest of Belmont village, it will not be a quant "village" anymore.

Has the City studied how Belmont Village should be best developed?

6 - Construction

Has there been any discussions on how the construction would proceed, and specifically whether the construction would require any closure of Belmont Street or the Iron Horse Trail?

I use the trail regularly and I am concerned it will be un-necessarily closed because of construction.

Please contact me if you have any questions.

Thank you

20 Earl Street

On Fri, Jan 8, 2021 at 5:31 PM Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca> wrote:

Dear residents,

There have been some updates to the share file for 660 Belmont Ave and as a result there is a new link for your information:

https://kitchener.sharefile.com/d-s58deb76af1e548bcacf87d6a13ec77fd

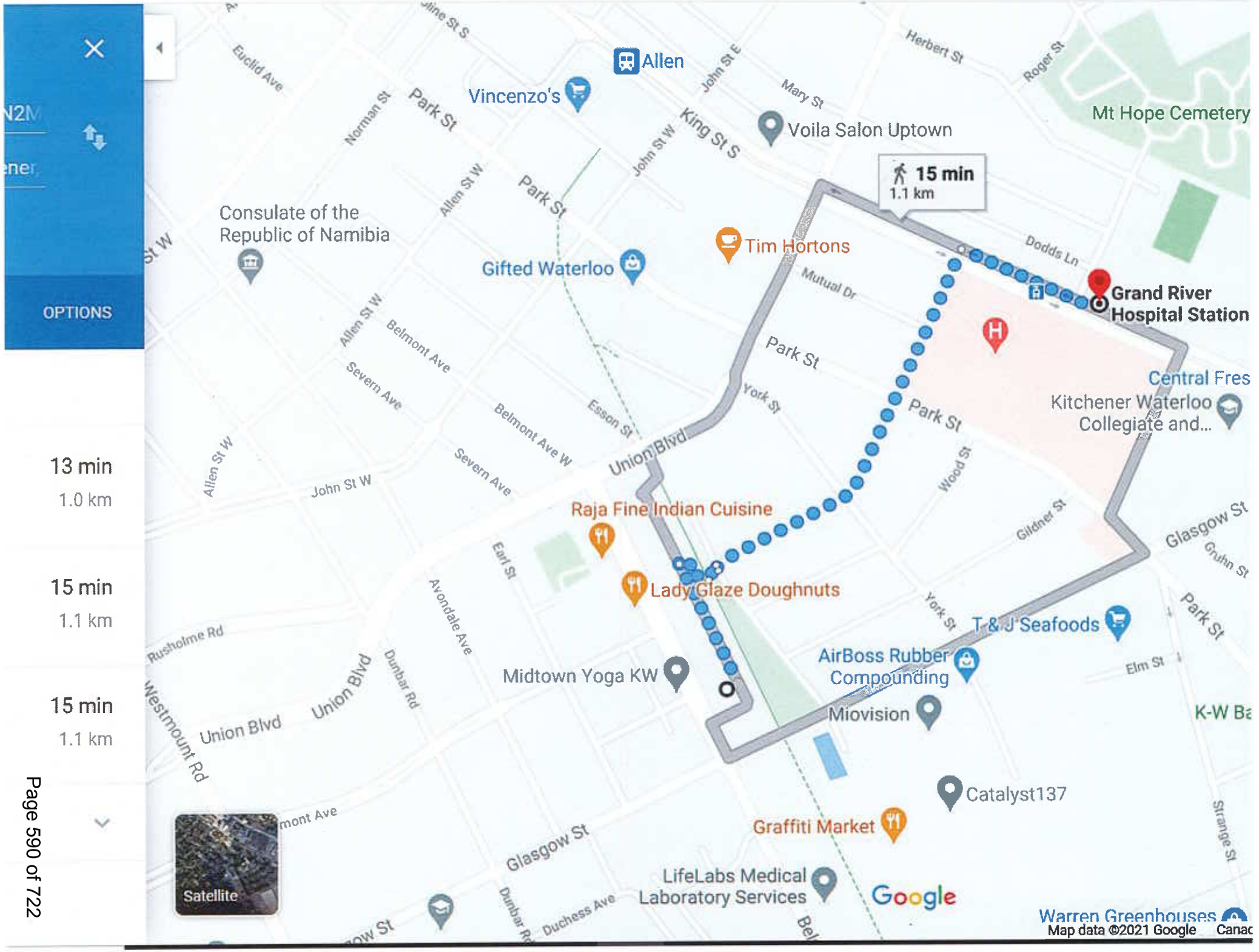
Sincerely,

Juliane von Westerholt ,MCIP, RPP

Senior Planner

City of Kitchener


Untitled Map
Write a description for your map.
Legend
94 Residences
0
250m
500m
Google Earth
300 m
N


OPTIONS
13 min
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Satellite
Allen
Vincenzo's
Voila Salon Uptown
Mt Hope Cemetery
Consulate of the Republic of Namibia
Gifted Waterloo
Tim Hortons
Grand River Hospital Station
Central Fres
Kitchener Waterloo Collegiate and...
Raja Fine Indian Cuisine
Lady Glaze Doughnuts
T & J Seafoods
AirBoss Rubber Compounding
Midtown Yoga KW
Miovision
Catalyst137
Graffiti Market
LifeLabs Medical Laboratory Services
Google
Warren Greenhouses
Map data ©2021 Google
Park St
King St S
John St W
Allen St W
Belmont Ave
Severn Ave
Belmont Ave W
Union Blvd
York St
Wood St
Gildner St
Glasgow St
Gruhn St
Esson St
Earl St
Avondale Ave
Dunbar Rd
Rushholme Rd
Westmount Rd
Duchess Ave
Elm St
Strange St
Dodds Ln
Mutual Dr
Herbert St
Roger St
Mary St
John St E
Euclid Ave
Norman St

Garett Stevenson

From: Garett Stevenson
Sent: Thursday, March 4, 2021 6:45 PM
To:
Subject: RE: [EXTERNAL] RE: 660 Belmont - Seeking Clarification on a few points - Belmont Lane East

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I am assisting Juliane with responding to the email questions received to date.

I am following up on your questions regarding the consideration of sale of the laneway. No commitments have been made to sell the lane.

It was noted that the potential lane purchase was not addressed during the December meeting, so Planning staff wanted to make sure to present the lane purchase request at the second meeting.

The development applications were deemed as complete as all required studies were provided. The risk of the applications proceeding without certainty of the lane purchase is at the risk of the developer.

The decision of whether or not to sell Belmont Lane will be determined by Kitchener City Council. Generally, the process for sell City-owned land is as follows:

- A potential purchaser contacts the City of Kitchener with a request to the purchase land
- City internally circulates the request to City Departments to determine if the land is to be retained or if it could be sold
- If the lands are required to be retained (current/future City use, infrastructure) the applicant is advised that the request cannot proceed
- If the City deems that the land is surplus and can be sold to the applicant subject to Council approval then the following takes place:
    - The City engages an AACI Appraiser to value the land
    - A Staff report is prepared recommending the land be declared surplus, notice be given to close the road and staff be directed to negotiate the sale of the land to the applicant at a price which shall be the Fair Market Value including any conditions
    - The Staff Report is tabled at a public meeting of Council where the public can provide their input regarding the sale – in this case the development applications and lane sale would be the same staff report so no timing is known at this time
    - Public notification is typically through the Staff Report and the agenda and meeting date posted on the City's website – in this case everyone who participated in the process will be made aware of any public meetings on these applications
    - Council will vote on the request and if they agree to sell the land will enter into an Agreement of Purchase with the applicant
    - On the closing date the applicant will provide the City with the sale proceeds and title will be transferred to the applicant

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Wednesday, February 24, 2021 9:41 PM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>
Cc: Joanne McCallum <Joanne.McCallum@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>; jeffrey.bennett@sympatico.ca
Subject: [EXTERNAL] RE: 660 Belmont - Seeking Clarification on a few points - Belmont Lane East

Hello Juliane & Rosa,

I was recently made aware that, in order for the proposed development at 660 Belmont to happen as laid out, the developer would need to acquire a portion of Belmont Lane East. If this indeed correct, I have a few points I would you invite either of you to clarify:

1. Why was this potential sale not divulged (and made respectfully transparent to community members) at the Dec 17th NIM meeting? I attended this meeting in its entirety and did not hear this mentioned once.
2. Is it standard procedure for a developer to submit an application that is incomplete – where the parcel has not been fully assembled to create the required footprint to support the proposed development?
3. Is it standard procedure for the planning department to use their resources to work with a developer who has submitted an incomplete application? If it is, I would consider this an inefficient use of the planning department's resources, not to mention tax dollars.
4. Why would a developer spend time and resources pursuing an incomplete application in the absence of some understanding that this land could be made available to them so that their required parcel could be assembled?
5. How is the sale of land (such as the portion of Belmont Lane East) communicated to the public at large? When might we be made aware of its sale and/or conditions of sale?
6. What assurances can you offer me that there is a transparent policy in place to alert the public to the conditions surrounding this sale and similar sales of public lands?

Thank you for your attention to the above.
Sincerely,

20 Earl St.

"HOPE is a verb with its sleeves rolled up. In contrast to optimism or despair, hope requires that one actually do something to improve the world. Authentic hope comes from an imperative to act. There is no such thing as passive hope." *David Orr*

Garett Stevenson

From:
Sent: Sunday, March 7, 2021 7:20 PM
To: Garett Stevenson
Cc:
Subject: [EXTERNAL] FW: 660 Belmont - Seeking Clarification on a few points - Belmont Lane East

Hello Mr. Stevenson,

I hope this email finds you well.
I have pasted in an earlier inquiry made to both Rosa and Juliane.
As I have received no response, I am passing this along to you. I am scheduled for a small meeting group with you on March 19th and would certainly like to pursue these questions further. However, look forward to any information you are able to reply prior to this meeting so that we are both as up to date as possible.
Thanks,

From: Michele Cadotte [mailto:mrcadotte@gmail.com]
Sent: Wednesday, February 24, 2021 9:41 PM
To: Juliane.vonwesterholt@kitchener.ca; Rosa Bustamante
Cc: Joanne.McCallum@kitchener.ca; Justin.readman@kitchener.ca; dan.chapman@kitchener.ca; debbie.chapman@kitchener.ca; margaret.johnston@kitchener.ca; jeffrey.bennett@sympatico.ca
Subject: RE: 660 Belmont - Seeking Clarification on a few points - Belmont Lane East

Hello Juliane & Rosa,

I was recently made aware that, in order for the proposed development at 660 Belmont to happen as laid out, the developer would need to acquire a portion of Belmont Lane East. If this indeed correct, I have a few points I would you invite either of you to clarify:

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2. Is it standard procedure for a developer to submit an application that is incomplete – where the parcel has not been fully assembled to create the required footprint to support the proposed development?
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6. What assurances can you offer me that there is a transparent policy in place to alert the public to the conditions surrounding this sale and similar sales of public lands?

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Garett Stevenson

From: Garett Stevenson
Sent: Wednesday, March 24, 2021 6:57 PM
To:
Subject: RE: [EXTERNAL] RE: 660 Belmont Avenue W - Small Group Discussion - Zoom Link - Session 10

Hello,

I look forward to working together with you and members of the community to ensure there is balanced dialogue regarding these applications. As a Planner, in addition to the specific comments and feedback I am hearing, I must also consider the broader public interest when making recommendations to Council.

I certainly appreciate your comments at the meeting that you are spending a lot of time learning about planning and other matters arising from this application. I am happy to help provide clarifications and answers to your questions.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Friday, March 19, 2021 6:03 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] RE: 660 Belmont Avenue W - Small Group Discussion - Zoom Link - Session 10

Hello Garrett,

Thank you for your time today.
I want to say again that my frustrations lie with the process itself and not with you personally. I should also add that I was involved in a similar situation when I lived in the Victoria Park area several years ago and it took a lot of my time and energy – I'm getting worn out! Things do not seem to have changed much which is discouraging to me. My hope is that the developer, who lives in this community, will be open to mediating a mutually agreeable solution.

I do have one follow up question however... You made the comment that "the other sessions were better than this one". I understand that they were better attended but how else were they better? What was amiss in our session today (Friday)? I do feel strongly about this situation and, honestly, feel like the people working for me should be working for me. I grew up with parents who both represented their community as elected officials when I was growing up and that has left a strong civic impression on me.

Have a nice weekend,

"HOPE is a verb with its sleeves rolled up. In contrast to optimism or despair, hope requires that one actually do something to improve the world. Authentic hope comes from an imperative to act. There is no such thing as passive hope." *David Orr*

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From: Garett Stevenson [mailto:Garett.Stevenson@kitchener.ca]
Sent: Thursday, March 18, 2021 4:48 PM
To: Garett Stevenson
Cc: Joanne McCallum; Margaret Johnston; Debbie Chapman
Subject: 660 Belmont Avenue W - Small Group Discussion - Zoom Link - Session 10

Hello,

I am looking forward to chatting tomorrow between **3:30pm and 4:30pm.**

Please use the Zoom invitation information below.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

Join from a PC, Mac, iPad, iPhone or Android device:
Please click this URL to join. https://kitchener-ca.zoom.us/j/82537913766
Passcode: 660Belmont

Or iPhone one-tap:
+12042727920,,82537913766#,,,,*0060308792# Canada
+14388097799,,82537913766#,,,,*0060308792# Canada

Or join by phone:
Dial(for higher quality, dial a number based on your current location):
Canada: +1 204 272 7920 or +1 438 809 7799 or +1 587 328 1099 or +1 647 374 4685 or +1 647 558 0588 or +1 778 907 2071
US: +1 253 215 8782 or +1 301 715 8592 or +1 312 626 6799 or +1 346 248 7799 or +1 408 638 0968 or +1 646 876 9923 or +1 669 900 6833

Garett Stevenson

From:
Sent: Thursday, December 17, 2020 4:49 PM
To: Juliane vonWesterholt
Cc: Janine Oosterveld; Rosa Bustamante; Margaret Johnston;

Subject: [EXTERNAL] RE: RE: Invite to the Zoom Meeting for 66o Belmont Ave Tomorrow evening

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks, Juliane.

I have made just a very quick read of your email.

Are you telling me that there will be another Neighbourhood Information Meeting opportunity before this proposal is presented to the Planning and Strategic Initiative Committee?

From my recollection, I do not recall mention of the Planning and Strategic Initiative Committee meeting being outlined in the process that has been described to date. My apologies if I have missed this.

In light of the concerns that I personally have heard from a variety of neighbours, I think that a second NIM would be very helpful in informing residents of the perspectives of other residents, the applicant and City staff.

While staff fielding questions from residents on a one-to-one basis will be helpful to both staff and residents, the "town hall" meeting approach is very helpful and efficient for neighbourhood communication – especially in these COVID times when group dialogue opportunities are extremely limited.

Regardless of whether the NIM is deemed to be a Statutory meeting or not, I think it is important to recognize that the announcement communications for tonight's meeting have been very poorly managed. I expect that few, if any, of the letters mailed to property owners were delivered before Tuesday, December 15th – the day after the deadline that you had established for people to advise you that they wished to attend tonight's meeting. The posting of the meeting details on the 660 Belmont site sign also happened far too late to be effective in notifying people of the meeting – especially in these COVID times when very few people are out walking.

Thank you for clarifying the process.

Sincerely,

From: Juliane vonWesterholt [mailto:Juliane.vonWesterholt@kitchener.ca]
Sent: Thursday, December 17, 2020 15:25
To:
Cc: Janine Oosterveld; Rosa Bustamante; Margaret Johnston
Subject: RE: RE: Invite to the Zoom Meeting for 66o Belmont Ave Tomorrow evening

Good Afternoon

Thank you for your email.

You are correct that Notice of Public meetings that are statutory meetings require 20 days notice under the Planning Act.

I want to explain that this neighbourhood information meeting is not a Statutory meeting under the Planning Act and is, in fact, intended to be a less formal meeting to introduce the applications to the community and provide an initial opportunity to inform the community and obtain feedback. Typically, staff gives about 2 weeks' notice by letter and this is accompanied by an email notice to those who have already connected with staff.

This is not the last opportunity for public engagement. You will have additional opportunities to discuss your concerns with staff. In fact, the City often has other meetings with residents to try to address community concerns.

When the application is ready to be formally considered, the statutory meeting is held at the Planning and Strategic Initiative Committee. At that time the Planning Act requirements regarding notice are strictly adhered to.

I really hope I have been able to address your question. Thank you.

Sincerely,

Sincerely,

Juliane von Westerholt , Senior Planner| Planning Division | City of Kitchener
519-741-2200 x 7157 | TTY 1-866-969-9994 | juliane.vonwesterholt@kitchener.ca

From:
Sent: Wednesday, December 16, 2020 11:47 PM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>;

Subject: [EXTERNAL] RE: Invite to the Zoom Meeting for 66o Belmont Ave Tomorrow evening

Good morning, Juliane.

It has come to my attention that the Planning Act requirement for notice of "Public Planning Meetings" is at least 20 days before the meeting date.

In the case of the 660 Belmont Ave W development proposal, the notice period could be deemed to be, at best, 13 days ahead of the scheduled meeting – based on the date of the invitation letter that announced the meeting.

However, I have learned today that several neighbours in the Rock Ave / Earl St area did not receive the mailed notice of the meeting until yesterday (December 15th) – two days ahead of the meeting, and a day after your deadline for receiving RSVPs from those who wish to attend the meeting. This included at least one resident who had not sent you any comments in response to the letter issued in August.

We also know that the sign on the 660 Belmont Ave W site was not updated with the notice of the December 17th meeting until last Friday, December 11th - less than a week before the meeting.

Given that notice of the meeting was not in place, through any of the channels, early enough to satisfy the "at least 20 days" statutory requirement, why is this meeting proceeding on Thursday?

I respectfully suggest that the meeting be re-scheduled to an early January date, with appropriate new announcements through all channels, in order to provide adequate advance notice to all who wish to participate.

Sincerely,

From: Juliane vonWesterholt [mailto:Juliane.vonWesterholt@kitchener.ca]
Sent: Wednesday, December 16, 2020 17:34
To:
Cc: Margaret Johnston; Rosa Bustamante
Subject: Invite to the Zoom Meeting for 66o Belmont Ave Tomorrow evening

Dear Resident,

You are invited to a Zoom webinar.
When: Dec 17, 2020 06:30 PM Eastern Time (US and Canada)
Topic: 660 Belmont Ave NIM

Please click the link below to join the webinar:
https://zoom.us/j/93420029410?pwd=b1FoRXRZazlKdDVnZVY3S1lxVVNTdz09
Passcode: 660Bel
Or iPhone one-tap :
US: +13126266799,,93420029410#,,,,,,0#,,166684# or +13462487799,,93420029410#,,,,,,0#,,166684#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 312 626 6799 or +1 346 248 7799 or +1 646 558 8656 or +1 669 900 9128 or +1 253 215 8782 or +1 301 715 8592
Canada: +1 587 328 1099 or +1 647 374 4685 or +1 647 558 0588 or +1 778 907 2071 or +1 204 272 7920 or +1 438 809 7799
Webinar ID: 934 2002 9410
Passcode: 166684
International numbers available: https://zoom.us/u/adrSH0JEYR

Sincerely,

Juliane

Juliane von Westerholt , Senior Planner| Planning Division | City of Kitchener
519-741-2200 x 7157 | TTY 1-866-969-9994 | juliane.vonwesterholt@kitchener.ca

Garett Stevenson

From:
Sent: Friday, December 18, 2020 3:21 PM
To: Juliane vonWesterholt
Cc: Margaret Johnston;
Subject: [EXTERNAL] RE: 660 Belmont NIM Follow-up

Follow Up Flag: Follow up
Flag Status: Flagged

Juliane, in addition to the "What We Heard" document, please also share, by posting on the City's website, the following:

- audio recording of last night's meeting
- full details of the questions recorded on-line by participants
- full details of the comments recorded in the chat forum that was running alongside the meeting
- the video presentations that were played during the meeting

I understand that a 3-D model of the proposed building and neighbouring properties was to be developed as part of the application for amendments process. Please arrange to have a video (or a series of photos?) made of that model and post it on the city's website. I believe that being able to see the model will give many people a much better sense of the scale of this building and how it relates to the surrounding sites.

Observations about the meeting

We found it hard to keep up with the flow of conversations during the meeting.

I believe that the moderator reported that 71 "people" were connected for the meeting. Can you confirm that this number excludes the applicant & his team of consultants and city staff?

Deb and I shared one connection to the meeting (under Deb's name) and I expect that many other neighbours did the same.

My guess is that the number of residents/neighbours actually connected last night probably exceeded 100.

Given the challenges presented to people who do not know how to use Zoom, I think that this number of residents "attending" represents a very strong sense of concern from the neighbourhood.

With the meeting being limited to just 90 minutes, it is not surprising that there was clearly not enough time to adequately address all of the questions raised.

When I asked a few days ago for an agenda for the meeting, in advance, I was hoping to get an understanding of how the meeting would be conducted. It was unfortunate that this request was not honoured.

Frankly, I was both surprised and disappointed that we were not afforded an opportunity to actually speak to the gathering and to hear other participants raising questions in their own voice. I understand that this would have been a major technical hurdle to overcome, but asking the moderator to read the questions, and then relay his understanding of them to the panel members, severely filtered and limited the dialogue. The frustration that arose from this approach was clearly evident in the comments posted in the chat forum that was running alongside the meeting.

It would have been helpful to know, ahead of time, that we would only be allowed to submit written questions to the moderator. Instead we had to spend time typing and posting questions after the meeting had started, when our time would have been better spent listening attentively and absorbing the presentations and responses from the panel members.

The conduct of these meetings, which I expect that we will need to run in a similar fashion for many more months, needs to be improved as we learn more about the weaknesses that this approach presents. We are all learning from these activities, but we need a commitment that the flow of information from and to residents will not be severely hampered.

Feel free to call me if you have any questions.

Thank you for your assistance.

Sincerely,

From:
Sent: Friday, December 18, 2020 11:06
To: 'Juliane vonWesterholt'
Cc: margaret.johnston@kitchener.ca;
Subject: 660 Belmont NIM Follow-up

Hi Juliane,

Since you are requesting responses by January 11th, please advise when we can expect to see the "What We Heard" document posted online.

> City of Kitchener DSD ZOOM 08:07 PM
>
> Following the meeting, Juliane will prepare a "What We Heard" document that will outline the questions/comments/themes and provide answers and post online.

Kindly,

Garett Stevenson

From:
Sent: Monday, January 4, 2021 4:05 PM
To: Juliane vonWesterholt
Cc: Janine Oosterveld; Rosa Bustamante; Margaret Johnston;
Subject: [EXTERNAL] RE: 660 Belmont
Attachments: 660 Belmont - rear of building from ABA Architect - IMG_2263.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon, Juliane.

I have some observations and requests regarding the material you have shared in your Dec 23rd email (below).

I ask that you please provide clarification on these points this week, so that we can then submit comments and questions prior to January 11th.

1. The Parking Study and TDM Plan document was posted to the Share File site as a "SECURED" document, which prevents readers from printing it. While I would prefer to receive information on-line, trying to review a 53 page document that contains specialized terminology, is, at best difficult.

   Please advise how I can print this document or arrange to have the secured feature disabled and the document then re-posted to the Share File site.

2. The Official Plan Amendment Application document, as currently posted on the Share File site, is still missing pages 2, 4, 6 & 8. You will recall that I brought this to your attention in my email to you on September 10th when I asked that the complete document be loaded to the Share File site.

   Please arrange to have the complete OPA Application document posted on the Share File site so that everyone who has been granted access to that site can see it, in its entirety.

Tree Management Plan

3. In reviewing this document, prepared by the applicant's consultants, I noticed that there are five "Monitoring Wells" located on the site.

   The existence of these wells is not mentioned in either of the two "Phase One Environmental Site Assessment" reports.

   a. When were these wells placed on the site?
   b. Why were the wells installed?
   c. Who installed the wells?
   d. Who is monitoring the wells?
   e. What reports have been provided regarding the results of this monitoring effort?

4. Regarding the tree management plan, has this document been reviewed by City Forestry staff? If so, please share their findings.

Questions not yet answered from my December 18th email to you

5. Please advise why you have decided not to share the audio recording of the NIM meeting, that was announced at the start of the meeting.

6. Please confirm that all of the questions recorded on-line by participants during the NIM will be shared in the report to be issued after January 11th.

7. Please confirm that the full details of the comments recorded in the chat forum, that was running alongside the meeting, will be shared in the report to be issued after January 11th.

8. Please reply to the question that I raised regarding the 3-D model of the proposed building and neighbouring properties. I would like to see views of this model before January 11th.

Question arising following reviewing video presentation

9. Please refer to the attachment provided with this email. This shows a view of the "rear" of the proposed building.

   Why does this view not show:
   - the entrance to the ramp leading to the underground parking garage
   - the adjacent loading dock that serves one of the first floor commercial areas
   - the five barrier-free surface parking spaces immediately behind the building, and
   - the private roadway that will serve these areas.

   These are critical elements that will be present on the site.

   What we do see in this image is a variety of seating structures, overhead strings of lights, and trees of significant size - all positioned where the private roadway and/or the barrier-free parking would be.

   Please explain the apparent disconnects between the Site Plan (within Appendix C of the Planning Justification Report) and the image shown in the video presentation.

Proposed Purchase of Belmont Lane East by applicant

10. Has the City struck an agreement with the applicant to sell the portion of Belmont Lane East that runs along the East and South walls of the proposed building?

    If such a sale is made, will that section of Belmont Lane East become, in effect, a private roadway?

    Will that private roadway be connected to the remaining portion of Belmont Lane East (that extends north towards Union Boulevard)?

Thank you for your help in clarifying these matters.

Sincerely,

From: Juliane vonWesterholt [mailto:Juliane.vonWesterholt@kitchener.ca]
Sent: Wednesday, December 23, 2020 13:54
To: Margaret Johnston
Cc: Janine Oosterveld; Rosa Bustamante; 'Kevin Muir'; 'Don Zehr'; 'zzehr@zehrgroup.ca'; 'Jim Dodd'
Subject: 660 Belmont

Dear Resident:

Thank you for participating in the virtual neighbourhood information meeting (NIM) for the 660 Belmont Application for Official Plan and Zoning By-law Amendments held on Thursday December 17th, 2020.

Here are the follow-up items from the meeting:

- Studies submitted with this application, as well as the video presentation from the applicant can be retrieved through this link.
- The City's website has been updated to include the presentation material from the meeting for your reference. Please note that this does not include a recording of the meeting, which was the original intention, as staff was not able to resolve the logistics regarding privacy procedures prior to hosting the meeting.
- Please share your comments and additional questions on the application by emailing me or calling me by January 11, 2021.
- Please share your general feedback on this meeting through this survey

After January 11th:

- I will prepare a summary of What We've Heard and forward it to you
- I will also include the answers to the questions raised at the NIM, as we were not able to answer all questions during the allotted time.

This was not your last opportunity to participate or provide me with comments. Staff will evaluate the feedback received to date and, in consultation with Councilor Johnston, will determine the next steps for engagement.

You are always welcome to call me at the number below if you wish to chat. I look forward to hearing from you soon. In the meantime, I would like to take this time to thank you once again for your interest in this file and wish you and your family Happy Holidays and a healthy and prosperous New Year in 2021!

Sincerely,

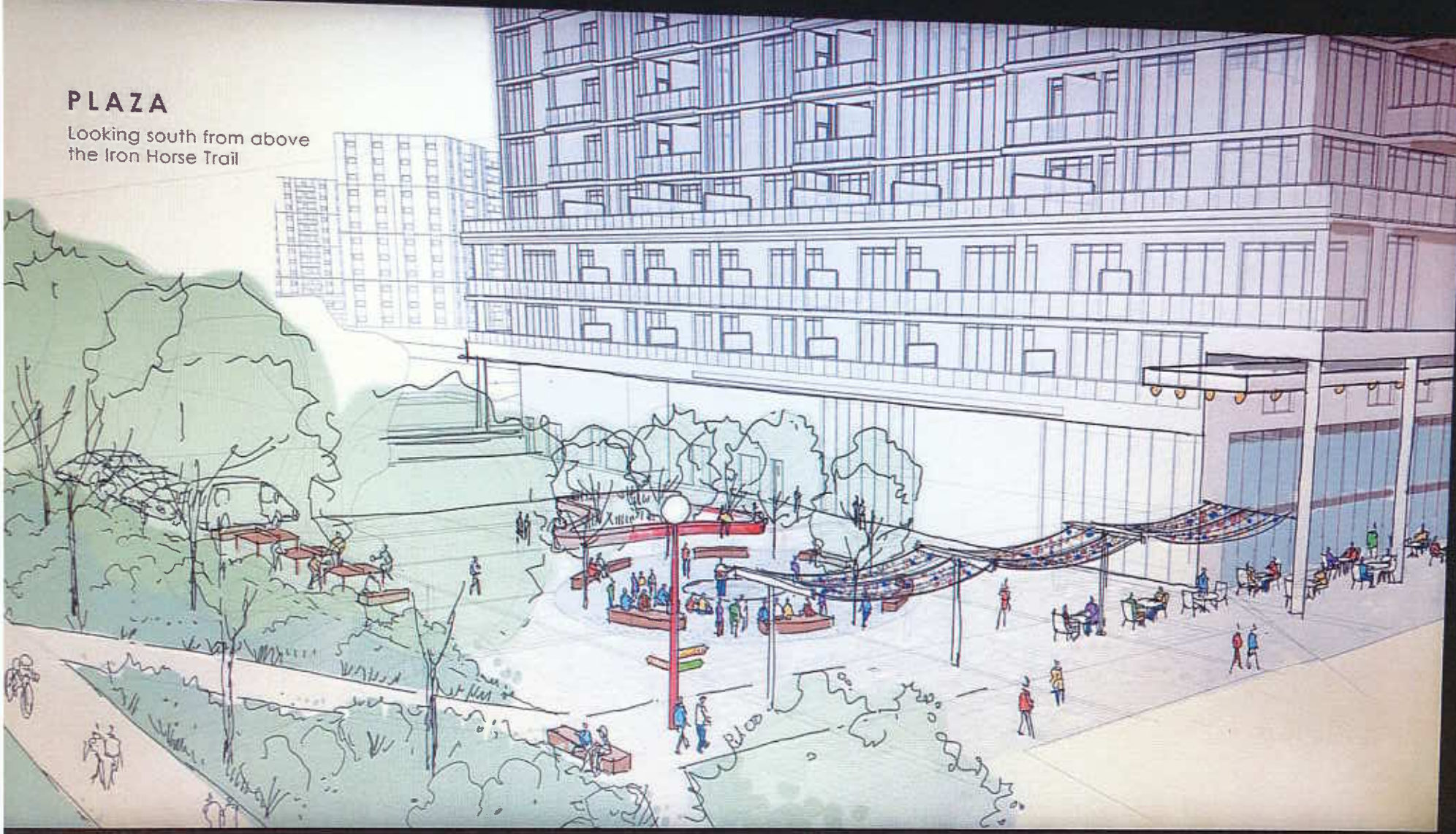
Juliane

Juliane von Westerholt , Senior Planner| Planning Division | City of Kitchener
519-741-2200 x 7157 | TTY 1-866-969-9994 | juliane.vonwesterholt@kitchener.ca



PLAZA

Looking south from above
the Iron Horse Trail



Garett Stevenson

From:
Sent: Friday, January 15, 2021 11:28 AM
To: Juliane vonWesterholt
Cc: Margaret Johnston; Debbie Chapman; Rosa Bustamante; Justin Readman;
Subject: [EXTERNAL] 660 Belmont - Bennett Family Concerns

660 Belmont – Bennett Family concerns

We are writing to express concerns with the proposed development at 660 Belmont Avenue West.

We have lived in our home on Belmont Avenue West, between Union and John, for over 36 years. Like many of our neighbours, who have also lived on our block for several decades, we appreciate the green spaces, mature trees, and services provided within walking distance. Belmont Village has a streetscape that other communities seek to emulate. It is a treasure of quaint shops, restaurants, and services that are appreciated by the locals and those living beyond our neighbourhood.

Sale of Belmont Lane East to developer

We strongly object to the sale of the Belmont Lane East lands to the developer.

This sale doesn't achieve any positives for the neighbourhood. The purchase of these lands is not being proposed in order to allow the developer to repurpose the lands (e.g. to allow the creation of more surface parking, to create green space or to improve the roadway).

Selling the lane property to the developer will facilitate the building of two floors of underground parking - a significant portion of which is proposed to be located under the Lane.

But more importantly, this sale will allow the building size to be increased significantly beyond what is otherwise allowable on the land on which the building will be situated.

Based on two recent statements regarding the lane, it is unclear whether the sale of this portion of the Lane will limit or deny the public from using the privately-owned portion of the lane, including accessing Belmont Ave W (between 660 Belmont and the Tim Horton's property).

"The Lane would remain as a **travelled roadway** in its current general alignment as part of the proposed development plan." (from the cover letter signed by Kevin Muir, Senior Planner with GSP Group Inc. that accompanied the package of OPA and ZBA applications and related documents).

In recent email correspondence, Juliane vonWesterholt was asked "...will that section of Belmont Lane East become, in effect, a private roadway?" Her response was "Yes, it would become a private roadway and not intended for public access."

The building is too tall

We are objecting to this development because we see it as the first step in the destruction of the appeal of Belmont Village. In our opinion, the scale of the building at 49 metres high is overly aggressive and it would set a very dangerous precedent for other developments that are bound to follow on Belmont between Glasgow and Union. One only has to refer to the City of Kitchener documentation on Tall Buildings and Developments to note that this proposed development does not reflect careful consideration for the neighbourhood.

We understand that more intensive use of land within the city is essential, if only to reduce the pressure to turn our precious farmland into a sea of winding streets populated with over-sized single-family residential properties on wide and deep lots.

We also understand the need to intensify the city's residential housing supply and we support the city's objective of doing so, primarily along the LRT and other major transit routes. However, there are ways to achieve those objectives without creating problems in nearby, long-established neighbourhoods.

We welcome change that improves quality of life for all income levels and supports accessibility for all. We appreciate the need to intensify the city's residential housing supply. These objectives can be achieved with an 8 storey building.

We urge the City to not exercise the option provided in the Official Plan (Section 15.D.4.23) whereby limitations in building height can be extended by up to 50%. It appears that the developer, in proposing the building design that has been published, is expecting council to exercise that option. In our opinion, we do not believe that the necessary criteria will be met and exercising the option will impose negative impacts on surrounding properties.

If the building were limited to 25 metres in height (seven or eight stories, depending on the ceiling heights for the various floors), the number of residential units on the site would increase from zero to 105 (seven residential floors with 15 units on each) thus clearly satisfying the need to increase the housing density.

No transitioning of height restrictions along Belmont Avenue West

Even if council were to limit the new building at 660 Belmont to a height of eight stories
(25 metres or less in height), which we believe is the direction that council should take, we are concerned that the current Official Plan and Zoning By-law would permit buildings of this height on all of the properties along the northeast side of Belmont between Glasgow and Union.
For example, the former Esso service station property (Union at Belmont) could see a very tall building (up to 25 metres) – directly across the road from a residential neighbourhood populated primarily with single family homes no more than two stories high.
This would not be a good strategy.

Urgent Need for a Planning Study of Belmont Village and an Interim Development Freeze, pending completion of the study and implementation of appropriate zoning

We have been advised that at least one other development company has been actively purchasing several properties on both sides of Belmont Avenue West.

In order to prevent the creation of a streetscape of tall buildings and a concrete canyon, and the destruction of Belmont Village, we urge the City to initiate a planning study for the entire Belmont Village area and to impose an interim control bylaw, halting developments until the recommendations from such a study are implemented.

Without a vision for future development of Belmont Village as a whole, and consultation with the neighbourhood residents and businesses, one-off development proposals for specific sites will lead to a patchwork of buildings that will destroy that which draws people to the village. A rush to push through Official Plan and Zoning By-law changes only benefits the developer.

Insufficient Parking Supply on Site

1. Underground Parking for Residents

The Planning Justification Report says that there will be a total of 131 spaces in the underground parking. This includes fourteen private garages (with space for two cars plus significant additional storage or activity space). This configuration effectively leaves only **103** (=131 less (14x2)) remaining underground spaces to serve 149 (163 less 14) residential units. This seems to be a **significant under-supply** of parking for residents living in the 149 units.

Given the nature of the building suites (higher ceilings, generous floor space, many private terraces & fourteen private two-car garages in the underground parking), we expect that the overall demand for parking in this building (compared to less expensive condos or rental apartments) will be higher. These owners will have more cars to park, even if they choose to walk, cycle or take transit for most of their local trips.

By building private two-car garages with storage space, the space otherwise available for underground parking spaces is reduced.

The underground parking floorplan currently shows only **one barrier free parking space**, which seems to be a very low supply for a building with this many residential units, especially given the weather that we experience in Canada. Is there an expectation that some of the five barrier-free surface parking spaces will be dedicated to residents of the building?

2. Surface Parking for First Floor Commercial Properties

The site plan currently shows 30 spaces of surface parking, including five barrier-free spaces (closest to the back door to the building).

It is unclear whether any of these spaces are intended to serve residents of the building or whether they are all intended to serve only customers and staff of the commercial properties.

We do not know the nature of the business that will occupy the commercial properties, so, at best, it is difficult to assess the demand for parking needed by their customers. However, if we assume that the businesses will have significant business volumes, we do not think that it is unreasonable for all 30 of the surface spaces (including the barrier free ones) to be occupied most of the time in business hours by business staff and customers. This would leave few, if any, parking spaces on the property to serve the needs of visitors to the residential units.

3. Parking Study and Transportation Demand Management Plan

Our read of this document raised the following concerns:

a. **Heavy reliance is placed on on-street parking, much of it in neighbouring residential areas** (both across the street from 660 Belmont and on the other side of the Iron Horse Trail), **to meet the new demand for visitor parking and/or customer parking for the commercial units.** The street parking in Westmount residential areas is already under pressure from customers/clients attending existing businesses and services in the Belmont Village. And if the patio feature that was implemented on Belmont between Claremont and Argyle this past summer is repeated in future summer periods, there will be even more pressure on on-street parking in residential areas.

   We feel that relying on these on-street parking spaces to meet the new parking demand created by a development is an inappropriate strategy. Other municipalities require customer parking and visitor parking to be accommodated either on a development site or on immediately adjacent on-street parking. We urge the City to adopt such a policy for all developments.

b. **The "Parking Study and Transportation Demand Management Plan" also does not address the impact of new traffic flows to and from this site on the Belmont Lane East entrances to Belmont Avenue West.** Getting onto Belmont Avenue West from Belmont Lane East (at any of the three intersections available) is already difficult at the best of times, especially if you are trying to turn left onto Belmont Avenue. Doing so at the intersection between Tim Hortons and 660 Belmont is even more difficult – to the point of being dangerous. This intersection is simply too close to the major intersection of Belmont and Glasgow to allow safe and efficient entry onto Belmont Avenue West.

   During the NIM, a statement was made that the traffic coming and going from the new development will actually be lower than what is currently generated by the customers of Dettmer Tirecraft. This expectation is simply ludicrous.

   We urge the city to revisit the question of expected traffic flow impacts created by this new development, including resident trips and the traffic generated by staff, customers and suppliers of the commercial properties.

   Please note that the City of Kitchener has yet to address ongoing traffic and parking concerns that have plagued Belmont Avenue between Union and John Streets. For many years, residents on our block of

Belmont Ave have repeatedly requested traffic calming measures. We are concerned that traffic concerns on Belmont Avenue, north of Union, will only be heightened with this proposed development and others that will no doubt follow suit.

Nature of the Residential Units

Will the residential units be sold as condominiums or will they be apartments for rent?

The cover letter for the OPA and ZBA applications package refers to them as *"163 residential units (condominiums)".*

However, on page 28 of the Planning Justification Report, in the section that analyses how the development will meet Housing issues (as defined in the 2020 Provincial Policy Statement, the 2019 Growth Plan for Greater Golden Horseshoe, Region of Waterloo Official Plan and City of Kitchener Official Plan) we note the following *"Concerning affordable housing, the proposed building does not include affordable housing that meets the City's defined housing benchmark. The proposed development, however, does assist with other housing objectives, including contributing to the rental housing stock and providing compact unit forms that cater to smaller households.*

Observations regarding Shadow Analysis

If you look carefully at the Shadow Analysis Graphics (Appendix A to the Urban Design Report), you will see that the building will cast new shadows far beyond 120 metres, impacting residences that did not receive the formal notice of the development (mailings made in August and early December).

For September 21, a graphic is presented to illustrate the shadow positions at 7:00 a.m. How are such shadows even possible when sunrise is at 7:09 a.m.?

For December 21st, a graphic is presented to illustrate the shadow positions at 8:30 a.m. However, the shadow extends beyond the border of the illustration, making it impossible to see how far the shadow extends.

We also note that graphics were not shown for significant periods when people are likely to be outdoors. For example, the last three hours (6 to 9 p.m.) before sunset on June 21st, the last two hours before sunset on September 21st and almost a full hour before sunset on December 21st.
We ask that these issues be addressed by publishing an amended Shadow Analysis.

Here are some additional observations drawn from the Shadow Analysis Graphics for two dates:

On June 21st, the longest day of the year, with sunrise at 5:41a.m. & sunset at 9:06 p.m.:

- At 6:00 a.m. the back yards of four homes on Avondale Ave will be in shade, as will be the front entrances of five homes on Earl Street
- Until 9:00 a.m. the building shadow will still cast all the way across Belmont Ave W
- By 3:00 p.m. (over six hours before sunset) the shadow will cover all of the site's surface parking and the portion of Belmont Lane East behind the building, and will start to cover the Iron Horse Trail

- By 5:00 p.m. (over four hours before sunset) the shadow will extend beyond the Iron Horse Trail and will cover a significant portion of the Gildner Green Park
- By 6:00 p.m. (over three hours before sunset) the shadow will extend beyond the Iron Horse Trail and will cover a significant portion of the Gildner Green Park
- We cannot confidently speak to the effects at 7:00 and 8:00 p.m. as no graphics for those hours were provided in the report; however, it is safe to say that the shadow will reach across the Iron Horse Trail (both above and below Glasgow Street), will continue to shade most of the lower portion of Gildner Green Park, as well as a significant area of the parking lot and entrances to the Catalyst building at 137 Glasgow Street

On December 21st, the shortest day of the year, with sunrise at 7:52a.m. & sunset at 4:49p.m.:

- At 8:30 a.m. the shadow reaches well above Union Blvd; perhaps it even reaches John St in Waterloo (the graphic for this hour shows that the shadow extends beyond the border of the illustration, making it impossible to see where the shadow ends); the shadow also fully covers Argyle Park and most of the adjacent parking lot.
- Until 9:00 a.m. the building shadow will still shade the back yards of three homes that face onto Union Blvd and cast all the way across Belmont Avenue West
- At 12:00 Noon (almost five hours before sunset) the shadow will cover all of the portion of Belmont Lane East behind the building to the north of 660 Belmont and will start to cover the Iron Horse Trail
- By 1:00 p.m. (almost four hours before sunset) the shadow will extend beyond the Iron Horse Trail and will cover the northern portion of the Gildner Green Park
- By 2:00 p.m. (almost three hours before sunset) the shadow extends across the Iron Horse Trail, the northern section of Gildner Green, a section of Eden Avenue and has started to impact residential properties along Wood Street.
- By 4:00 p.m. (almost one hour before sunset) the shadow has further extended impacting many residential properties on Wood Street as far as Park Street

Finally,
Public Notices regarding the development property

1. Formal notice of this proposed development was mailed only to addresses within 120 metres of the site, but many properties well beyond the 120 metre radius will be negatively impacted by this development proposal (e.g. increased traffic flow in residential neighbourhoods where the streets are not sized to take higher volumes, increased on-street parking demand in residential areas up to 200 meters or more from the development, reduced visibility to open sky and sunlight for many residential properties, the public parks, and the Iron Horse Trail).

   For all future communications, we encourage the City to expand the notification radius dramatically (to **at least** 200 metres) and to use the email mailing lists of the Cherry Park Neighbourhood Association and the Westmount Neighbourhood Association – both of which are recognized entities by the City of Kitchener. Our understanding is that neither of these organizations received formal notice of the development proposal.

2. We encourage the City to dispatch all future meeting notices well ahead of the statutory requirements. In these days of the pandemic, people are not likely to see notices posted on the sign on the 660 Belmont property, especially if they are posted late.

3. Notices mailed by Canada Post cannot be expected to be delivered in just a few days. (The Dec 4th letters were not delivered by Canada Post until 11 days after they were post-marked, which was just two days before the NIM.)

4. Given the significant level of participation at the first Neighbourhood Information Meeting, and the limited time available to answer the numerous questions submitted by participants, we strongly encourage the City to stage a follow-up NIM after the "What We Heard" document from the first NIM is circulated. We also encourage the City to post that document, and all other supporting documents, on the City's website so they are available for all to see.

Thank you for your attention to these concerns.

797 Belmont Ave W

Garett Stevenson

From:
Sent: Wednesday, February 24, 2021 6:21 PM
To: Juliane vonWesterholt
Cc: Joanne McCallum; Rosa Bustamante; Justin Readman; Dan Chapman; Debbie Chapman; Margaret Johnston;
Subject: [EXTERNAL] Re: 660 Belmont 'What We Heard' Report

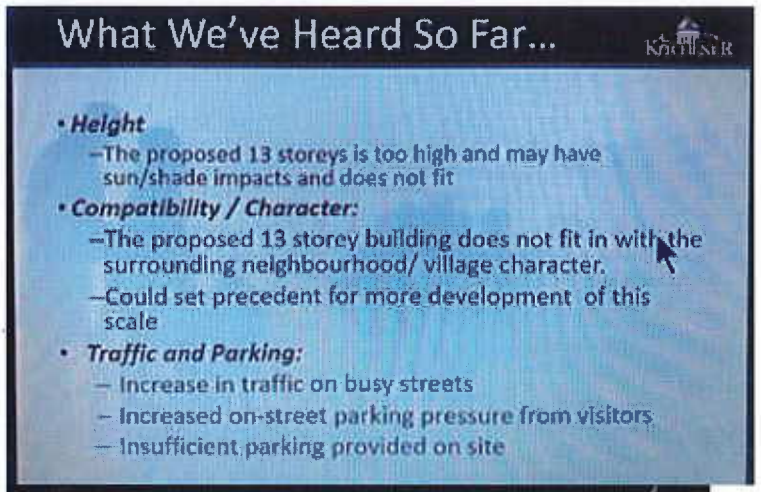
Follow Up Flag: Follow up
Flag Status: Flagged

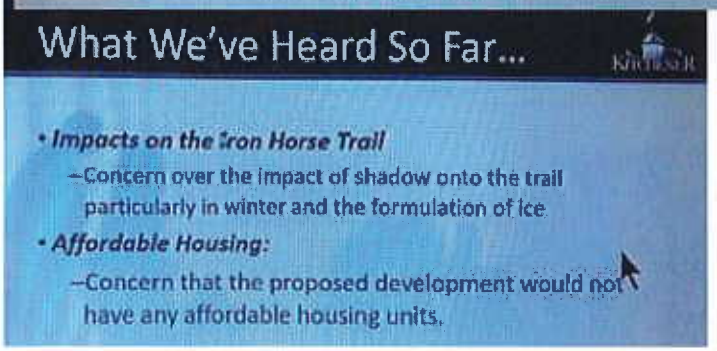
Dear Juliane,

We are so disappointed with the "What We Heard" report.

This document would be more aptly named, "What We Decided to Share, Again." It is an insult to the 81+ people who participated in the first NIM, and more particularly to those who asked questions and either got no answer during the NIM (because there was not enough time allotted) or an ill-informed or incomplete answer that was cobbled together, on the fly, by City staff or the developer's consulting team. In your letter to the community and the Zehr Group dated Dec 23, 2020, you committed to *"...prepare a summary of What We've Heard.... and will also include the answers to the questions raised at the NIM, as we were not able to answer all questions during the allotted time"*. Frankly, as a document created and issued by a professional planning team it is an embarrassment for the City.

We compared the 'What We Heard so Far...' presented at the first NIM on Dec 17th with the 'What We Heard' Report that was shared late Friday, Feb 19th - 2 months after that first NIM. The most recent document contained virtually no new information.





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What We Were Expecting

In the absence of the audio recording of the NIM (that was promised to us at the start of the NIM), we were expecting to see a full documentation of the NIM - narratives delivered by City staff and the developer's consulting team, as well as all questions asked and answered during the NIM, along with supplementary information to round out the questions that could not be adequately answered during the NIM. These commitments were not honoured!

Beyond the first NIM, you invited comments and questions from the community. We expect that many wrote to you with questions evoked by the first NIM. In our case, we are still waiting for answers that you committed to provide. Post NIM questions and answers should also be shared, in a timely fashion, with the community.

Comparing 'What We Heard' to the 'Record of Pre-Submission Consultation Meeting'

When we think of the 25+ pages that the City staff assembled to document the Pre-Submission Consultation Meeting (held Sept 24, 2019) we come away with a sense that far more time was devoted to support the developer's submission of the OPA and ZBA amendment applications compared to support provided to citizens who are asking questions and raising concerns about the proposal. It appears that the Planning Department is controlling the narrative.

We are looking forward to Thursday evening's second NIM.

Garett Stevenson

From:
Sent: Friday, March 5, 2021 1:56 PM
To: Garett Stevenson
Cc:
Subject: [EXTERNAL] RE: RE: 660 Belmont - Parking Study and TDM Plan document

Thanks, Garett.

When do you expect to secure, and post to the ShareFile site, the Phase II ESA for the western parcel at 660 Belmont?

Thank you for posting the updated Site Plan. It shows a very different picture of the site, compared to what was included in the Planning Justification Report submitted in July 2020 with the OPA and ZBA applications and supporting documents. I note that the number of on-site surface parking spaces has been reduced on this Site Plan as well as significant re-configuration of the east side of the building. I understand that this updated Site Plan has not yet been reviewed by City staff.

Given that there is now an updated Site Plan, when will updated floor plans for the building be available – that will reflect the shifting of floor space from the northern section of the building to the southern section that was highlighted in the February NIM?

What is the collective impact of the updated Site Plan, the floor space shifts, and any other floor space changes that have not been announced, on the total floor space in the building?

Regarding the Geotechnical Engineering Report..... Will that report, along with City staff analysis of same, form part of the package that will be presented to the Planning and Strategic Initiatives Committee of Council? In other words, will councillors be fully aware of the report contents before they make a decision on the applications?

Please also advise whether updated OPA &/or ZBA applications have been, or are in the process of being, submitted by the developer's consultant. If there are new documents in this regard (in hand or anticipated), please advise when you expect to post them on the ShareFile site.

In addition to this email, I will be sending you two additional emails this afternoon to identify questions submitted in late December or early January that have not yet been fully answered.

Thanks for your assistance on these questions.

Sincerely,

From: Garett Stevenson [mailto:Garett.Stevenson@kitchener.ca]
Sent: Thursday, March 04, 2021 17:20
To:
Subject: RE: RE: 660 Belmont - Parking Study and TDM Plan document

Hello,

Yes, I received the Record of Site Conditions for east and west properties, as well as correspondence from the Ministry. I have also received an updated Site Plan. All are uploaded to the City's Fileshare website which you can access by clicking here: **Fileshare - Additional Plans & Reports**

A Geotechnical Report was not required for a complete Official Plan Amendment or Zoning By-law Amendment application, but will be required a future site planning stage.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Sunday, February 28, 2021 1:07 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] RE: 660 Belmont - Parking Study and TDM Plan document

Thank you, Garett.

The document has been successfully printed. This will be helpful.

During Thursday night's meeting, I believe that I heard that amendments have been filed to the OPA and/or ZBA applications, since these documents were first filed with the City last July. Can you please clarify what has happened on these documents? If they have been amended, please arrange to have the new versions posted to the ShareFile site.

Are there any other documents that have been updated since they were loaded to the ShareFile site early in September 2020? Please identify these revised documents and also arrange to have them posted to the ShareFile site.

In earlier correspondence with Juliane, I had asked for the Phase II ESA and RSC documents for the Western parcel of land at 660 Belmont. Could you please have those documents, and any related correspondence to/from MECP, added to the ShareFile sight?

Please also advise whether a geotechnical engineering report has been written for this site. Given the ground water history of surrounding properties, I would not be surprised if, in excavating for the underground parking, the developer encountered significant volumes of water. Depending on the volume encountered, the ongoing removal and disposal of that water could add significantly to the demand placed upon adjacent storm sewers, for decades to come.

I have several other questions that I directed to Juliane over the last few months, that were either unanswered, or not satisfactorily resolved. Should I gather these and forward them to you for resolution?

Your help is much appreciated.

Sincerely,

From: Garett Stevenson [mailto:Garett.Stevenson@kitchener.ca]
Sent: Friday, February 26, 2021 14:19
To: .
Cc: Margaret Johnston; Rosa Bustamante; Justin Readman
Subject: RE: 660 Belmont - Parking Study and TDM Plan document

Good Afternoon,

Thank you for bringing this to my attention. The author "locked" their report because it included their Licensed Professional Engineer seal (page 2). I have uploaded an unlocked (and unsealed) version of the report to the Sharefile.

I have tested, and I am now able to print that report when accessed through Sharefile. Please let me know if you are not able to do the same.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Sent: Friday, February 26, 2021 11:30 AM
To: . Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Justin Readman <Justin.Readman@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>
Subject: Re: [EXTERNAL] 660 Belmont - Parking Study and TDM Plan document

Good Morning .

Last evening at the beginning of the meeting Rosa Bustamante introduced Garett Stevenson as the new Senior Planner who would be handling resident questions regarding the 660 Belmont Ave proposal.

To that end, I have copied in Garett to this email to introduce you both. He will follow up regarding your requests below.

I left you a voicemail just now and I look forward to connecting soon.

Thanks All!

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca

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From:
Sent: Friday, February 26, 2021 9:26 AM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Cc: Rosa Bustamante <Rosa.Bustamante@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont - Parking Study and TDM Plan document

Good morning, Juliane.

I am writing to, again, refresh my January 4, 2021 request that the Parking Study and TDM Plan document be re-posted on the ShareFile site with no restrictions on our ability to print it.

For your ease of reference, I have provided excerpts from our previous correspondence on this matter:

> From my January 4th email: The Parking Study and TDM Plan document was posted to the Share File site as a "SECURED" document, which prevents readers from printing it. While I would prefer to receive information on-line, trying to review a 53 page document that contains specialized terminology, is, at best difficult.
> Please advise how I can print this document or arrange to have the secured feature disabled and the document then re-posted to the Share File site.

From my January 9th email: Regarding the Parking Study and TDM (Transportation Demand Management) Plan document, the version on the Share File is still the same (i.e. "Secured" and not printable) that was originally loaded to Share File on Sept 4, 2020. Please revisit this issue and advise when we can retrieve the fully functional document that I requested (i.e. point number 1 in my January 4th email below).

From your January 9th email: Thank you for letting me know about the traffic study . I tried opening and was able to so. Something else is blocking it. I will look into it further.

From my January 11th email: The difficulty with the Parking Study document is not that it won't open, but that when it does open, it is a "Secured" document - which means that it cannot be printed.
The file that is on the Share File site is the same file that was loaded there last September (i.e. it has not been replaced since it was originally loaded).

In the spirit of AODA compliance, I ask that this accessibility issue be resolved so that readers can print the document to support a proper review of same.

Thank you.

Garett Stevenson

From:
Sent: Friday, March 5, 2021 3:54 PM
To: Garett Stevenson
Cc: . Margaret Johnston; Debbie Chapman; Rosa Bustamante
Subject: [EXTERNAL] RE: RE: 660 Belmont - Parking Study and TDM Plan document

Hello, Garett.

I have included details on two outstanding matters raised with Juliane in late December or early January.

From Juliane's January 8th response email, Juliane's responses in red and responses from the applicant are in blue.

1. In reviewing this document (Tree Management Plan), prepared by the applicant's consultants, I noticed that there are five "Monitoring Wells" located on the site.
   The existence of these wells is not mentioned in either of the two "Phase One Environmental Site Assessment" reports. The applicants consultant has provided the following response in blue: The monitoring wells were installed as part of the Phase Two Environmental Site Assessment (ESA) and did not exist on-Site at the time of the Phase One ESA.
   a. When were these wells placed on the site? The monitoring wells were installed on June 28, 2019, July 4, 2019 , September 12, 2019 and August 11, 2020.
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   c. Who installed the wells? The wells were installed by a Ministry of the Environment, Conservation and Parks (MECP) licensed drilling contractor (Direct Environmental Drilling) on behalf of 660 Belmont GP Inc.
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   e. What reports have been provided regarding the results of this monitoring effort? The groundwater analytical data associated with the monitoring wells are summarized in the Phase Two ESA report. No groundwater impact was identified.

   The "applicant response" with respect to well install dates, does not seem to make sense to me. Although the site visit for the Phase I ESA took place on May 29, 2019, the report was not issued until April 15, 2020 – many months after all but two of the monitoring wells were installed. Perhaps the Phase II ESA report, which has not yet been posted to the ShareFile site, will clear up the confusion.

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   Please reply to the question that I raised regarding the 3-D model of the proposed building and neighbouring properties. I would like to see views of this model before January 11th. I have attached the SketchUp model provided by the consultant it notes the proposed building massing but not the surrounding context I have contacted the architect and once I receive the context model it will be provided as well.

To my knowledge, a 3-D model of the proposed building and neighbouring properties has not been shared with the public. Also, I did not find an attachment in the January 8th email (for the SketchUp model).

I will also forward to you the email that my wife, Deb, and I sent to Juliane on January 15th. This was to serve as a response to the invitation to offer additional comments and questions after the December 17th NIM. I have had no response to that correspondence and many of our concerns were not mentioned in the What We Heard document.

Thanks for your assistance.

Sincerely,

From: Garett Stevenson [mailto:Garett.Stevenson@kitchener.ca]
Sent: Sunday, February 28, 2021 15:28
To:
Cc: Margaret Johnston; Rosa Bustamante; Justin Readman; Debbie Chapman
Subject: RE: RE: 660 Belmont - Parking Study and TDM Plan document

Hello,

I would very much appreciate a consolidated email with your outstanding questions. As we have received a high volume of enquiries and questions regarding these applications, I am aiming to answer all emails this coming week.

I will follow up on the reports and materials you note below as well. I will update the City's website with the presentation by this Wednesday and work on updating the Sharefile site as new information is received.

Finally, you will see an invite from me this week regarding the upcoming small group discussions that I will be hosting. I do hope you will consider attending a session.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

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Garett Stevenson

From: Garett Stevenson
Sent: Monday, March 8, 2021 9:57 PM
To:
Cc:
Subject: RE: [EXTERNAL] RE: FW: Belmont Village Laneway

Hello,

I provided the by-law definition of FSR. That language is provided to give direction on how to calculate FSR for when a building is constructed over a City-owned lane.

Thanks,

Garett

P.S. I have more emails from you (and others) in my queue that I hope to get through tomorrow.

From:
Sent: Monday, March 08, 2021 9:35 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Deb Bennett <deborah.bennett@sympatico.ca>
Subject: [EXTERNAL] RE: FW: Belmont Village Laneway

Thanks, Garett.

I appreciate your efforts in gathering responses to these questions.

Just to clarify, I do not believe that the last sentence in your second paragraph (highlighted in yellow below) is applicable to the proposed development at 660 Belmont. Please confirm or correct my understanding.

Thanks, again.

From: Garett Stevenson [mailto:Garett.Stevenson@kitchener.ca]
Sent: Monday, March 08, 2021 19:09
To:
Subject: RE: FW: Belmont Village Laneway

Hello,

The Zoning By-law regulates the total building floor area based on lot size. In this case, the maximum Floor Space Ratio is 4 (the maximum above ground floor area is four times the lot area).

Floor Space Ratio – means the figure obtained when the building floor area on a lot is divided by the lot area. In the case of a building or part thereof located above a street or lane, the calculation of the floor space ratio

shall include that portion of the building floor area and that portion of the area of the street or lane between the lot line and the centre line of the street or lane.

If the lane is sold to the Developer, the lane lands and the property to the east of lane are consolidated, that increases the overall lot area, which would increase the total building area (it would be four times the consolidated lot area). The development concept includes all lands (including the lane) in the FSR calculation.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

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From: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Sent: Friday, March 05, 2021 9:01 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: .
Subject: Re: [EXTERNAL] FW: Belmont Village Laneway

Hello .

I am forwarding your question to Garett for follow up.

Garett, I raised this question a while ago for the Bennett's. Can you please reply to them?

Below is their question:

One question they had that I did not know the answer to was regarding the size of the development, and how the size would be affected if the laneway was not included in the parcel of land. Would the development have to be smaller if it did not include the laneway property. As well, what will this mean to the adjacent buildings who currently front on that laneway in terms of their laneway use?

Thanks!

Margaret

Margaret Johnston,
Ward 8 Councilor Kitchener

Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca

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From:
Sent: Friday, March 5, 2021 8:52 AM
To: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Cc:
Subject: [EXTERNAL] FW: Belmont Village Laneway

Good morning, Margaret.

Could you please forward the response that you received from Juliane to the question you raised to her, on our behalf, in your email of December 21, 2020 (below)?

I could not find any evidence of this response when I searched through my emails this week.

Thank you.

From: Juliane vonWesterholt [mailto:Juliane.vonWesterholt@kitchener.ca]
Sent: Monday, December 21, 2020 16:29
To: Margaret Johnston
Cc:
Subject: RE: Belmont Village Laneway

Hello Councillor Johnston,

Thank you for your question. I will look into this and get back to you tomorrow.

Sincerely,
Juliane von Westerholt , Senior Planner| Planning Division | City of Kitchener
519-741-2200 x 7157 | TTY 1-866-969-9994 | juliane.vonwesterholt@kitchener.ca

From: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Sent: Monday, December 21, 2020 3:52 PM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>

Cc:
Subject: Belmont Village Laneway

Hello Juliane,

I had a very nice call on Friday night with Deb and Jeff Bennett. We had a good talk about their concerns for the 660 Belmont Ave proposal.

One question they had that I did not know the answer to was regarding the size of the development, and how the size would be affected if the laneway was not included in the parcel of land. Would the development have to be smaller if it did not include the laneway property. As well, what will this mean to the adjacent buildings who currently front on that laneway in terms of their laneway use?

Deb and Jeff, I hope I am repeating your question correctly, please comment and/or correct me if I did not.

Thanks all!

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca



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Garett Stevenson

From: Garett Stevenson
Sent: Tuesday, March 9, 2021 2:16 PM
To:
Cc:
Subject: RE: [EXTERNAL] RE: RE: 660 Belmont - Parking Study and TDM Plan document

Hello,

I have updated Sharefile with the Phase 2 ESA just now. The website will also be updated with this link shortly. Updated link below:
ShareFile - 660 Belmont Ave W

We do not have updated floor plans at this time and will be not requesting any additional drawings until after the public consultations meetings planned for next week and the consultation document is completed. It is likely upcoming conversations will result in additional ideas/considerations for the building design.

The Geotechnical Report will be a requirement of the future site planning process which will occur after Council's consideration of the Official Plan Amendment and Zoning By-law Amendment applications.

We do not have a revised Official Plan Amendment or Zoning By-law Amendment application at this time.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

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From: .
Sent: Friday, March 05, 2021 1:56 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc:
Subject: [EXTERNAL] RE: RE: 660 Belmont - Parking Study and TDM Plan document

Thanks, Garett.

When do you expect to secure, and post to the ShareFile site, the Phase II ESA for the western parcel at 660 Belmont?

Thank you for posting the updated Site Plan. It shows a very different picture of the site, compared to what was included in the Planning Justification Report submitted in July 2020 with the OPA and ZBA applications and supporting documents. I note that the number of on-site surface parking spaces has been reduced on this Site Plan as well as significant re-configuration of the east side of the building. I understand that this updated Site Plan has not yet been reviewed by City staff.

Given that there is now an updated Site Plan, when will updated floor plans for the building be available – that will reflect the shifting of floor space from the northern section of the building to the southern section that was highlighted in the February NIM?

What is the collective impact of the updated Site Plan, the floor space shifts, and any other floor space changes that have not been announced, on the total floor space in the building?

Regarding the Geotechnical Engineering Report….. Will that report, along with City staff analysis of same, form part of the package that will be presented to the Planning and Strategic Initiatives Committee of Council? In other words, will councillors be fully aware of the report contents before they make a decision on the applications?

Please also advise whether updated OPA &/or ZBA applications have been, or are in the process of being, submitted by the developer's consultant. If there are new documents in this regard (in hand or anticipated), please advise when you expect to post them on the ShareFile site.

In addition to this email, I will be sending you two additional emails this afternoon to identify questions submitted in late December or early January that have not yet been fully answered.

Thanks for your assistance on these questions.

Sincerely,

From: Garett Stevenson [mailto:Garett.Stevenson@kitchener.ca]
Sent: Thursday, March 04, 2021 17:20
To:
Subject: RE: RE: 660 Belmont - Parking Study and TDM Plan document

Hello,

Yes, I received the Record of Site Conditions for east and west properties, as well as correspondence from the Ministry. I have also received an updated Site Plan. All are uploaded to the City's Fileshare website which you can access by clicking here: **Fileshare - Additional Plans & Reports**

A Geotechnical Report was not required for a complete Official Plan Amendment or Zoning By-law Amendment application, but will be required a future site planning stage.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



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From:
Sent: Sunday, February 28, 2021 1:07 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: : Margaret Johnston <Margaret.Johnston@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] RE: 660 Belmont - Parking Study and TDM Plan document

Thank you, Garett.

The document has been successfully printed. This will be helpful.

During Thursday night's meeting, I believe that I heard that amendments have been filed to the OPA and/or ZBA applications, since these documents were first filed with the City last July. Can you please clarify what has happened on these documents? If they have been amended, please arrange to have the new versions posted to the ShareFile site.

Are there any other documents that have been updated since they were loaded to the ShareFile site early in September 2020? Please identify these revised documents and also arrange to have them posted to the ShareFile site.

In earlier correspondence with Juliane, I had asked for the Phase II ESA and RSC documents for the Western parcel of land at 660 Belmont. Could you please have those documents, and any related correspondence to/from MECP, added to the ShareFile sight?

Please also advise whether a geotechnical engineering report has been written for this site. Given the ground water history of surrounding properties, I would not be surprised if, in excavating for the underground parking, the developer encountered significant volumes of water. Depending on the volume encountered, the ongoing removal and disposal of that water could add significantly to the demand placed upon adjacent storm sewers, for decades to come.

I have several other questions that I directed to Juliane over the last few months, that were either unanswered, or not satisfactorily resolved. Should I gather these and forward them to you for resolution?

Your help is much appreciated.

Sincerely,

From: Garett Stevenson [mailto:Garett.Stevenson@kitchener.ca]
Sent: Friday, February 26, 2021 14:19

To:
Cc: Margaret Johnston; Rosa Bustamante; Justin Readman
Subject: RE: 660 Belmont - Parking Study and TDM Plan document

Good Afternoon,

Thank you for bringing this to my attention. The author "locked" their report because it included their Licensed Professional Engineer seal (page 2). I have uploaded an unlocked (and unsealed) version of the report to the Sharefile.

I have tested, and I am now able to print that report when accessed through Sharefile. Please let me know if you are not able to do the same.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



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From: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Sent: Friday, February 26, 2021 11:30 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Justin Readman <Justin.Readman@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>
Subject: Re: [EXTERNAL] 660 Belmont - Parking Study and TDM Plan document

Good Morning

Last evening at the beginning of the meeting Rosa Bustamante introduced Garett Stevenson as the new Senior Planner who would be handling resident questions regarding the 660 Belmont Ave proposal.

To that end, I have copied in Garett to this email to introduce you both. He will follow up regarding your requests below.

Jeff, I left you a voicemail just now and I look forward to connecting soon.

Thanks All!

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca



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From:
Sent: Friday, February 26, 2021 9:26 AM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>
Cc: Rosa Bustamante <Rosa.Bustamante@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>
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Thank you.

Garett Stevenson

From: Garett Stevenson
Sent: Tuesday, March 9, 2021 3:00 PM
To:
Cc:
Subject: RE: [EXTERNAL] RE: RE: 660 Belmont - Parking Study and TDM Plan document
Attachments: 2020.06.17 2019-098 660 Belmont Ave_ Massing Views R1.pdf

Hello,

As noted in my previous email, the Phase Two ESA is now posted on Fileshare.

I have attached the massing model (PDF document that was added to her folder on January 8) – I think this is what was Juliane may have been referencing in her January 8th email.

Thanks,

Garett

From:
Sent: Friday, March 05, 2021 3:54 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>
Subject: [EXTERNAL] RE: RE: 660 Belmont - Parking Study and TDM Plan document

Hello, Garett.

I have included details on two outstanding matters raised with Juliane in late December or early January.

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1. In reviewing this document (Tree Management Plan), prepared by the applicant's consultants, I noticed that there are five "Monitoring Wells" located on the site.
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Please reply to the question that I raised regarding the 3-D model of the proposed building and neighbouring properties. I would like to see views of this model before January 11th. I have attached the SketchUp model provided by the consultant it notes the proposed building massing but not the surrounding context I have contacted the architect and once I receive the context model it will be provided as well.

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I will also forward to you the email that my wife, Deb, and I sent to Juliane on January 15th. This was to serve as a response to the invitation to offer additional comments and questions after the December 17th NIM. I have had no response to that correspondence and many of our concerns were not mentioned in the What We Heard document.

Thanks for your assistance.

Sincerely,

From: Garett Stevenson [mailto:Garett.Stevenson@kitchener.ca]
Sent: Sunday, February 28, 2021 15:28
To:
Cc: Margaret Johnston; Rosa Bustamante; Justin Readman; Debbie Chapman
Subject: RE: RE: 660 Belmont - Parking Study and TDM Plan document

Hello,

I would very much appreciate a consolidated email with your outstanding questions. As we have received a high volume of enquiries and questions regarding these applications, I am aiming to answer all emails this coming week.

I will follow up on the reports and materials you note below as well. I will update the City's website with the presentation by this Wednesday and work on updating the Sharefile site as new information is received.

Finally, you will see an invite from me this week regarding the upcoming small group discussions that I will be hosting. I do hope you will consider attending a session.

Garett Stevenson

From: Garett Stevenson
Sent: Wednesday, March 10, 2021 7:00 PM
To:
Cc:
Subject: RE: [EXTERNAL] FW: 660 Belmont - Bennett Family Concerns

Hello,

Please see my responses below in red.

I think I have now responded to all of your emails. If I have missed anything, please let me know. Thank you for your patience.

I look forward to all the upcoming conversations next week.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



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From:
Sent: Friday, March 05, 2021 4:04 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>
Subject: [EXTERNAL] FW: 660 Belmont - Bennett Family Concerns

Garret, here is the email that my wife, and I sent to Juliane on January 15th. This was to serve as our response to the invitation to offer additional comments and questions after the December 17th NIM.

I have had no response to that correspondence and many of our concerns were not mentioned in the What We Heard document.

Within 3 weeks of the final small resident meeting, a comprehensive engagement report will be prepared that will include responses to all questions received through the Q&A function from both Neighbourhood Information Meetings. The report will also summarize the small group discussions.

Thanks for your assistance.

Sincerely,

From:
Sent: Friday, January 15, 2021 11:28
To: Juliane vonWesterholt (Kitchener Planning)
Cc: Margaret Johnston (Ward 8 Councillor, City of Kitchener); Debbie Chapman (debbie.chapman@kitchener.ca); Rosa Bustamonte (Director Planning Division, City of Kitchener); Justin Readman (GM Development Services, City of Kitchener);
Subject: 660 Belmont - Bennett Family Concerns

660 Belmont – Bennett Family concerns

We are writing to express concerns with the proposed development at 660 Belmont Avenue West.

We have lived in our home on Belmont Avenue West, between Union and John, for over 36 years. Like many of our neighbours, who have also lived on our block for several decades, we appreciate the green spaces, mature trees, and services provided within walking distance. Belmont Village has a streetscape that other communities seek to emulate. It is a treasure of quaint shops, restaurants, and services that are appreciated by the locals and those living beyond our neighbourhood.

Sale of Belmont Lane East to developer

We strongly object to the sale of the Belmont Lane East lands to the developer.

This sale doesn't achieve any positives for the neighbourhood. The purchase of these lands is not being proposed in order to allow the developer to repurpose the lands (e.g. to allow the creation of more surface parking, to create green space or to improve the roadway).

Selling the lane property to the developer will facilitate the building of two floors of underground parking - a significant portion of which is proposed to be located under the Lane.

But more importantly, this sale will allow the building size to be increased significantly beyond what is otherwise allowable on the land on which the building will be situated.

Based on two recent statements regarding the lane, it is unclear whether the sale of this portion of the Lane will limit or deny the public from using the privately-owned portion of the lane, including accessing Belmont Ave W (between 660 Belmont and the Tim Horton's property).

"The Lane would remain as a **travelled roadway** in its current general alignment as part of the proposed development plan." (from the cover letter signed by Kevin Muir, Senior Planner with GSP Group Inc. that accompanied the package of OPA and ZBA applications and related documents).

In recent email correspondence, Juliane vonWesterholt was asked "...will that section of Belmont Lane East become, in effect, a private roadway?" Her response was "Yes, it would become a private roadway and not intended for public access."

As we heard during the two meetings, the developer has proposed a "mews" connection from Belmont to the Iron Horse Trail, and public access at the rear of the site. Should that be the case, the City will secure an easement for public access. We have done this for other developments (Sims Estate – Walter Bean Trail, Breithaupt Block privately owned parkette). The "mews" and amenity space can be privately owned, but if they are intended as public spaces, easements will be required.

The building is too tall

We are objecting to this development because we see it as the first step in the destruction of the appeal of Belmont Village. In our opinion, the scale of the building at 49 metres high is overly aggressive and it would set a very dangerous precedent for other developments that are bound to follow on Belmont between Glasgow and Union. One only has to refer to the City of Kitchener documentation on Tall Buildings and Developments to note that this proposed development does not reflect careful consideration for the neighbourhood.

We understand that more intensive use of land within the city is essential, if only to reduce the pressure to turn our precious farmland into a sea of winding streets populated with over-sized single-family residential properties on wide and deep lots.

We also understand the need to intensify the city's residential housing supply and we support the city's objective of doing so, primarily along the LRT and other major transit routes. However, there are ways to achieve those objectives without creating problems in nearby, long-established neighbourhoods.

We welcome change that improves quality of life for all income levels and supports accessibility for all. We appreciate the need to intensify the city's residential housing supply. These objectives can be achieved with an 8 storey building.

We urge the City to not exercise the option provided in the Official Plan (Section 15.D.4.23) whereby limitations in building height can be extended by up to 50%. It appears that the developer, in proposing the building design that has been published, is expecting council to exercise that option. In our opinion, we do not believe that the necessary criteria will be met and exercising the option will impose negative impacts on surrounding properties.

If the building were limited to 25 metres in height (seven or eight stories, depending on the ceiling heights for the various floors), the number of residential units on the site would increase from zero to 105 (seven residential floors with 15 units on each) thus clearly satisfying the need to increase the housing density.

No transitioning of height restrictions along Belmont Avenue West

Even if council were to limit the new building at 660 Belmont to a height of eight stories (25 metres or less in height), which we believe is the direction that council should take, we are concerned that the current Official Plan and Zoning By-law would permit buildings of this height on all of the properties along the northeast side of Belmont between Glasgow and Union.

For example, the former Esso service station property (Union at Belmont) could see a very tall building (up to 25 metres) – directly across the road from a residential neighbourhood populated primarily with single family homes no more than two stories high.
This would not be a good strategy.

Urgent Need for a Planning Study of Belmont Village and an Interim Development Freeze, pending completion of the study and implementation of appropriate zoning

We have been advised that at least one other development company has been actively purchasing several properties on both sides of Belmont Avenue West.

In order to prevent the creation of a streetscape of tall buildings and a concrete canyon, and the destruction of Belmont Village, we urge the City to initiate a planning study for the entire Belmont Village area and to impose an interim control bylaw, halting developments until the recommendations from such a study are implemented.

Without a vision for future development of Belmont Village as a whole, and consultation with the neighbourhood residents and businesses, one-off development proposals for specific sites will lead to a patchwork of buildings that will destroy that which draws people to the village. A rush to push through Official Plan and Zoning By-law changes only benefits the developer.

Insufficient Parking Supply on Site

1. Underground Parking for Residents

The Planning Justification Report says that there will be a total of 131 spaces in the underground parking. This includes fourteen private garages (with space for two cars plus significant additional storage or activity space). This configuration effectively leaves only **103** (=131 less (14x2)) remaining underground spaces to serve 149 (163 less 14) residential units. This seems to be a **significant under-supply** of parking for residents living in the 149 units.

Given the nature of the building suites (higher ceilings, generous floor space, many private terraces & fourteen private two-car garages in the underground parking), we expect that the overall demand for parking in this building (compared to less expensive condos or rental apartments) will be higher. These owners will have more cars to park, even if they choose to walk, cycle or take transit for most of their local trips.

By building private two-car garages with storage space, the space otherwise available for underground parking spaces is reduced.

The underground parking floorplan currently shows only **one barrier free parking space**, which seems to be a very low supply for a building with this many residential units, especially given the weather that we experience in Canada. Is there an expectation that some of the five barrier-free surface parking spaces will be dedicated to residents of the building?

Barrier-free parking is a requirement based on the required parking in accordance with the following:

6.7 **BARRIER-FREE ACCESSIBLE PARKING**

.1 Barrier-free accessible parking spaces must be provided in accordance with the following schedule, rounding up to the nearest whole number:

Off-Street Parking Spaces Required	Barrier-free Accessible Parking Required
1-12	1
13-100	4% of total required parking
101-200	1 + 3% of total required parking
201-1000	2 + 2% of total required parking
1000+	11 + 1% total required parking

For mixed use buildings, we want to see the barrier-free parking provided for residential visitors and commercial users, as well as building occupants. Our practice is to include these parking spaces within the common element of the condominium so they can be assigned to a building occupant as required. The barrier-free parking should be provided both underground for residential building occupants and some should be provided at the rear so they are accessible to commercial customers.

Surface Parking for First Floor Commercial Properties

The site plan currently shows 30 spaces of surface parking, including five barrier-free spaces (closest to the back door to the building).

It is unclear whether any of these spaces are intended to serve residents of the building or whether they are all intended to serve only customers and staff of the commercial properties.

We do not know the nature of the business that will occupy the commercial properties, so, at best, it is difficult to assess the demand for parking needed by their customers. However, if we assume that the businesses will have significant business volumes, we do not think that it is unreasonable for all 30 of the surface spaces (including the barrier free ones) to be occupied most of the time in business hours by business staff and customers. This would leave few, if any, parking spaces on the property to serve the needs of visitors to the residential units.

The parking required for the commercial uses must be publicly accessible – that means they should be located to the rear of the building, or within an ungated section of the garage. The commercial parking spaces also function as the residential visitor parking.

2. Parking Study and Transportation Demand Management Plan

Our read of this document raised the following concerns:

a. **Heavy reliance is placed on on-street parking, much of it in neighbouring residential areas** (both across the street from 660 Belmont and on the other side of the Iron Horse Trail), **to meet the new demand for visitor parking and/or customer parking for the commercial units.** The street parking in Westmount residential areas is already under pressure from customers/clients attending existing businesses and services in the Belmont Village. And if the patio feature that was implemented on Belmont between Claremont and Argyle this past summer is repeated in future summer periods, there will be even more pressure on on-street parking in residential areas.

   We feel that relying on these on-street parking spaces to meet the new parking demand created by a development is an inappropriate strategy. Other municipalities require customer parking and visitor parking to be accommodated either on a development site or on immediately adjacent on-street parking. We urge the City to adopt such a policy for all developments.

b. **The "Parking Study and Transportation Demand Management Plan" also does not address the impact of new traffic flows to and from this site on the Belmont Lane East entrances to Belmont Avenue West.** Getting onto Belmont Avenue West from Belmont Lane East (at any of the three intersections available) is already difficult at the best of times, especially if you are trying to turn left onto Belmont Avenue. Doing so at the intersection between Tim Hortons and 660 Belmont is even more difficult – to the point of being dangerous. This intersection is simply too close to the major intersection of Belmont and Glasgow to allow safe and efficient entry onto Belmont Avenue West.

   During the NIM, a statement was made that the traffic coming and going from the new development will actually be lower than what is currently generated by the customers of Dettmer Tirecraft. This expectation is simply ludicrous.

   We urge the city to revisit the question of expected traffic flow impacts created by this new development, including resident trips and the traffic generated by staff, customers and suppliers of the commercial properties.

Please note that the City of Kitchener has yet to address ongoing traffic and parking concerns that have plagued Belmont Avenue between Union and John Streets. For many years, residents on our block of Belmont Ave have repeatedly requested traffic calming measures. We are concerned that traffic concerns on Belmont Avenue, north of Union, will only be heightened with this proposed development and others that will no doubt follow suit.

Nature of the Residential Units

Will the residential units be sold as condominiums or will they be apartments for rent?

The cover letter for the OPA and ZBA applications package refers to them as *"163 residential units (condominiums)".*
However, on page 28 of the Planning Justification Report, in the section that analyses how the development will meet Housing issues (as defined in the 2020 Provincial Policy Statement, the 2019 Growth Plan for Greater Golden Horseshoe, Region of Waterloo Official Plan and City of Kitchener Official Plan) we note the following *"Concerning affordable housing, the proposed building does not include affordable housing that meets the City's defined housing benchmark. The proposed development, however, does assist with other housing objectives, including contributing to the rental housing stock and providing compact unit forms that cater to smaller households.*

I believe their intention is for this project to be market condominiums. We do not regulate ownership in the Zoning By-law.

Observations regarding Shadow Analysis

If you look carefully at the Shadow Analysis Graphics (Appendix A to the Urban Design Report), you will see that the building will cast new shadows far beyond 120 metres, impacting residences that did not receive the formal notice of the development (mailings made in August and early December).

For September 21, a graphic is presented to illustrate the shadow positions at 7:00 a.m. How are such shadows even possible when sunrise is at 7:09 a.m.?

For December 21st, a graphic is presented to illustrate the shadow positions at 8:30 a.m. However, the shadow extends beyond the border of the illustration, making it impossible to see how far the shadow extends.

We also note that graphics were not shown for significant periods when people are likely to be outdoors. For example, the last three hours (6 to 9 p.m.) before sunset on June 21st, the last two hours before sunset on September 21st and almost a full hour before sunset on December 21st.
We ask that these issues be addressed by publishing an amended Shadow Analysis.

Here are some additional observations drawn from the Shadow Analysis Graphics for two dates:

On June 21st, the longest day of the year, with sunrise at 5:41a.m. & sunset at 9:06 p.m.:

- At 6:00 a.m. the back yards of four homes on Avondale Ave will be in shade, as will be the front entrances of five homes on Earl Street
- Until 9:00 a.m. the building shadow will still cast all the way across Belmont Ave W

- By 3:00 p.m. (over six hours before sunset) the shadow will cover all of the site's surface parking and the portion of Belmont Lane East behind the building, and will start to cover the Iron Horse Trail
- By 5:00 p.m. (over four hours before sunset) the shadow will extend beyond the Iron Horse Trail and will cover a significant portion of the Gildner Green Park
- By 6:00 p.m. (over three hours before sunset) the shadow will extend beyond the Iron Horse Trail and will cover a significant portion of the Gildner Green Park
- We cannot confidently speak to the effects at 7:00 and 8:00 p.m. as no graphics for those hours were provided in the report; however, it is safe to say that the shadow will reach across the Iron Horse Trail (both above and below Glasgow Street), will continue to shade most of the lower portion of Gildner Green Park, as well as a significant area of the parking lot and entrances to the Catalyst building at 137 Glasgow Street

On December 21st, the shortest day of the year, with sunrise at 7:52a.m. & sunset at 4:49p.m.:

- At 8:30 a.m. the shadow reaches well above Union Blvd; perhaps it even reaches John St in Waterloo (the graphic for this hour shows that the shadow extends beyond the border of the illustration, making it impossible to see where the shadow ends); the shadow also fully covers Argyle Park and most of the adjacent parking lot.
- Until 9:00 a.m. the building shadow will still shade the back yards of three homes that face onto Union Blvd and cast all the way across Belmont Avenue West
- At 12:00 Noon (almost five hours before sunset) the shadow will cover all of the portion of Belmont Lane East behind the building to the north of 660 Belmont and will start to cover the Iron Horse Trail
- By 1:00 p.m. (almost four hours before sunset) the shadow will extend beyond the Iron Horse Trail and will cover the northern portion of the Gildner Green Park
- By 2:00 p.m. (almost three hours before sunset) the shadow extends across the Iron Horse Trail, the northern section of Gildner Green, a section of Eden Avenue and has started to impact residential properties along Wood Street.
- By 4:00 p.m. (almost one hour before sunset) the shadow has further extended impacting many residential properties on Wood Street as far as Park Street

Finally,
Public Notices regarding the development property

1. Formal notice of this proposed development was mailed only to addresses within 120 metres of the site, but many properties well beyond the 120 metre radius will be negatively impacted by this development proposal (e.g. increased traffic flow in residential neighbourhoods where the streets are not sized to take higher volumes, increased on-street parking demand in residential areas up to 200 meters or more from the development, reduced visibility to open sky and sunlight for many residential properties, the public parks, and the Iron Horse Trail).

   For all future communications, we encourage the City to expand the notification radius dramatically (to **at least** 200 metres) and to use the email mailing lists of the Cherry Park Neighbourhood Association and the Westmount Neighbourhood Association – both of which are recognized entities by the City of Kitchener. Our understanding is that neither of these organizations received formal notice of the development proposal.

2. We encourage the City to dispatch all future meeting notices well ahead of the statutory requirements. In these days of the pandemic, people are not likely to see notices posted on the sign on the 660 Belmont property, especially if they are posted late.

3. Notices mailed by Canada Post cannot be expected to be delivered in just a few days. (The Dec 4th letters were not delivered by Canada Post until 11 days after they were post-marked, which was just two days before the NIM.)

4. Given the significant level of participation at the first Neighbourhood Information Meeting, and the limited time available to answer the numerous questions submitted by participants, we strongly encourage the City to stage a follow-up NIM after the "What We Heard" document from the first NIM is circulated. We also encourage the City to post that document, and all other supporting documents, on the City's website so they are available for all to see.

The Planning Act requires that notice be provided to properties located within 120 metres of a development application and the City has followed this practice for this application. As part of the City's recent Development Services Review which included a review of opportunities to improve our public engagement practices, the City is exploring opportunities to expand the circulation radius for notice of development applications in order to provide more broad notice of future development proposals.

Thank you for your attention to these concerns.

I have responded to specific questions above and want to confirm that we will give serious consideration to all the comments as well. Public engagement is a fundamental part of the Planning process and almost every development application in Kitchener has been influenced by comments received through the process. Planning staff endeavor to find a balance of interests when making their recommendations to Council. Planning staff work to understand how a development application may change a community, and work with residents to manage change and to implement solutions to their concerns in the most appropriate way.

797 Belmont Ave W

Garett Stevenson

From: Garett Stevenson
Sent: Thursday, March 11, 2021 7:24 PM
To:
Cc: Margaret Johnston;
Subject: RE: [EXTERNAL] FW: 660 Belmont - confirmation of access to documents

Hello,

This is to confirm that I have posted the materials received to Sharefile. Please be sure to use the link on the website (www.kitchener.ca/planningapplications) as each time I add files to Sharefile a new link is created. Older links will open older versions of the Sharefile folder. *An updated link will be posted tomorrow.*

When new information is received, it will be uploaded to the City's website (Sharefile, etc). When there are substantial updates, I will send an email to the distribution list.

I have received a copy of the Geotechnical Investigation Report which is now posted on Sharefile (updated link).

I anticipate that the next Sharefile update will be the consultation summary from our upcoming meetings next week (and from Zoom Q&A) – I have committed to completing that works within 3 weeks of the final small group meeting.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Thursday, March 11, 2021 10:27 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] FW: 660 Belmont - confirmation of access to documents

Garett, my apologies for the email addressing error in the email below.

From:
Sent: Thursday, March 11, 2021 09:58
To: Garett Stevenson (Senior Planner, City of Kitchener)
Cc: Juliane vonWesterholt (Kitchener Planning); Rosa Bustamonte (Director Planning Division, City of Kitchener); Justin Readman (GM Development Services, City of Kitchener); dan.chapman@kitchener.ca; Margaret Johnston (Ward 8

Councillor, City of Kitchener); Debbie Chapman (debbie.chapman@kitchener.ca);
Subject: 660 Belmont - confirmation of access to documents

Good morning, Garett.

Thank you for making the Phase Two Environmental Site Assessment Report (dated April 21, 2020) available on the ShareFile site earlier this week.

For over six months, since we first learned about the proposed development at 660 Belmont, the process of obtaining documentation about the development has been very piecemeal and has required considerable effort on my part.

It has therefore occurred to me to ask you to confirm, by the end of this week, that true and complete copies of the entire applications package and all relevant documents, both original and amended, are now available on the City's ShareFile site.

I would also like assurance from you that if any new documents or amended copies of previous documents become available to the Planning Department, they will be immediately uploaded to the ShareFile site and that you will notify me what new information is now available.

Thank you for your assistance.

Sincerely,

Garett Stevenson

From:
Sent: Thursday, March 18, 2021 11:27 AM
To: Garett Stevenson
Cc:)ebbie Chapman; Margaret Johnston; Rosa Bustamante
Subject: [EXTERNAL] RE: FW: 660 Belmont - Map No. 1 in August 7, 2020 package mailed to neighbours

Thanks, Garett.

Is it fair to say that, at the moment, the lands in question are, "mis-zoned" IN By-law 85-1?

How could that have happened?

Until such time as Gildner Green is rezoned OSR-2 AND all of properties in the Gildner, Wood St area are re-zoned as RES-3, as part of the upcoming Neighbourhood Planning Reviews, what protection exists to prevent those lands being "re-purposed" for developments that would not be appropriate.

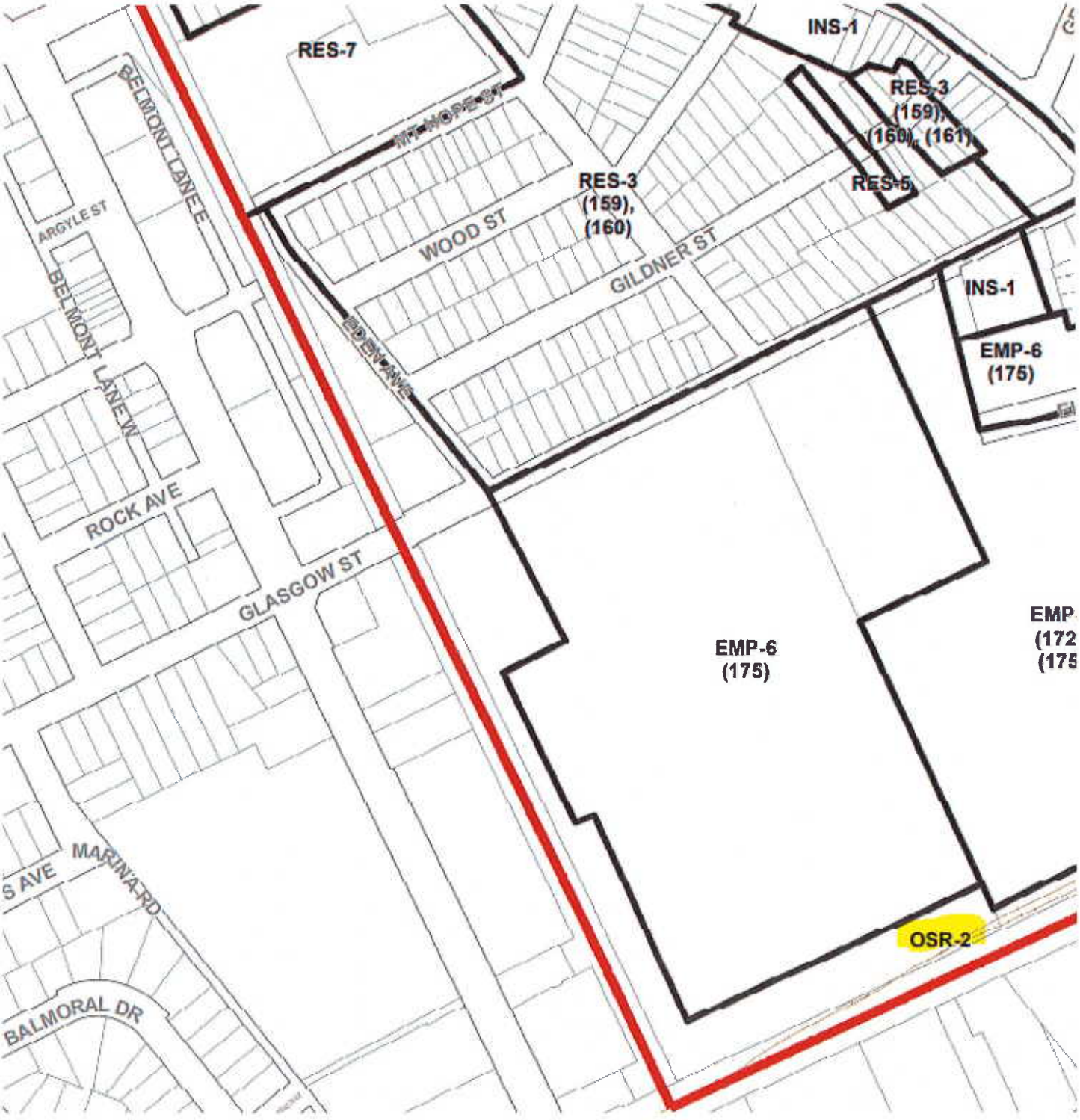
Councillors Johnston & Chapman, please comment on this issue and moved towards protection for these properties, with haste.

From: Garett Stevenson [mailto:Garett.Stevenson@kitchener.ca]
Sent: Thursday, March 18, 2021 11:02
To:
Cc: Debbie Chapman; Margaret Johnston
Subject: RE: FW: 660 Belmont - Map No. 1 in August 7, 2020 package mailed to neighbours

Hello,

Those lands are currently zoned as Residential Five (R-5) in Zoning By-law 85-1. It appears that zoning was applied to the lands when Zoning By-law 85-1 was applied across the City.

The zoning will be changing as part of the upcoming Neighbourhood Planning Reviews. The future zoning will be OSR-2: Open Space: Greenways (see below):



Thanks,

Garett

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Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

From: .
Sent: Thursday, March 18, 2021 10:07 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>;

Subject: [EXTERNAL] FW: 660 Belmont - Map No. 1 in August 7, 2020 package mailed to neighbours

Garett, please see the email below.

I never did get a response to this question.

Thank you.

From: .
Sent: Monday, February 01, 2021 12:42
To: Juliane vonWesterholt (Kitchener Planning)
Cc: Margaret Johnston (Ward 8 Councillor, City of Kitchener); Debbie Chapman (debbie.chapman@kitchener.ca);

Subject: 660 Belmont - Map No. 1 in August 7, 2020 package mailed to neighbours

Good afternoon, Juliane.

Can you please explain why the Gildner Green park area, and three nearby lots (two on Wood St and one on Gildner St.) are labelled as "R-5" on Map No. 1 that formed part of the August 7, 2020 package that was mailed to neighbouring properties? I was expecting the part to be labelled "P-1" for Public Park Zone.

I have attached a scanned copy of the four page package for your ease of reference.

Thank you.

Garett Stevenson

From: Garett Stevenson
Sent: Friday, March 19, 2021 9:56 AM
To:
Subject: RE: [EXTERNAL] 660 Belmont

Hello,

Please see my response below in red.

Thanks,

Garett

From:
Sent: Monday, March 15, 2021 5:00 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Rosa Bustamante <Rosa.Bustamante@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont

Good afternoon, Garett. Thank you for your March 11th email (below).

I know that you have a heavy load ahead of you for the next week or more, but I am writing to ask for clarity on several matters, outlined below.

1. **Completeness of availability on ShareFile of all documentation related to the July 2020 OPA and ZBA applications.**

   In my March 11th email to you, I asked that "you to confirm, by the end of this week, that true and complete copies of the entire applications package and all relevant documents, both original and amended, are now available on the City's ShareFile site."

   Your March 11th email response was "This is to confirm that I have posted the materials received to Sharefile."

   Please confirm that true and complete copies of the entire applications package and all relevant documents, both original and amended, are now available on the City's ShareFile site."

- **I have uploaded copies of reports that have been received that were required as part of the complete Official Plan Amendment and Zoning By-Law Amendment Applications.**

2. **Letter to applicant confirming completeness of their applications package**

   Related to Item #1 above, please arrange to post to the ShareFile site, the letter that was issued by the City to the applicant, confirming that their applications package was deemed complete.

- **We do not typically post all correspondence on Fileshare – our practise is to provide information on the application and reports that were submitted. I can confirm the application was deemed complete on August 7, 2020.**

3. **Regarding Geotechnical Report(s)**

In your March 11th email to me you wrote "I have received a copy of the Geotechnical Investigation Report which is now posted on Sharefile (updated link)."

Given the email exchanges that we have had over the last two weeks (detailed below), I was surprised to see this report being made available. It was issued to the Zehr Group over a year ago - on February 20, 2020. It was clearly not loaded to the ShareFile site on September 4, 2020, when the GSP Group first loaded many of the documents related to the 660 Belmont development proposal.

Please confirm when and how this report was provided to City of Kitchener Planning Division staff.

- **The Geotechnical Investigation was not a requirement for a complete Official Plan Amendment or Zoning By-Law Amendment application. However, the City did receive the report with the application. The report was filed in a separate folder. After we exchanged emails, I did find the report which I posted on Fileshare as per your request.**

From Jeff's email to Garett on Feb 28th:
Please also advise whether a geotechnical engineering report has been written for this site.

Garett's email response to Jeff on March 4th:
A Geotechnical Report was not required for a complete Official Plan Amendment or Zoning By-law Amendment application, but will be required a future site planning stage.

Jeff's email response to Garett in March 5th:
Regarding the Geotechnical Engineering Report.....
Will that report, along with City staff analysis of same, form part of the package that will be presented to the Planning and Strategic Initiatives Committee of Council? In other words, will councillors be fully aware of the report contents before they make a decision on the applications?

Garett's email response to Jeff on March 9th:
The Geotechnical Report will be a requirement of the future site planning process which will occur after Council's consideration of the Official Plan Amendment and Zoning By-law Amendment applications.

4. **Additional Geotechnical Reports**

After reviewing documents previously posted to the ShareFile site, I am surprised by your March 4th and 11th responses (above).

In the Functional Servicing Report, issued to the Zehr Group on June 30, 2020 by Walter Fedy, I see the following: "a geotechnical report for the site will be completed by Chung and Vander Doelen Engineering and is to be submitted under separate cover."

This statement leads me to believe that a geotechnical report was not yet completed at June 30, 2020. The report issued on February 20, 2020 must not be this report.

Please advise when and how the report referred to by Walter Fedy was delivered to City of Kitchener Planning Division staff and when it will be available on the ShareFile site.

- **The Geotechnical Investigation was not a requirement for a complete Official Plan Amendment or Zoning By-Law Amendment application. However, the City did receive the report with the application. The report was filed in a separate folder. After we exchanged emails, I did find the report which I posted on Fileshare as per your request.**

In the Engineering Comments section of the "Record of Pre-Submission Consultation" (meeting held Sept 24, 2019), under the Stormwater Management heading, I see the following statement, presented in bold text: "As part of a complete application, a functional SWM Brief and a Geotechnical Report are required to illustrate how retention will be accomplished within the site."

Please advise when and how the report referred to in the Engineering Comments section was delivered to City of Kitchener Planning Division staff and when it will be available on the ShareFile site.

- **The only Geotechnical Investigation received by the City is the report dated February 20, 2020 prepared by Chung & Vander Doelen.**

Thank you for your assistance.

From: Garett Stevenson [mailto:Garett.Stevenson@kitchener.ca]
Sent: Thursday, March 11, 2021 19:24
To:
Cc: Margaret Johnston;
Subject: RE: FW: 660 Belmont - confirmation of access to documents

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From: Jeffrey Bennett <jeffrey.bennett@sympatico.ca>
Sent: Thursday, March 11, 2021 10:27 AM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] FW: 660 Belmont - confirmation of access to documents

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Subject: 660 Belmont - confirmation of access to documents

Good morning, Garett.

Thank you for making the Phase Two Environmental Site Assessment Report (dated April 21, 2020) available on the ShareFile site earlier this week.

For over six months, since we first learned about the proposed development at 660 Belmont, the process of obtaining documentation about the development has been very piecemeal and has required considerable effort on my part.

It has therefore occurred to me to ask you to confirm, by the end of this week, that true and complete copies of the entire applications package and all relevant documents, both original and amended, are now available on the City's ShareFile site.

I would also like assurance from you that if any new documents or amended copies of previous documents become available to the Planning Department, they will be immediately uploaded to the ShareFile site and that you will notify me what new information is now available.

Thank you for your assistance.

Sincerely,

Garett Stevenson

From: Garett Stevenson
Sent: Friday, May 14, 2021 12:10 PM
To:
Cc: Christine Tarling; Lesley MacDonald; Margaret Johnston; Debbie Chapman; Mayor; Justin Readman; Dan Chapman; Rosa Bustamante
Subject: RE: [EXTERNAL] RE: City Policies and Procedures regarding the closure of a laneway and sale of it to abutting property holders
Attachments: ADM-COM-287 - Public Notice - Municipal Act 2001, As Amended.pdf

Hello

I wanted to follow up with you on your email below as well as our discussion at the Friends of Belmont meeting earlier this week.

I have ordered two new development application billboard signs and will install them in the next two weeks. One sign will update the existing sign facing Belmont Avenue West, and the second sign will be installed adjacent to the trail as requested.

The City does not have a formal policy for lane sales, but we do have a public notification policy (attached) that follows the Municipal Act when passing a by-law (which is needed for lane and street sales to close "public highways") – the formal public notice occurs once it is known when Council will consider the matter. However, I am going to write the owner of the Tim Horton's property directly next week to make sure they are aware of the potential consideration of the lane disposition as only the agency circulation letter included the lane purchase request language.

When the Planning and Strategic Initiatives meeting is scheduled, I will ensure that written (mail and email) notice and the newspaper notice (advertisement of the statutory public meeting) clearly outlines the applications and the lane purchase request.

Does Monday after 2pm or Friday before 3pm work for a StoryMap tutorial?

Thanks,

Garett

From:
Sent: Tuesday, May 11, 2021 1:11 PM
To: Rosa Bustamante <Rosa.Bustamante@kitchener.ca>
Cc: Christine Tarling <Christine.Tarling@kitchener.ca>; Lesley MacDonald <Lesley.MacDonald@kitchener.ca>; Garett Stevenson <Garett.Stevenson@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>; Mayor <mayor@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>
Subject: [EXTERNAL] RE: City Policies and Procedures regarding the closure of a laneway and sale of it to abutting property holders

Thank you for your email of April 26th, which appears below. I have questions, requests, and comments about a number of areas, as indicated in the next sections:

City Policy and Procedure Documents

On April 22, 2020, I wrote to the City Clerk (Christine Tarling) seeking clarification with respect to the process for closing a roadway and selling it. I asked for City policy and procedure documents related to the determination that a roadway has become surplus to the City's needs.

Ms. Tarling suggested that my request *"would best be handled by our Director of Planning and our City Solicitor."* With my agreement, Ms. Tarling forwarded my email to both to you as Director of Planning and to the City Solicitor. After waiting several days for the response from the City Solicitor, I asked when I might receive the response from her. You then advised *"My response to you regarding this matter was reviewed by Ms. MacDonald and she confirmed that my response contained all relevant information and she had nothing further to add to the response beyond the information I provided to you."*

Your response reiterated what I will call the "process narrative" that has also been shared in a number of pieces of correspondence with residents who are concerned about the development proposed for 660 Belmont.

I'm wondering whether I was not explicit enough about what I'd like to receive from you. To clarify, I would appreciate viewing the actual specific policy and procedure documents rather than summaries and interpretations provided by individual City staff.

Alternatively, perhaps I am to understand from your response that the City does not have actual policy and procedure documents regarding matters such as the possible closure and sale of public roadways? If so, I'd appreciate your confirmation that this is the case, along with the rationale for considering documented policies and procedures unnecessary.

Chronology of the Process Narrative

I find a number of elements in the chronology of the "process narrative" somewhat confusing.

For example, I'm not sure why staff would *"be directed to negotiate the sale of the land to the applicant"* before the Planning and Strategic Initiatives Committee is asked to consider selling the land, has had an opportunity to hear presentations from the public, and actually makes a recommendation (to Council) to sell the land?

It is also my understanding that a by-law would be passed to declare the land surplus. At what point in the process does that vote occur?

Last paragraph of your April 26th email

I also have serious concerns about the statements provided in the last paragraph of your email, where you quote a sentence identified as part of the "*initial circulation letter.*" I'm assuming that you are referring to the letter dated August 7, 2020, which was mailed to property owners. For ease of reference, I have attached a copy of this letter, which was supplied by Councillor Johnston on August 18, 2020, and which is listed as the Initial Circulation Letter under Supporting Documents for the 660 Belmont Ave project under Current Planning Applications posted on the City's website.

I'm having trouble finding the sentence you quoted in your email: *"The owner is pursuing the acquisition of the subject portion of the Lane through the proposed application process."* It does not seem to appear in

the August 7th letter. Nor does that letter "*identify the lane purchase request*" or, indeed, even mention the laneway at all.

Two subsequent letters (dated December 4/20 and February 4/21) mailed to property owners, and distributed by email to many neighbouring residents, are also completely silent with respect to the possibility of selling Belmont Lane East. To my knowledge, there have been no other letters to neighbouring property owners.

I am wondering where you might have found the sentence you quoted and why you presented it as having been part of the initial circulation letter.

I find it certainly perplexing and more than a little misleading that any formal disclosure of the developer's intent to incorporate the laneway property into the development is absent from the letters issued by the City of Kitchener.

My understanding is that the owners of properties abutting a roadway under consideration for closure have the first right of refusal with respect to purchasing their share of that roadway. This principle would seem to me to imply that the City would be obligated to approach those owners rather than passively waiting for a request from them. In fact, if no letter has been sent to The TDL Group by the City even mentioning the possible closure and sale of the laneway, it should come as no surprise that, as a number of staff have mentioned, the City has "*not received any interest from Tim Hortons to buy the lane.*"

Could you please tell me whether there have been any communications with The TDL Group regarding the opportunity for them to exercise their right of refusal so that they could add 15 feet to the northern boundary of their 638 Belmont property? If any such communication has occurred, I would appreciate the opportunity to see a copy. If no such communication has yet been sent, at what stage in the process might we expect that it will happen? And again, if it does occur, I would like to see a copy.

Representation of "Subject Area" on Circulation Letter Map

I also wish to point out that the "Subject Area" indicated by the map on the first page of the August 7th letter is not accurately identified. It delineates only the Western Parcel of the 660 Belmont property (i.e., where the Dettmer Tire building is situated).

The Eastern Parcel, between the laneway right-of-way and the Iron Horse Trail property, is excluded from the area enclosed in the rectangle, as are the laneway lands, in spite of the fact that the developer presented architectural drawings to the City last July that show that two levels of underground parking for the 660 Belmont development proposal is planned beneath the lane lands.

This same map was also included both in the subsequent two letters to property owners and on the City's announcement sign posted on the 660 Belmont site.

I find what could be considered misrepresentation of the property proposed for development on this map to be misleading and feel that it undermines the efficacy and transparency of the process. Small wonder that neighbours are confused when I explain that the developer has plans to build two levels of parking under the laneway.

I look forward to hearing back from you, and I thank you in advance for responding to all of my questions, requests, and comments above and for providing clarity about this process.

Sincerely,

797 Belmont Ave W

From: Rosa Bustamante [mailto:Rosa.Bustamante@kitchener.ca]
Sent: Monday, April 26, 2021 18:30
To:
Cc: Christine Tarling; Lesley MacDonald; Garett Stevenson
Subject: RE: City Policies and Procedures regarding the closure of a laneway and sale of it to abutting property holders

Good evening Mr. Bennett,

Thank you for your inquiry. The City follows the Municipal Class EA process regarding lane closures here: APPENDIX 1 A) MUNICIPAL ROAD PROJECTS (municipalclassea.ca).

The decision of whether or not to sell Belmont Lane will be determined by Kitchener City Council. Generally, the process for selling City-owned land is as follows:

- A potential purchaser contacts the City of Kitchener with a request to the purchase land
- City internally circulates the request to City Departments to determine if the land is to be retained or if it could be sold
- If the lands are required to be retained (e.g. current/future City use, infrastructure) the applicant is advised that the request cannot proceed
- If the City deems that the land is surplus and can be sold to the applicant subject to Council approval then the following takes place:
    - The City engages an AACI Appraiser to value the land
    - A Staff report is prepared recommending the land be declared surplus, notice be given to close the road and staff be directed to negotiate the sale of the land to the applicant at a price which shall be the Fair Market Value including any conditions
    - The Staff Report is tabled at a public meeting of Council where the public can provide their input regarding the sale – in this case the development applications and lane sale would be the same staff report so no timing is known at this time
    - Public notification is typically through the Staff Report and the agenda and meeting date are posted on the City's website – in this case everyone who participated in the process will be made aware of any public meetings on these applications
    - Council will vote on the request and if they agree to sell the land, will enter into an Agreement of Purchase with the applicant
    - On the closing date the applicant will provide the City with the sale proceeds and title will be transferred to the applicant

The initial circulation letter did identify the lane purchase request and noted "The owner is pursuing the acquisition of the subject portion of the Lane through the proposed application process". That letter was mailed to all property owners within 120 metres, including the owner of Tim Horton's. We have not received any interest from Tim Horton's to buy the lane.

I hope this information is helpful.

Kind regards,

Rosa Bustamante

Director of Planning | Planning Division | City of Kitchener
(519) 741-2200 ext. 7319 | TTY 1-866-969-9994 | rosa.bustamante@kitchener.ca

From:
Sent: Thursday, April 22, 2021 4:16 PM
To: Christine Tarling <Christine.Tarling@kitchener.ca>
Subject: [EXTERNAL] City Policies and Procedures regarding the closure of a laneway and sale of it to abutting property holders

Hello, Christine.

I understand that the Zehr Group (or one of their companies) has expressed an interest in purchasing the portion of Belmont Lane East from Claremont Avenue through to where the lane turns west and connects to Belmont Avenue West.

This expression of interest is driven by their OPA and ZBA applications related to 660 Belmont Avenue West, that were delivered to the Planning Division early in July 2020.

In discussions with various Councillors, and in a presentation to a Neighbourhood Information Meeting, I have heard various viewpoints or understandings of how this process would be managed, when it would be discussed by Council (both in caucus and in a public session), how and when the land would be deemed surplus, how and when the public would be notified of the City's intent to sell the land, etc.

I have been left with conflicting viewpoints on this whole process.

Could you please provide documentation on the City's policies and procedures that would come into play in dealing with this request, as well as information about which City department would be managing this process?

Perhaps the policy and procedure documentation exists on the City's website, in which case you could provide links to those web pages?

If the City determines that the land can be sold, because the southern leg of this laneway abuts the developer's property at 660 Belmont and the Tim Hortons property immediately to the south (638 Belmont), I would expect that TDL Group (Tim Hortons parent company) which owns the 638 Belmont property, would be offered an opportunity to purchase the half-width of that portion of the laneway.

I have no idea whether the TDL Group is even aware that there is a development proposal for the neighbouring 660 Belmont property under consideration by the Planning Division, let alone whether they are aware that they might have an opportunity to purchase the half-width of the laneway.

Please give me a call if you have questions about my requests for this information.

Thank you for your assistance.

Sincerely, 797 Belmont Ave W

Garett Stevenson

From:
Sent: Tuesday, September 14, 2021 10:44 AM
To: Garett Stevenson
Cc: Margaret Johnston; Debbie Chapman
Subject: [EXTERNAL] RE: 660 Belmont - address list for mailed notifications

Good morning, Garett.

Thank you for your reply email.

By the way, I did see your email last week, advising that you would need some time before you could reply to my request for the list of addresses. I appreciated your acknowledgement of my request but I was not at all expecting a prompter reply. Your email last night was much better turnaround than I could reasonably expect.

Thank you for your assistance.

From: Garett Stevenson [mailto:Garett.Stevenson@kitchener.ca]
Sent: Monday, September 13, 2021 20:36
To:
Cc: Margaret Johnston; Debbie Chapman
Subject: RE: 660 Belmont - address list for mailed notifications

Hello Jeff,

Sorry for the delay in my response. I hope you saw my earlier email advising that I needed more time to respond.

I have provided the list of addresses (below) that were mailed within 120 metres of the subject site. We sent mail 3 times as you note below – initial circulation on August 7, 2020, notice of the first NIM on December 4, 2020 and notice of the second NIM on February 4, 2021.

The next mailout will be the notice of the Statutory Public meeting when it is scheduled (not scheduled yet).

As there will not be a mailout when the website is updated, I have committed to following up with the FOBV to make you aware when that happens.

The list below will be updated to include anyone who participated in the process that is outside of the 120 metres as well. And the same notice will be sent by email to everyone that participated as well.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener



10 EARL ST
10 EDEN AVE
100 GILDNER ST
101 GILDNER ST
104 GILDNER ST
105 GILDNER ST
109 GILDNER ST
11 ROCK AVE
110 GILDNER ST
12 ROCK AVE
125 MT HOPE ST
133 MT HOPE ST
135 WOOD ST
136 WOOD ST
139 WOOD ST
143 WOOD ST
147 WOOD ST
15 ROCK AVE
16 EARL ST
16 ROCK AVE
160 GLASGOW ST
45 CLAREMONT AVE
185 GLASGOW ST
193 GLASGOW ST
197 GLASGOW ST
2 EARL ST
20 EARL ST
20 ROCK AVE
201 GLASGOW ST
660 & 678 BELMONT AVE W
21 ROCK AVE
210 GLASGOW ST
214 GLASGOW ST
217 GLASGOW ST
665 BELMONT AVE W
220 GLASGOW ST
142 WOOD ST
30 EARL ST
696 BELMONT AVE W
34 CLAREMONT AVE

35 CLAREMONT AVE
36 EARL ST
38 CLAREMONT AVE
651 BELMONT AVE W
39 CLAREMONT AVE
40 EARL ST
156 GLASGOW ST
44 CLAREMONT AVE
677 BELMONT AVE W
49 CLAREMONT AVE
6 EARL ST
200 GLASGOW ST
657 BELMONT AVE W
673 BELMONT AVE W
68 EDEN AVE
681 BELMONT AVE W
693 BELMONT AVE W
699 BELMONT AVE W
137 GLASGOW ST
703 BELMONT AVE W
129 MT HOPE ST
207 GLASGOW ST
132 WOOD ST
9 CLAREMONT AVE
146 WOOD ST
701 BELMONT AVE W
705 BELMONT AVE W
604 BELMONT AVE W
611 BELMONT AVE W
669 BELMONT AVE W
638 BELMONT AVE W

From:
Sent: Friday, September 3, 2021 5:14 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont - address list for mailed notifications

Happy Labour Day Weekend, Garett.

My understanding is that the addresses within 120 metres of the 660 Belmont site were mailed notices about the proposed development on at least three occasions (August 7, 2020; December 4, 2020 and February 4, 2021).

My further understanding is that this same mailing list is intended to be used again to notify the community of both

- the delivery of the new proposal (forthcoming) from the Zehr Group and
- the notice of the first statutory meeting (Planning and Strategic Initiatives Committee).

Please correct my understandings if they are not correct on these details.

Over the last year, there has been much discussion and conjecture in the community over how many actual letters were, and will be, mailed on these occasions.

In order to resolve that question, I am writing to ask for the list of addresses that have been, and will be, used for these mailings. I am not asking for the names of the people or organizations at these addresses, so there should be no concerns over privacy in releasing this list of addresses.

Given the overwhelming interest in the community regarding this development proposal, I also request that strong consideration be given to expanding the address list for the next mailings - to include all properties within at least a **240 metre radius** of the site. This larger radius would better reflect the main properties that will be impacted by this proposal.

In recent weeks we have continued to meet people living relatively close to 660 Belmont who have little or no knowledge of the development proposal and the impact that will have on our community. In light of the fact that Parking Study authors used a **200 metre radius** when they assessed the availability of on-street parking in the neighbouring residential neighbourhoods, I suggest that expanding the radius for future mailings regarding the 660 Belmont proposal would be totally justifiable.

Thanks for your assistance.

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Support responsible development.
Visit FriendsofBelmontVillage.com

Garett Stevenson

From: Garett Stevenson
Sent: Sunday, November 14, 2021 8:09 PM
To:
Cc:
Subject: RE: [EXTERNAL] FW: Meet the Developer: Learn more about the redevelopment of 660 Belmont Ave. W.

Hello,

I was copied on their emails, however I will not be attending any of these meetings.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Friday, November 12, 2021 2:39 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc:
Subject: [EXTERNAL] FW: Meet the Developer: Learn more about the redevelopment of 660 Belmont Ave. W.

Good afternoon, Garett.

On the same day that you wrote to Maureen Ferraro (to alert FBV that information about the revised 660 Belmont proposal was available on the city's website), I received the email below from "660 Belmont".

I was surprised to see that you were copied on that email.

Please advise why the Zehr Group copied you on the invitation email directed to me.

Because I expected that the "Meet the Developer" events would be, in some fashion, a promotional effort, it did not make sense that you would be on copy.

Wishing you a good weekend.

Thanks.

From: 660 Belmont [mailto:660belmont@gmail.com]
Sent: Wednesday, November 03, 2021 14:20
To:
Cc: Garett.Stevenson@kitchener.ca
Subject: Meet the Developer: Learn more about the redevelopment of 660 Belmont Ave. W.

Dear .

I hope you are doing well.

As one of the fastest growing regions in Canada, Kitchener must prepare to accommodate 950,000 people by 2051. The region understands the need to focus on collaborative and smart solutions that fit everyone's needs. With this in mind, strategic and sustainable home development is critical in supporting the influx of new residents, addressing low housing supply and meeting demand.

Zehr Group is proposing to redevelop 660 Belmont Ave, W. from a one-storey commercial building into an 11-storey mixed-use development with 132 residential units and ground-floor commercial space. This proposal is just one example of how the region can provide much-needed housing opportunities and ensure an adequate supply of housing for present and future generations.
Zehr Group appreciates and encourages community input to drive insightful development. To date, community input has been critical in the planning of 660 Belmont Ave, W. and has led to key changes in building height, total storeys and design.
Continuing to foster this strong relationship with our community, we would like to invite you to "Meet The Developer" — an event to explore the redevelopment plans and view the site for yourself. We encourage you to ask questions, share insights, and learn more about the proposed development of 660 Belmont Ave. W.
To ensure we can meet with as many members of our community as possible, please select the date that best suits your availability and we will be in touch with finalized event details.
Thank you for your time and we look forward to meeting you.

All the best,

Zehr Group

ZEHR

Garett Stevenson

From:
Sent: Tuesday, November 23, 2021 8:20 AM
To: Garett Stevenson
Subject: [EXTERNAL] 660 Belmont Proposed Development

Importance: High

Good Morning, Garett!
Since we last talked, I understand you have a new position with the City of Kitchener. CONGRATULATIONS!
The letter below was sent to Mayor Vrbanovic and the City Councillors. Please note that what I have written barely scratches the surface.
I would like my concerns as communicated to the mayor and councillors to be included in the staff report.
With much appreciation,

From:
Sent: November 22, 2021 11:39 PM
To: Councillor Bil Ioannidis ; Councillor Christine Michaud ; Councillor Dave Schnider ; Councillor Debbie Chapman ; Councillor John Gazzola; Councillor Kelly Galloway-Sealock; Councillor Margaret Johnston; Councillor Paul Singh ; Councillor Sarah Marsh ; Councillor Scott Davey ; Mayor Berry Vrbanovic
Subject: 660 Belmont Proposed Development
Importance: High

Dear Mayor Vrbanovic and Councillors,

It has been 6 months since we first met (in person or virtually), during your guided tours of Belmont Village. Back in the spring, your willingness to meet with representatives from the Friends of Belmont Village (FBV) was encouraging. We appreciated the opportunities to dialogue and to learn from each other.

After many months of waiting, the Zehr Group has delivered a revised proposal to our city planners. As a concerned citizen who, from the very beginning, has been closely following the proposed 660 development, it is more than disappointing that the Zehr Group has done little to address the major concerns raised by the citizens at the two NIMs and the small group meetings. The overriding concerns raised at the public meetings were:

1. the impacts of a building height almost double the by-law
2. sustainability
3. the sale of a portion of Belmont Lane East to the developer

A recent report in The Record (Saturday, November 6th, 2021) has compelled me to write to all of you to keep you apprised of ongoing concerns and to separate substance from spin.

It is implied in the newspaper report (and in the headline) that the revisions will significantly reduce the building height. **This is not true!** Based on the architectural drawings, the actual height of the structure is now 43.7 metres and the net reduction in height is 4.7 metres. These measures are available on the City of Kitchener's website. The newspaper report would have one believe that the building height is now 39.1

metres tall. **This is spin.** The slightly reduced height (at 43.7metres) is a far cry from the current by-law height of 25 metres.

The artist's rendering, published with the newspaper report, showing the scale and perspective of the building **is deceptive.** One would need to sit atop a 25 metre high perch to have the same vantage point! The building now appears much smaller than the renderings provided with the original development proposal, which showed the build from a perspective closer to street level. **This tactic is deliberate and misleading.**

In terms of sustainability, there are few real or firm commitments from the developer. The letter signed by the Zehr Group regarding Sustainable Development Initiatives is littered with phrases such as: "It is our intention…", "will contribute to promote sustainable development", "provisions may be provided", "may be designed", "will consider", "will assess feasibility", "we will strive to", "wherever possible". There are no assurances in such promises.

The newspaper report also fails to mention the Zehr Group's request to purchase City-owned Belmont Lane East from the south entrance off of Belmont Ave to Claremont Ave. This was discussed at the pre submission meeting but was not divulged to the public when letters were sent to the residents within 120 metres of the site. It came to light during the NIMs that the City signage was misleading and that the intent of the developer to purchase the laneway was not disclosed to the public. Even now, the developer's revisions are presented as if the purchase of Belmont Lane by the developer is a forgone conclusion. Sale of this laneway only benefits the developer while eliminating all future possibilities that could improve the community. The Urban Design Manual published by our City recommended that the Belmont Lanes (East and West) be maintained as public property! We have finite public spaces in our established neighbourhoods. I worry that developers initiating the purchase of publicly-owned laneways for their personal gain will become the norm. As one developer has told us, it is a novice move to sell a public laneway that is currently used by citizens. I urge you, as our elected officials, not to go down that rabbit hole!

Taxpayer money has been spent creating by-laws that are not being enforced and creating urban design manuals and guidelines that are being ignored. If we want to have the reputation of being a smart city, we need to make decisions that **raise the bar for innovative, visionary development**. When developers set the terms for developments and when only the minimum of building codes are met, the outcomes are not in the best interest of the public, the environment, or future generations.

Intensification has become "**THE**" justification for building higher. Developers are routinely seeking zoning by-law amendments to grossly increase building heights. In every ward, aggressive development is occurring because it is not being stopped. We know that the City of Kitchener and the Region have achieved intensification well above targets for several years. The intensification argument is not valid to support excessive height requests. Intensification targets can be met within the current zoning by-law height limitations. Building smarter and enhancing the liveability of our communities is long overdue. Inclusive, net zero, smart builds, designed to enhance established neighbourhoods are all possible within the current zoning by-law constraints. Please support smarter (not higher than by-law) builds, to improve the quality of life for all.

In the Belmont Village area, we are looking to the future with eyes wide open. We envision responsible development that protects the diverse businesses and shops that we frequent. We welcome, in fact we embrace, new development within The Village that protects what we value most. Stability, livability, and a sense of belonging are important to us. People who move here tend to stay for the long term. Invested citizens feel a sense of ownership. They help to create a safe community and they work to protect it.

In contrast, developers and their stakeholders swoop in for the short term. Their involvement in a community is profit motivated. We know that the higher the build, the greater the number of investors (both local and foreign) and the greater the transitory occupants and vacancy rates. Studies have demonstrated that residents feel increasingly isolated and less connected to their community the higher they live above street level. Developers have told us that investors don't care about parking, amenities, greenspace, or liveability. We know that the more exclusive the build, the less diverse and inclusive the shops. Smaller units and fewer options for growing families also result in a more transient population. I can't imagine that any of you, as our elected officials, would want the degradation of established communities to be your legacy!

I understand that the 660 Belmont revised proposal will be presented at PSIC in early 2022, and realize that there will continue to be "spin" created by the developer and its public relations team to promote this proposal in the heart of Belmont Village. I urge each of you, as our elected officials, to listen to your constituents and to question the ultimate intent of this developer. Who is truly benefiting from the sale of the City's Belmont Lane East and who is profiting from a build almost double the height of the current zoning by-law? It is certainly not the communities that surround this property.

I would be pleased to hear your thoughts about my concerns as outlined above.

Sincerely,

797 Belmont Ave W
Kitchener, ON
N2M 1P5

Garett Stevenson

From: Garett Stevenson
Sent: Wednesday, December 8, 2021 6:24 PM
To:
Cc: Margaret Johnston; Debbie Chapman
Subject: RE: [EXTERNAL] 660 Belmont as a PSIC agenda item

Hello,

This item is **not** scheduled for the January 10th meeting. As soon as it is scheduled, I will reach out to everyone to provide advance notice so everyone can plan accordingly.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Wednesday, December 8, 2021 6:18 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont as a PSIC agenda item

Good evening, Garett.

As I am sure you are aware, there are many in our community who intend to make a presentation at the PSIC meeting when 660 Belmont is an agenda item.

Several of these people have been asking us to advise them whether this matter will be on the agenda for the January 10th meeting.

As a courtesy to this community, I ask that you confirm your plan as to when PSIC will be asked to deal with this matter.

Will that happen on January 10th or will it be dealt with in February or a later month?

With much appreciation.

Sincerely,

Love Belmont Village?
Support responsible development.
Visit FriendsofBelmontVillage.com

Garett Stevenson

From:
Sent: Monday, June 7, 2021 11:43 AM
To: Garett Stevenson
Subject: [EXTERNAL] FW: Friends of Belmont Village Newsletter #2 - April 10, 2021

Hi Garett,

I haven't heard much about the Belmont project in recent weeks and I had meant to send this on to you sooner.

I'm really concerned about the attitude shown by Zehr Group that an 8 story project for this location isn't viable. So they haven't got drawings and have had zero intention of sticking with what is within the bylaws now.

How is this different than me buying a residential lot and expecting to put a 4 story house on it to get the square footage I need, regardless of what the rules are? No council would even consider entertaining this.

What is considered financially viable? Would they lose money or just not make enough money to satisfy their profit margin? There are so many questions that blanket statement generates that we haven't even heard any details to support this. It's just a short non descript answer.

Thanks

From: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Sent: April 23, 2021 3:47 PM
To:
Subject: Re: Friends of Belmont Village Newsletter #2 - April 10, 2021

Hi ,

Thank you so much for your note. You have identified a lot of issues here that Garett Stevenson would be best to raise your questions with.

Garett's report was a report of when asked certain questions how the Developer answered them. He would be able to address your thoughts with regards to these answers from his professional perspective.

Garett's email is garett.stevenson@kitchener.ca.

I would be happy to forward your email to him and copy you in as well if you would like.

Thanks!

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca

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From:
Sent: Friday, April 23, 2021 2:44 PM
To: .
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] RE: Friends of Belmont Village Newsletter #2 - April 10, 2021

Hi .

I read the recent response put out on twitter from the City Planner, and one thing I was shocked by is the canned respond from Zehr Group that the building isn't feasible at 8 stories. HUH?

Is there some way for us to get further information on this? It's a bit surprising given how many successful 8 story complexes have gone up across KW. It's not feasibly because...I draw a blank here other than they won't make enough money. And that's not an acceptable reason to grant exceptions. Exceptions should be granted where the city benefits as a whole from the project. I do not see any considerations here that support that.

There are a number of possible reasons for this response, but its concerning that going into this the project wasn't viable at the current heigh restrictions. They've gone ahead with their drawings and planning as if they would be approved. Dettmer has moved across town.

I feel like I'm missing something here about this whole process – any thoughts on who I should address this to?

I've also worked with Zehr Group in the past. They were the defacto General Contractor in the Catalyst 137 building. I ended up terminating my agreement with them because they refused to work within my budget, and insisted the project couldn't be done. So I went to another contractor that I knew would work with me. In my budget. Zehr Group budgeted double what my project ended coming in at. This Belmont project smells similar...

Thanks
Lara

From:
Sent: April 10, 2021 4:36 PM
To:
Subject: Friends of Belmont Village Newsletter #2 - April 10, 2021

The continued existence of Belmont Village, with the charm and character that we know and love, is very much threatened.

Please open the attached PDF file to read the second newsletter for Friends of Belmont Village.

Garett Stevenson

From:
Sent: Wednesday, September 2, 2020 5:01 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] 660 Belmont redevelopment Dettmer Tire location

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Juliane,

Thank you for the opportunity to write and offer my opinion on the proposed redevelopment.
I like the idea of the spot being used for housing but not 13 storeys high.
That is far too high for our neighbourhood. I think it should be limited to 8 as per the current bylaws.
13 will feel huge, towering and out of place, as well 163 individual units is a lot of people and a lot of extra cars in one spot.

Cars especially at an already very, very busy corner of Glasgow and Belmont. That much traffic will take away from the village feel in Belmont, where traffic is generally slowed.
We don't want a ton of cars going up and down the village all day and night. Will feel like a major route rather than the village.

I welcome new development and the influx of new housing, But not an explosion of people and cars at the end of the village. Feels too much. Let's keep them to 8 stories, that in itself will be well enough.

Respectfully,

104 Earl street,
Kitchener, Ontario.
N2M 2V9

Garett Stevenson

From: Rosa Bustamante
Sent: Wednesday, February 24, 2021 2:45 PM
To: Margaret Johnston; ; Juliane vonWesterholt; Joanne McCallum
Cc: Debbie Chapman; Dan Chapman; Justin Readman; Janine Oosterveld; Garett Stevenson
Subject: RE: Information meeting regarding Belmont HIGHRISE

Hi

Thank you for your email. Please see my responses to your questions below:

1. The meeting tomorrow is a Neighbourhood Information Meeting organized by the City of Kitchener, supported by City staff from several departments and also attended by the applicant in the event that some questions can best be answered by the applicant. We can certainly appreciate that the irtual style of Neighbourhood Information Meeting used does not afford the residents the same ability to speak as the panelists. This model is temporary during the pandemic and used when there is a large number of residents attending to ensure we can try to address as many questions as possible during the meeting. We know that residents may want to hear answers to all questions, and we want to make sure that the answers are provided for everyone to hear, which is why the number of speakers is limited.

   We continue to improve on our digital engagement and reflect after every meeting on how to make it better. The large scaled digital meetings clearly have some unintended consciences that we will continue to work to address. While large scaled meetings like the one in December, and the one planned for Thursday, are efficient in sharing information, they need to be supplemented with some two way dialogue between City staff and the residents. We are planning a series of smaller scaled digital meeting with 10-15 people in attendance so that everyone will have an opportunity to speak and ask questions. We will be announcing the details of these meetings (planned for the week of March 16) on Thursday night.

2. The City has a planned Urban Structure – meaning that every property has policies and regulations that guide existing and future uses. For example, as you note, the City must intensify in key locations to accommodate growth to prevent urban sprawl. The City is planned with intensification areas including a series of nodes and corridors and Belmont Village is planned to accommodate additional growth as an Urban Corridor. The nodes and corridors are part of the City-wide approach to accommodating growth, and any changes would have to be considered comprehensively through future reviews of the Official Plan. The City's Official Plan includes policies that permit buildings designated as Mixed Use in Urban Corridors to be 8 – 12 storeys in height subject to the applicable policies.

3. The City has reviewed the Parking Study and Transportation Demand Management (TDM) Plan submitted with the application. The Developer is seeking a reduction from the required parking and the report notes some key TDM measures that could be integrated as part of the development to reduce parking demand - 10 accessible visitor and 82 secured bicycle storage spaces, selling/leasing a residential and parking units separately, as well as access to transit and pedestrian connections). As part of processing the application, our Transportation Department will review the Parking Study and TDM Plans.

4. The Planning Act requires that notice be provided to properties located within 120 m of a development application and the City has followed this practice for this application. As part of the City's recent Development Services Review which included a review of opportunities to improve our public engagement practices, the City is exploring opportunities to expand the circulation radius for notice of development applications in order to provide more broad notice of future development proposals.

5. Section 42 of the Planning Act gives the City the authority to require parkland dedication as a condition of certain types of development. Local approval authorities, like the City of Kitchener, are responsible for preparing a Parkland Dedication Policy which outlines the criteria for requiring parkland dedication (as land or a cash payment) and to plan future park needs. The current Parks Strategic Plan outlines where parkland is needed and provides strategies for acquiring the needed parks. Recent and future investments in the Iron Horse Trail are also intended to strengthen a key active transportation corridor to connect residents to trails and parks throughout the City.

If you have additional questions or comments, please let me know.

Kind regards,

Rosa Bustamante

Director of Planning | Planning Division | City of Kitchener
(519) 741-2200 ext. 7319 | TTY 1-866-969-9994 | rosa.bustamante@kitchener.ca

From: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Sent: Wednesday, February 24, 2021 2:00 PM
To: I Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>; Joanne McCallum <Joanne.McCallum@kitchener.ca>
Cc: Debbie Chapman <Debbie.Chapman@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>
Subject: Re: Information meeting regarding Belmont HIGHRISE

Hello

Thank you for your follow up. I will let Rosa Bustamante our new Director of Planning reply to your questions below. This meeting is being run and co-ordinated by our Planning Department.

Thanks again.

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca

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From:
Sent: Wednesday, February 24, 2021 12:17 PM
To: Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca>; Joanne McCallum <Joanne.McCallum@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>
Cc: Debbie Chapman <Debbie.Chapman@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>; Dan Chapman <Dan.Chapman@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>
Subject: [EXTERNAL] Information meeting regarding Belmont HIGHRISE

Dear Juliane, Joanne and Margaret,

Thank you to all of you for responding to my request for a zoom invite to tomorrow night's info meeting regarding the Belmont high-rise. And to Margaret for correcting the email address for me. I appreciate that.

I understand this is an info meeting from the city or the developer? And not a question session for those of us who live in this community. Can you please clarify for me?

And if so, when will the community members have an opportunity ?

I have a few other questions as well please.

1) What does the city see as the advantage to the 13-storey building in the village?

I understood it was to be 8-storeys, and why are we now considering 13?
It is extremely high for the area.

2) Will the developer be able to build what he/she wants or is there anything that requires the developer to adhere to a look that is fitting with Westmount/Cherry Hill and the Belmont village community?

3) I understand that there is **reduced parking available in this proposed highrise** and there will not be enough spots for all the residents or their guests? The solution is for many of the residents and guests to simply park on residential streets surrounding the building.

Is this a normal and viable solution from the city's point of view to allow "hunt and peck where you can" side street parking when considering a building of this size??

4) I live at 104 Earl street and I am wondering **why all my neighbours on the other side of my street were not in receipt of the formal notice from the city to inform them of this development?**
Why were they left out of the city's announcement?

5) Is there a **plan for increased green space** with the influx of this many people? Does the city consider these sorts of things when allowing a dense population building?

Thank you,

Best regards,

104 Earl Street,
Kitchener, Ontario.
N2M 2V9

Garett Stevenson

From:
Sent: Friday, March 19, 2021 3:29 PM
To:
Cc:
Subject: [EXTERNAL] RE: HI Garett

Nicely done,

Did you bcc the whole FBV Leadership Group?

From: Maureen Ferraro [mailto:mferraro@wlu.ca]
Sent: Friday, March 19, 2021 14:55
To: Garett Stevenson
Subject: HI Garett

Dear Garett

I know it is Friday afternoon and I am sure you are just pooped after doing these sessions all week. Thank you for extending this opportunity to all these session with our community members.

I think it would be prudent and most decisive in this situation for our city planners to agree on doing a study on the growth for the Belmont village area, encompassing the Westmount and Cherry Park areas.

There is just too much at stake here to allow BIG developers with lots of money and clout to simply come in and create their "self-serving vision" without input from the surrounding communities and the people who live here.

Why is it their vision? It's my community, my neighbourhood. Me and my neighbours support the businesses in the village daily. I've paid the taxes here for 22 + years not them!! .

Absolutely I understand the area is zoned for mix use, and absolutely we must allow for additional housing and absolutely it needs a sprucing up. And absolutely we must allow for and be open to growth. Yes, in complete agreement !

But not a decimation!

Because you and I know Garett this is where we are headed.

So before we let developers decide on the vision for Belmont village and for our community neighbourhood let's do an urban study or plan that would be considerate of ALL stakeholders, not just the guys with the money.

What do you think about that possibility?

Thanks, Garett,

I hope you can have a well-deserved restful weekend.
Get outside where there is fresh air for your head, I am sure you could use it.

Kindest regards,

Garett Stevenson

From: >
Sent: Thursday, April 29, 2021 2:19 PM
To: Garett Stevenson
Subject: [EXTERNAL] 660 Belmont .

Dear Garett,

I hope this finds you doing well. I know that you must be tremendously busy. I appreciate you being open to continued input.
and I want to thank you for all your hard work on this. I hope you don't mind my "bold" font, that's my passion!

A couple of things that I want to re-iterate as I think they are extremely important and front and centre to the opposition to the Zehr developments condo proposal.

1) The proposal for 660 Belmont in its current form will set a **"dangerous precedent" for future proposed developments up and down both sides of Upper Belmont, in Belmont Village.** This will assuredly result in the *eventual decimation of the character and use of the village*. Developers are not interested in being landlords. They tear down and they rebuild to make money. I'm not opposed to developers making money. I just think we should be clear about everyone's intentions.

As you know and have stated, to accept this proposal and the imposing size of this build in this neighbourhood, will put extreme pressure on future city planners to accept proposals from "other" developers for the same size, height if not higher, with no regard for the existing use or character of the community.

- **660 Belmont is the gate keeper to the future survival of the "character" and use of Belmont Village**
- **The fact that some of the existing buildings are old and tired and need retrofitting is not remedied by a 49-metre condo building!!**

2) The mixed-use by-law for the **east side of Belmont is 25 metres**.
The amount the developer can legally ask to increase this by is 50%**, NOT 100%,**
So, can we please be sure that in our discussions **we are not considering the 100% or the 49 meters as a place to work or compromise from!**

In our opposition to this proposal, we have been reminded many times "that to request a build below the current by-law" is not allowed. (Even though the city's official plan
does indicate that 2 to 4 storeys in Belmont village would be ideal, before the by-law changed and made this official plan mute.)

So, it is fair to say , that both the developers and the community must stay within what the current by-law allows for point of discussion and compromise.

- **37.5 metres is the only allowable legal increase request!**
- **49 metres should not even be in the equation or up for discussion.**

3) Please refer to of 15.D.4.23 of the official plan.

The clause reads as follows -

"Notwithstanding Policy 15.D.4.2, the City **MAY CONSIDER** increases to the permitted building height of up to 50% of the permitted building height where a development or redevelopment provides a mixed-use building containing residential units. It **MUST BE** demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied".

What we have seen so far in the proposal is a "overbuild" monolithic design that does not suit the character of the village. There is no green space or amenities for the 163 units/tenants, small street side patio of 5 metres deep, increased traffic to the village and the neighbourhood, loss of sunlight all year round to many homes in both Cherry Park and Westmount neighbourhoods, and insufficient parking for the residents, their visitors, and patrons to the new building.

(The developer's proposal that the "community" can use the parking lot behind the building for events is inconsequential at best. (All Belmont neighbours' chip in to help with neighbourhood activities, lane or block parties etc. it's no biggie!!) I donate my backyard and electrical outlets to Bestival every year for 3 days. It's just what we do here to make things work for our community).

- **We have not yet seen the required compatibility criteria in this proposal to warrant going the extra 50%.** (Maybe you have a new proposal in hand.)
- **We know that the developers feel anything less than their proposal is not viable. T**

4) The laneway that runs between the Dettmer lot and Tim Hortons and behind is a city owned laneway.

As tax paying community members and I suppose you could say we are part owners of the land, we would ask the city to not to sell this piece of land.
This laneway serves a very important role in the practical day to day functioning of the current buildings and businesses and thus maintains the
relaxed and friendly feel of the village.

Large transport trucks use the laneway for the delivery and collection of many goods and services behind the buildings and not on the actual street.
Without the laneway to use, these large trucks and vehicles will be on the village street.

They are huge, disruptive, noisy, creating dust, blocking traffic, and hindering drivers, pedestrians, and outdoor diners during deliveries.

The fact that the garbage is currently picked up from behind also allows the wide city sidewalks of the village stay clean, friendly, and walkable all year round, every day of the week. It maintains a pedestrian friendly feeling and allows for open air dining/beer gardens on the boulevard.
If we lose the laneway this will all cease and the street in the village becomes very utilitarian, eliminating the people place "village feel".

- **Community members do not want the laneway sold.**
- **If sold "the loss of use" of the laneway will contribute to the decimation of the village and its ability to function as a part of a pedestrian friendly community.**

Thank you, Garett,

Again, just needed to get these few things off my chest and remind you of the impact.

The developers tell a good story about being tied to the community, but at the end of the day this development in its current form impacts the village and the community negatively for the future.

As a city, and as residents *and* developers we can all do so much better for this community and future residents of our city.

Sincerely,

104 Eart Street,
Kitchener, Ontario
N2M 2V9

Garett Stevenson

From:
Sent: Friday, June 11, 2021 12:01 PM
To: Garett Stevenson
Cc: Margaret Johnston
Subject: [EXTERNAL] 660 Belmont proposed amendments

Dear Garrett,

I hope this finds you doing well and having a great start to your summer.

We wanted to follow up regarding our most recent meeting that we had with you and Margaret about the proposed amendments to the condo build at 660 Belmont.

We understood from that meeting that the Zehr group was working on some changes as suggested by you and the planning department, including input from the community. Mentioned during that meeting was height and setbacks?

We are wondering about the status of the amendments, and if you have received it back yet.

And if not what kind of timeline was suggested to the developer to complete same?

If you are in possession of the amended proposal, can you, please share with us what has been achieved so far?

Thank you, Garret. If it is easier for you to attend another "zoom" meeting with us to discuss, let's please do that.

Thanks again.

Friends of Belmont Village
104 Earl Street

Garett Stevenson

From:
Sent: Tuesday, August 17, 2021 8:28 PM
To: Garett Stevenson; Margaret Johnston
Subject: [EXTERNAL] Re: Friends of Belmont Village are wondering about an update on the 660 proposal

Thank you for the update Garett.

A couple of us attended a recent BIA meeting, and JD was present.
He indicated that they were working on something that they were "very excited about" and made the inference that we would be excited too. Not sure if that was postering for the BIA membership or if they are truly getting close with something acceptable.

As discussed previously with you , you had mentioned that you would be alerting us in advance to tell us the new proposal has been submitted and posted to the city site. (It's because of the way he talked during this meeting we thought that there may have been some action.) Just checking. Thank you.

Thanks Garett,
and Margaret

Kind regards,

On Tue, Aug 17, 2021 at 3:27 PM Garett Stevenson <Garett.Stevenson@kitchener.ca> wrote:

> Hello,
>
> I have not received a resubmission yet. When I do, I will update the development application website (www.kitchener.ca/planningapplications).
>
> And without a revised submission, I have not yet scheduled the statutory public meeting (Planning Committee and Council). I will keep everyone updated in that regard as well.
>
> Thanks,
>
> Garett

From: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Sent: Tuesday, August 17, 2021 1:31 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc:
Subject: Friends of Belmont Village are wondering about an update on the 660 proposal

Hello Garett and I

I received an email today from I who is copied above. She asks, "We are wondering if you have any indication of the progress the Zehr group has made on the development and if it will be within the bylaw at all? Do you have any sense of when they may be done?"

Do you have any updates that you can share Garett?

Thanks!

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca



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Garett Stevenson

From: Garett Stevenson
Sent: Monday, October 11, 2021 9:47 PM
To:
Subject: RE: Hello Garett, from Maureen Ferraro

Hello,

A few comments below in red.

Hope you had a lovely Thanksgiving weekend.

Thanks,

Garett

From:
Sent: Friday, October 8, 2021 2:47 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] Hello Garett, from Maureen Ferraro

Dear Garett,

I know it is Friday afternoon of the long weekend, I certainly don't expect an immediate reply, but I do have some very important questions that
I know you could help me with.

1.
2. When do you anticipate hearing back from the Zehr group with their revisions? Have you had any indication at all that it is pending?

I think that they are gearing up to submit a revised proposal in the next couple weeks. I will post at www.kitchener.ca/planningapplications when we get something submitted.

3. We met with the BIA two months ago and JD Zehr in that meeting stated that there were some exciting "changes" coming.

I am waiting to see the revised proposal.

4. It's been months now since they last told you this and we are wondering if this is normal for it to take this long? what do you think?

It can take this long if they are redesigning the site and redoing their proforma (updating the financial assessment of the project).

2. I am also wondering what garbage/organic/recycling management systems/facilities must be installed in 660 Belmont and other "tall" buildings. My son lives in a tall one in Toronto and the efforts to recycle

are just abysmal. I am hoping we have by-laws for condos in this city for same. Well, by-laws with teeth that is.

I know that Charlie West has a three sorter chute system (recycling, organic, garbage) so I anticipate the same here.

3. Who are the owners of the 660 Belmont site? Is it solely the Zehr group or are there other partners?

I do not know the make up of the business arrangements of the ownership.

Many thanks Garett,
With kind regards as always and a Happy Thanksgiving.
Sincerely,

Garett Stevenson

From:
Sent: Tuesday, January 12, 2021 12:32 AM
To: Juliane vonWesterholt
Cc: Margaret Johnston
Subject: [EXTERNAL] Re: 660 Belmont updated share file link
Attachments: Google Earth Showing Residences in Glascow - Avondale - Union - Belmont Block.pdf; Google Maps Walk to Station.jpg; Look South Along Belmont.pdf; Look East From Rock.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Juliane:

I wanted to follow-up with you about the 660 Belmont Proposal.
(I apologize for the delay getting this to you - I would have preferred an extra week considering the time was over the extended Christmas break....)

We are not in favour of the proposed project as follows;

1 - Massing

At 13 stories the proposed building is too high compared to other neighbouring buildings in the Belmont Village block, which are ~ 2 stories high or less.

I have attached a few mock-up views showing the comparison.

Such a tall building would wreck the atmosphere of Belmont Village, especially once other similar tall buildings are added along the block.

I think 6 - 8 stories would be more suitable.

2 - Traffic

We are concerned that there will be increased traffic that uses the "cut through" down Earl Street and Rock Street, to avoid the lights at Belmont and Glasgow.

This was mentioned at the Zoom meeting - is there a proposed resolution to this?

3 - Location to Transit

The location of 660 Belmont is approximately 1000 m walking distance from the closest ION station.

This would seem to be too far for someone who regularly commutes, to walk to the Ion station.

Why not encourage higher density close to the Ion line, so that it can be conveniently used by commuters?

I suggest that a high density building at 660 Belmont, prevents one from being economically viable at another more suitable location near the Ion line.

4 - Parking

The proposal adds 163 residences to the area.

Currently I count 94 residences in the Glascow-Avondale-Union-Belmont block.

This will create more parking pressures in the area, and traffic in the area.

If 1 or 2 similar high rise units are added in the block to the north of 660 Belmont in the future, the effect will be multiplied.

5 - Green Spaces

There are limited green spaces in the area.

Adding many new residences in the area will increase the pressures on the small green spaces.

5 - Future Development - Overall Plan for Belmont Village

If the same pattern is used for the rest of Belmont village, it will not be a quant "village" anymore.

Has the City studied how Belmont Village should be best developed?

6 - Construction

Has there been any discussions on how the construction would proceed, and specifically whether the construction would require any closure of Belmont Street or the Iron Horse Trail?

I use the trail regularly and I am concerned it will be un-necessarily closed because of construction.

Please contact me if you have any questions.

Thank you

20 Earl Street

On Fri, Jan 8, 2021 at 5:31 PM Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca> wrote:

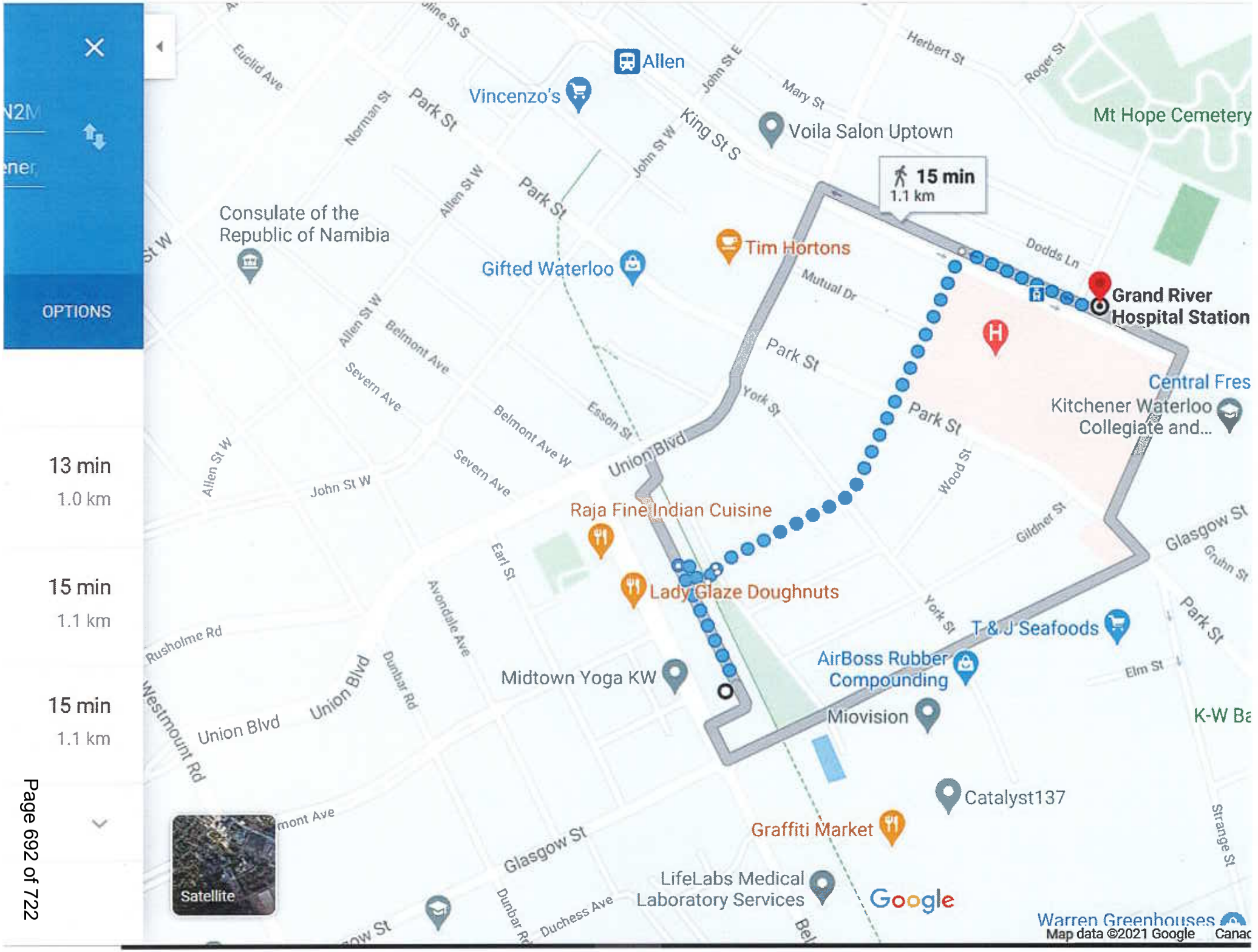
> Dear residents,
>
> There have been some updates to the share file for 660 Belmont Ave and as a result there is a new link for your information:
>
> https://kitchener.sharefile.com/d-s58deb76af1e548bcacf87d6a13ec77fd

Sincerely,

Juliane von Westerholt ,MCIP, RPP

Senior Planner

City of Kitchener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Tim Hortons
Grand River Hospital Station
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Raja Fine Indian Cuisine
Lady Glaze Doughnuts
T & J Seafoods
AirBoss Rubber Compounding
Midtown Yoga KW
Miovision
Catalyst137
Graffiti Market
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103 Units
94 Residences
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Google Earth
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Garett Stevenson

From: Garett Stevenson
Sent: Friday, March 19, 2021 5:40 AM
To:
Subject: RE: [EXTERNAL] 660 Belmont Avenue West Proposed Highrise Accesses

Hello,

Please see the responses in your questions below in red.

Thanks,

Garett

From:
Sent: Tuesday, March 16, 2021 11:06 AM
To: Internet - Engineering 9th floor <engineering@kitchener.ca>
Cc: Garett Stevenson <Garett.Stevenson@kitchener.ca>; Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont Avenue West Proposed Highrise Accesses

Dear Madam / sir;

I live close to the above proposed 13 story commercial / residential; high rise unit.

I wanted to inquire about the proposed accesses to the property, both to Belmont Avenue and to the Iron Horse Trail.

1 - Belmont Avenue West Access

I am concerned about the proposed use of the Belmont Lane south entrance, as an entryway into the currently-proposed development, consisting of 163 residential units and 5 commercial units.

My concern is that the south intersection of Belmont Lane with Belmont Avenue West, is too close to the intersection of Belmont Avenue West and Glasgow Street. I have attached a Google aerial view of the area. I believe currently that section of Belmont Lane does not have a high traffic volume, or truck volume, but that could change with the proposed development.

The City of Kitchener has designated Belmont Avenue West and Glasgow Street (north of Belmont) as arterial roads, so I believe their intersection would be considered as a major intersection.

The Transportation Association of Canada (TAC) 1999 Geometric Design Guidelines indicate that Arterials are roads where traffic movement is the primary consideration while land access is a secondary function. (See section 3.2.3.3)

TAC indicates a suggested minimum "arterial-road driveway / laneway access - nearest signalized intersection" spacing of 70 m. (See Figure 3.2.8.2).

However I believe that the south section of Belmont Lane is only located about 38 m from the intersection of Glasgow, almost 1/2 of the recommended distance. This could result in some of the inadequate corner clearance problems indicated in the attached TAC section 3.2.8.1.

Does the City know what the proposed highrise accesses are?
Yes. One access onto Belmont Lane East. This allows vehicles to access Belmont Avenue West via ether end of Belmont Lane East and at the mid-point at Claremont Avenue.

Has the City studied the use of Belmont Lane as an access to the proposed development?
There were no formal studies completed that focused on Belmont Lane East specifically. However an analysis was completed regarding the number of vehicle trips in/out of the site based on the proposed 163 units.

The Institute of Transportations Engineers manual, 10th edition was utilized to estimate the number of vehicle trips for the AM and PM peak hours. We looked at two options for multifamily housing, Dense Multiuse Urban and General Suburban. In this situation, we took the worst case scenario General Suburban. The data indicated that in the AM peak hour there were 50 vehicle trips generated (12 in/38 out) and in the PM peak hour, 59 vehicle trips generated (36 in/ 23 out). While the Dense Multiuse Urban generated a total of 34 AM and 31 PM peak hour vehicle trips. It should be noted that the threshold to seek a formal Transportation Impact Study is 100 vehicle trips, which is a standard adopted by the Region of Waterloo, the City of Kitchener and many other public entitieis, as anything less is seen as nominal traffic that should not have an impact on overall traffic patterns. This site did not meet that 100 vehicle trip threshold. However, there are two existing left turn lanes along Belmont Avenue West that permit access to this site at Belmont Lane East (near Union Boulevard) and Claremont Avenue. Left turns are also permitted onto Belmont Lane East (near Glasgow Street). Based on the low vehicle trips, existing left turn lanes and several access points to the site, the generated vehicle trips would be minor in nature to the surrounding road network.

Could you please provide the details of any investigations that have been done.
A parking study and transportation demand management plan was completed as part of the applicant's submission. Attached is a copy of that study.

Belmont Lane with Belmont Avenue West, is too close to the intersection of Belmont Avenue West and Glasgow Street.
You referenced TAC design guidelines for signalized intersection spacing and, on the surface, you're correct about the spacing as it relates to TAC and in today's environment. However, we need to look at what occurred in the past, in this area to fully understand when intersections where designed and road widths were allotted. This area of Belmont Avenue West (formerly Belmont Boulevard) had a road design, which included Belmont Lane East, in place in the 1930's. The location of roads are as we see them today. While the development itself is new, no new accesses are being proposed.

2 - Iron Horse Trail Access

The Iron Horse Trail is the main multi-use trail travelling north-south in central Kitchener, with users including higher speed bicycle commuters.

For fitness and commuter users, being able to maintain speed in a pleasant and safe environment are important. (I also like that it has a naturalized feel in many areas....)

Regarding the proposed highrise direct access to the Iron Horse Trail, while I recognize that convenient access is important for usage, I am concerned that there will be a high number of western accesses to the trail along the ~ 380 m section between Glasgow and Union. Currently relative to the 660 Belmont property, there are west side trail accesses located approximately;

- 35 m south at Glasgow
- 130 m north at the end of Mount Hope Street (ramp access)
- 241 m north at the north end of Belmont Lane
- 270 m north at Union

My concerns are:

- each access represents a potential conflict area for the trail users
- each access point requires sight line considerations along the trail, which would result in bushes and trees being cleared in the naturalized areas adjacent to the trail and the subsequent change of character / loss of urban wildlife habitat.
- each access must be maintained going forward - sightlines kept cleared
- will any future developments along Belmont Lane, also want their own accesses?

Does the City of Kitchener have any Policies regarding Iron Horse Trail accesses?

When the Iron Horse Trail strategy was written in 2015, one of the goals was to improve, or at least acknowledge private connections to the trail. We were trying to shift away from an exclusive corridor model at the time and encourage private access. People will get to the trail as directly as possible even if it was fenced, so it is the City's role to make the trail as safe and accessible as possible to do so. Plus we want people using the trail!

There are no direct policies that speak in great detail of accesses and crossings but the general support is in the IHT Strategy (full page snip below).

Your points on user conflict, tree clearing (though more for shade and function reasons, less habitat) and sightlines are all very valid – all of which can be controlled through design and signage.

5.4 NETWORK CONNECTIVITY



A well designed trail provides ample connections between existing transportation networks, and public and open spaces and effectively integrates into urban centres and planned future development. By providing strong network connections, trail users are able to connect with destinations not only within the urban core, but to longer distance travel linkages into surrounding neighbourhoods and communities. The Iron Horse Trail is a key component of the City of Kitchener's active transportation network serving numerous commuters, both pedestrians and cyclists, on a daily basis. Issues identified within this theme include trail connectivity, parks and public spaces, nature in the city enhancements and potential development connections.

5.4.1 Trail Connectivity

Connections to existing and planned trail networks greatly increase the recreational and utilitarian potential and value of a trail system by providing greater uninterrupted distance and safe, alternative transportation routes. The Iron Horse Trail is already an important transportation route within the Waterloo Region and is part of an integrated network that links together communities and numerous commercial and recreation opportunities. In addition to the formal linkages, there are also a number of informal worn paths that connect the Iron Horse Trail with adjacent commercial and residential areas. Through the public consultation process, trail connectivity and improved connections to surrounding areas and the broader transportation network was identified as a main concern. Comments and suggestions include:

- Improved connections from the Iron Horse Trail to Belmont Village. Improved landscaping and a partnership with Belmont Business Improvement Area could be explored.
- Improved connections from the Iron Horse Trail to on-road bicycle lanes and other cycling infrastructure.
- Extend the Iron Horse Trail further south beyond Ottawa Street and identify the potential to connect the trail to Rockway Gardens and the Trans Canada Trail.
- Explore trail connections on private property as a partnership with property owners.
- Partner with the City of Waterloo to coordinate trail improvements and enhancements and emphasize the connectivity that the trail provides between the two cities.

Recommendation:

5.4.1A. That Staff continue to improve network connectivity from the Iron Horse Trail to the larger city-wide multi-use pathways and trails network.

5.4.1B. That permanent counters be installed along the Iron Horse Trail to measure and monitor pedestrian and cyclist trail usage over time.

Thank you

Garett Stevenson

From: Garett Stevenson
Sent: Friday, March 19, 2021 6:37 AM
To:
Subject: RE: [EXTERNAL] Re: 660 Belmont Avenue W - Small Group Discussion - Zoom Link - Session 8

Hello,

The City does not keep an active list of building heights – if there is a particular building you are interested in I can pull the file and check approved plans.

If you are trying to get a general sense for height, this might be a decent resource (although I cannot confirm the accuracy): https://en.wikipedia.org/wiki/List_of_tallest_buildings_in_the_Waterloo_Regional_Municipality#:~:text=The%20tallest%20building%20in%20the,164%20ft)%20Black%20Forest%20Condominium.

I think that the Belmont Trio buildings are the tallest now, at around 46 metres in height.

Take a look and let me know you think.

Thanks,

Garett

From:
Sent: Thursday, March 18, 2021 12:02 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Cc: Margaret Johnston <Margaret.Johnston@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>
Subject: [EXTERNAL] Re: 660 Belmont Avenue W - Small Group Discussion - Zoom Link - Session 8

Hi Garett:

I apologize I forgot one question in my earlier email today.

I wanted to get a sense of what a 49 m tall building is.

Does the City of Kitchener have a list of highrise heights for existing buildings?

I wanted to know how the proposed 660 Belmont 49 m height compares to other highrises in the mixed use corridors.

How does the 49 m height compare to building heights in say the block of; Westmount / Victoria / Park Street / Kitchener northern boundary.

Could you provide me with a list of highrises (say over 6 stories) along Belmont and their heights?

Would 660 Belmont become the tallest building abuting Belmont Avenue?

Thanks

On Thu, Mar 18, 2021 at 10:33 AM Ed McCarron <edsmccarron@gmail.com> wrote:

Hi Garett:

I had a few questions about Belmont Village that I was hoping you could answer.

1 - Mixed Use

The City of Kitchener has designated Belmont as a Mixed Use corridor, is that correct?

How many mixed use corridors are there in Kitchener?

How big are they, both in terms of size, and expected residential capacity?

Is there a report that maybe summarized that, that you could point me to? (the details about each one...)

Could you provide me with a condensed summary chart of each corridor and the size data?

2 - Urban Village

The Kitchener Growth Management Plan (KGMP) Fall 2019 - Fall 2021 indicates:

- Five of the Mixed Use Corridors are major streets that lead into the Urban Growth Centre, with two being "urban villages".

What are the Urban Villages in Kitchener?

Is Belmont Village considered as an "Urban Village"?

Does the City have any planning documents relating to "Urban Villages"?

If so, could you point me to them.

If not, what does the city mean by "Urban Village"?

Does the City have any planning strategies relating to Urban Villages?

****

Thanks again for all of your help.

On Wed, Mar 17, 2021 at 5:15 PM Garett Stevenson <Garett.Stevenson@kitchener.ca> wrote:

Hello,

I am looking forward to chatting tomorrow evening between **6:30pm and 7:30pm.**

Please use the Zoom invitation information below.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



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Join from a PC, Mac, iPad, iPhone or Android device:

Please click this URL to join. https://kitchener-ca.zoom.us/j/86409470144

Passcode: 660Belmont

Or iPhone one-tap:

+16475580588,,86409470144#,,,,*9207910565# Canada

+17789072071,,86409470144#,,,,*9207910565# Canada

Or join by phone:

Dial(for higher quality, dial a number based on your current location):

Canada: +1 647 558 0588 or +1 778 907 2071 or +1 204 272 7920 or +1 438 809 7799 or +1 587 328 1099 or +1 647 374 4685

US: +1 346 248 7799 or +1 408 638 0968 or +1 646 876 9923 or +1 669 900 6833 or +1 253 215 8782 or +1 301 715 8592 or +1 312 626 6799

Webinar ID: 864 0947 0144

Passcode: 9207910565

International numbers available: https://kitchener-ca.zoom.us/u/kcirQAYsoB

Garett Stevenson

From: Margaret Johnston
Sent: Friday, April 9, 2021 11:07 AM
To:
Cc: Garett Stevenson; Allison Remillard
Subject: Re: [EXTERNAL] Re: City of Kitchener "Urban Design Manual" - Costs (660 Belmont)

Good Morning

Thanks for following up, below is the information that Garett Stevenson has put together to answer your question:

Part A – This section contains Urban Design Guidelines that were approved between 2017 and 2019. There are 13 sections that are applied based on the geography and planned function of a property (Downtown, Nodes and Corridors, etc) as well as based on the building typology (tall building, mid-rise building, etc). The City retained Bousfields to prepare the 'Design for Industrial Employment Areas' section in 2017 at a cost of approximately $30,000, however the balance of the document was prepared by City staff. The project lead was Dayna Edwards.

Part B – This section of the Urban Design Manual contains area specific guidelines are that are specific to drive through facilities, mix-use corridors and Queen Street Placemaking. The mixed-use corridors (now known as Urban Corridors) Area Specific Design Brief dates back to 2003. In 2003, Kitchener City Council supported the general principles outlined in the Mixed Use Corridor Urban Design Brief and directed staff to undertake a final public consultation process prior to their adoption and ultimate inclusion in the City's Urban Design Manual. In 2005, Council approved the Mixed Use Corridor Design Brief, largely as it exists today. The current Mixed Use Corridor Design Brief was brought into the current UDM format in Part B in 2010 (last updated 2012) which is why it says "2012" at the bottom.

Part C – This section contains specific design standards that are used to evaluate a specific proposal or plan (site plan, lighting plan, etc). This section was prepared by City staff and is updated as standards and regulations change, or when new requirements are established. This section is updated and reviewed by the City's Urban Designers.

Let me know if you have any questions.

Thanks,
Garett
Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

He will be able to answer any further questions you may have.

Thanks.

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca

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From:
Sent: Thursday, April 8, 2021 8:51 PM
To: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Cc: Allison Remillard <Allison.Remillard@kitchener.ca>
Subject: [EXTERNAL] Re: City of Kitchener "Urban Design Manual" - Costs (660 Belmont)

Hi Margaret & Allison;

I wanted to follow up to see whether you were able to come up with some costs to produce the 2012 Urban Design Manual.

Thanks

On Mon, Mar 22, 2021 at 8:59 AM Margaret Johnston <Margaret.Johnston@kitchener.ca> wrote:

Good Morning

I have copied in our Constituency Assistant Allison and we will work together to see whom your request needs to be sent to. We will get back to you as soon as possible. It may take a few days to gather this information for you.

Thanks!

Kind Regards,

Margaret

Margaret Johnston

Councillor, Ward 8 | Office of the Mayor and Council | City of Kitchener
519-741-2200 ext.2796 | TTY 1-866-969-9994 | councillor.johnston@kitchener.ca

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From:
Sent: Sunday, March 21, 2021 1:20 PM
To: Margaret Johnston <Margaret.Johnston@kitchener.ca>
Subject: [EXTERNAL] City of Kitchener "Urban Design Manual" - Costs (660 Belmont)

Hi Margaret, I hope that things are well with you.

I was trying to get details about the above City of Kitchener report, dated 2012.

Would you be able to get that information, presumably by contacting the appropriate person in accounting etc., or directing me to the person I should contact directly?

I would like to know;
- the total cost to complete the report
- how much was paid to outside consultants, and a summary list of which outside consultants were used
- the time period to complete the report
- the City of Kitchener staff experts who authored the report

Thank you for your assistance.

Garett Stevenson

From: Garett Stevenson
Sent: Thursday, April 22, 2021 6:57 PM
To:
Subject: RE: [EXTERNAL] Re: 660 Belmont - Is this in the City of Kitchener PARTS area?

Hello,

That TDM Checklist is used for properties within Major Transit Station Areas (MTSAs) in advance of new zoning being applied in the MTSAs (since the parking rates in By-law 85-1 are outdated). It is anticipated that there will be MTSA specific parking rates that are somewhere between the MIX rates and the UCG (downtown rates). We are in a time of transition because the Midtown Secondary Plan is not approved, so while 660 Belmont Avenue West is within the MTSA, we have to consider the direction in the Midtown Plan that this is an Urban Corridor (and the Official Plan directs us to look at station area planning for guidance). For properties like 660 Belmont Avenue West that are zoned in the new Zoning By-law, the TDM measures like bicycle parking and shared parking are built in to the rate (residential visitor and commercial can be shared).

So, in summary, it is not an error, but Transportation staff have to consider the proposed reduction from the MIX parking rates based on all the evidence in the Report, not just the TDM Checklist.

I hope that helps to explain this. Happy to chat any time.

Thanks,

Garett

From:
Sent: Wednesday, April 21, 2021 1:54 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] Re: 660 Belmont - Is this in the City of Kitchener PARTS area?

Hi Garett, I hope all is well.

I just wanted to follow-up to determine whether the 660 Belmont Paradigm parking study was correct in applying the PARTS parking reduction, even though 660 is not within the PARTS boundary.

Thanks

On Mon, Apr 12, 2021 at 9:47 PM Ed McCarron <edsmccarron@gmail.com> wrote:

Hi Garett;

Thanks, that answers my question - I'll need to review some of your references to understand it more.

One related question I had, was that the July 2020 Paradigm 660 Belmont Parking Study and TDM plan, talks about the 660 Belmont building being in the PARTS zone.

They also have incorrectly shown the location of 660 Belmont as being in Gildner Park (See map on Page 29 of 53).

Paradigm then assumed that 660 Belmont was within the PARTS boundary and they used the City of Kitchener "PART TDM" checklist to suggest a reduction in the required parking at 660 Belmont. (See Page 20-21 & 52-53 of 53)

Do they have that incorrect?

Thanks

On Mon, Apr 12, 2021 at 8:13 PM Garett Stevenson <Garett.Stevenson@kitchener.ca> wrote:

Hello,

660 Belmont is within the Grand River Hospital Major Transit Station Area on Map 2 in the Official Plan:

https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_OP_Map_2_Urban_Structure.pdf

Belmont Village was identified as a Draft Influence Area in PARTS:

https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_PARTS_Midtown_MIDTOWN_STATION_AREA.pdf

This direction was confirmed through the PARTS Midtown Plan and is not in the City's draft plans as part of the MTSA:

https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_PARTS_Midtown_Plan.pdf#page67

The Region has now prepared draft proposed MTSA boundaries around ION Rapid Transit Station Areas as part of the ongoing Regional Official Plan review which align with the PARTS Midtown Boundary for Belmont Village:

https://www.engagewr.ca/regional-official-plan/maps/proposed-boundaries-around-ion-rapid-transit-station-areas#marker-33821

So, given all of that direction, this property will be outside of the PARTS areas.

I hope that explains it a bit better.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Senior Planner | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



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From:
Sent: Friday, April 09, 2021 4:02 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont - Is this in the City of Kitchener PARTS area?

Hi Garett;

I hope that everyone there is safe and well.

The City of Kitchener has had the PARTS studies, for the planning around the ION line etc.

Is the proposed project at 660 Belmont Street, within the PARTS zone?

Thanks

30 Gildner St
Kitchener, ON, N2G 2H3
519-576-8106

August 30, 2020

Juliane von Westerholt,
Planning Division,
Kitchener City Hall,
6th Floor, 200 King Street West,
Kitchener, ON N2G 4G7

Dear Ms Juliane von Westerholt,

I am very concerned about the zoning by-law amendment requested for 660 Belmont Avenue by 660 Belmont LP Inc. to allow a 13 storey (49 metres in height) building to be built at this site. I think the current zoning of Medium Intensity Mixed Use allowing an eight storey (25 metres in height) is perfect for that location and thus an amendment should not be granted to 660 Belmont LP Inc. This amendment request would **double** the allowed height of a building according to the current zoning.

Belmont Village is a unique area in our city with a collection of low to mid-rise buildings surrounded by single family homes. It is a popular destination for those using the very well loved and busy Iron Horse Trail running beside the Village. I've noticed with the outdoor patios installed due to the COVID-19 pandemic, it has become a popular destination to sit outside and socialize with friends. Changing the zoning for 660 Belmont Avenue to allow a 13 storey apartment building would change the character of the village. A mid-rise apartment building with retail-commercial uses on the ground floor fits in very nicely with the rest of the buildings in Belmont village. Mid-rise buildings have a good scale and relationship to the street. A mid-rise is low enough to let the sun in and open view of the sky from the street. A mid-rise building does not cast a long shadow during the cold, gray days of winter depriving surrounding areas of much needed sunlight. A mid-rise building provides a comfortable pedestrian environment, a person walking by does not feel dwarfed by a looming high-rise. A mid-rise building would lead nicely into the low-rise community surrounding it.

A 13 storey building does not belong in Belmont Village. It would be totally out of place. A high-rise at 660 Belmont Ave site would leave no room for a lawn, trees or gardens to soften the effect of a high-rise on the surrounding streetscape. If you walk towards Victoria street from Belmont Village, and look at the high-rise buildings closest to 660 Belmont Ave. we find high-rises surrounded by trees, lawns and gardens. At 545, 547, 565 Belmont Ave W, Northview Apartment & Townhouses, the maximum height of the high-rise buildings is 11 stories. Northview Apartments & Townhouses is surrounded by lawn and has over 35

mature trees. Next door there is Belmont Village Condominiums at 539 Belmont Ave W. again the building has less than 13 stories. In front of this building is a wide lawn and a flower garden. The complex of four high-rise buildings at 460 Belmont Ave W has two 13 story buildings but once again these buildings are surrounded by lawns, trees, flower gardens and a playground. If you walk the other direction on Belmont Ave. toward Union street there is another apartment complex called Park Place at 81 York street with three high-rise buildings. These high rise buildings almost take up a full city block of space. The buildings are surrounded by lawns, gardens and trees set back from the stree. This help the high-rises blend into the surrounding low-rise neighbourhood.

The planners got the zoning correct for 660 Belmont Ave. Please do not allow the requested amendment. A 13 storey high-rise apartment building does not belong in Belmont Village and would negatively impact the pleasure we get from walking around the Belmont neighbourhood. Please listen to our city planners.

Sincerely

cc Debbie Chapman
cc Margaret Johnston

Garett Stevenson

From:
Sent: Wednesday, December 23, 2020 3:06 PM
To: Juliane vonWesterholt
Subject: [EXTERNAL] Re: 660 Belmont

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Juliane,

Here is my feedback on 660 Belmont Ave.

My number one complaint is the height of the building being proposed. Zoned for 8 stories, requesting 13, over `1.5 times higher than zoning permits; zoned for 25 metres, requesting 49 meters, almost 2 times higher than zoning permits. Even with policy 15.D.4.23 allowing for an increase in building height up to 50% the building proposed is 1 storey higher and 13 metres higher! If we as a city are not following the official plan then why are we wasting time and money having an official plan? I believe the official plan is well thought out for 660 Belmont.

Another concern I have is green space. We will be bringing at least 163 people into the neighbourhood and no more green space. The applicant's answer to this problem was supplying wider balconies. This solution does not provide green space for the neighbourhood. If you examine the high rise residential buildings near to 660 Belmont there is a border of green space around the high rise buildings. This will not be the case with this high rise. Green space helps cool the air around the building which we will need as our climate warms. Park space in Midtown is at a premium so having buildings surrounded by greenspace helps make Midtown a much more pleasant place to walk and live.

I am okay with fewer parking spaces than the official plan requires because this area is well serviced with shops, doctors offices, buses and the ION.

The last concern that I have is the lack of affordable housing. This area with amenities close by is an ideal place for people with few resources to live. This city needs more affordable housing.

Sincerely

On Wed, Dec 23, 2020 at 1:54 PM Juliane vonWesterholt <Juliane.vonWesterholt@kitchener.ca> wrote:

> Dear Resident:
>
> Thank you for participating in the virtual neighbourhood information meeting (NIM) for the 660 Belmont Application for Official Plan and Zoning By-law Amendments held on Thursday December 17th, 2020.
>
> Here are the follow-up items from the meeting:
>
> - Studies submitted with this application, as well as the video presentation from the applicant can be retrieved through this link.
> - The City's website has been updated to include the presentation material from the meeting for your reference. Please note that this does not include a recording of the meeting, which was the original intention, as staff was not able to resolve the logistics regarding privacy procedures prior to hosting the meeting.

- Please share your comments and additional questions on the application by emailing me or calling me by January 11, 2021.
- Please share your general feedback on this meeting through this survey

After January 11th:

- I will prepare a summary of What We've Heard and forward it to you
- I will also include the answers to the questions raised at the NIM, as we were not able to answer all questions during the allotted time.

This was not your last opportunity to participate or provide me with comments. Staff will evaluate the feedback received to date and, in consultation with Councilor Johnston, will determine the next steps for engagement.

You are always welcome to call me at the number below if you wish to chat. I look forward to hearing from you soon. In the meantime, I would like to take this time to thank you once again for your interest in this file and wish you and your family Happy Holidays and a healthy and prosperous New Year in 2021!

Sincerely,

Juliane

Juliane von Westerholt , Senior Planner| Planning Division | City of Kitchener
519-741-2200 x 7157 | TTY 1-866-969-9994 | juliane.vonwesterholt@kitchener.ca



Garett Stevenson

From: Garett Stevenson
Sent: Saturday, October 30, 2021 3:48 PM
To:
Subject: RE: [EXTERNAL] 660 Belmont Development & Sale of Belmont Lane E

Hello,

The notice of the statutory meeting (Planning and Strategic Initiatives Committee meeting) and mailout will specifically note that the sale of the laneway is on the agenda to be considered. Any interested person can register as a delegation to speak at that meeting, regarding the lane and/or the applications. Consideration of whether to sell the laneway will be at a public meeting (at the same time as the OPA and ZBA). For more information on how to register as a delegation, please see: https://www.kitchener.ca/en/council-and-city-administration/appear-as-a-delegation.aspx

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

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From:
Sent: Monday, October 25, 2021 4:08 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont Development & Sale of Belmont Lane E

Dear Garett,

I have not heard much in the past months about the development at 660 Belmont. I would like to know the plan for the request by the GSP Group Inc to buy the portion of Belmont Lane E. that borders the 660 Belmont property. It seems when we had the Neighbourhood Information Meetings, the GSP Group Inc were assuming that they could buy the lane. Is this already a done deal without input from the neighbourhood? I am opposed to the city selling this lane to the GSP Group. For one reason, the lane provides a buffer so that buildings along the lane cannot build close to the Iron Horse Trail. Also if the lane is not declared surplus then the GSP Group cannot build the proposed building at 660 Belmont so high.
Belmont Village was a planned shopping area in Westmount. The selling of the lane will devalue the historical characteristics of the Village. I do not feel that the lane is surplus property.

Sincerely

Garett Stevenson

From: Garett Stevenson
Sent: Tuesday, November 16, 2021 7:03 PM
To:
Subject: RE: [EXTERNAL] Re: 660 Belmont

Hello,

The 50% allowance in the Official Plan allows for "whichever is greater" when considering the maximum height in metres or in storeys.

15.D.4.22. Generally no building will exceed:

a) 10 storeys or 32 metres in height, whichever is greater, at the elevation, on lands designated Mixed Use identified as a City Node, or Community Node on Map 2.

b) 8 storeys or 25 metres in height, whichever is greater at the highest grade elevation, on lands designated Mixed Use as a Urban Corridor on Map 2.

c) 4 storeys or 14 metres in height. whichever is greater, at the highest grade elevation on lands designated Mixed Use identified as a Neighbourhood Node on Map 2.

In my research, I don't believe this policy has been relied on for other Zoning By-law amendment applications.

Thanks,

Garett

From:
Sent: Tuesday, November 9, 2021 11:52 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] Re: 660 Belmont

But doesn't 50% of 25 metres mean an extra 12.5 metres? 25 + 12.5 is 37.5 metres and this new application is for 39 metres + mechanical penthouse so it doesn't fall within "up to 50%" extra height. Has this 50% increase in height been used before? I asked Debbie Chapman about this and she cannot remember this clause being used. And in fact she thought it might be a dangerous precedent. Also what about the "compatibility with adjacent lands"? There are no other buildings that high on the adjacent lands. The clause also says that "all the applicable policies within the plan are satisfied". Seems like this application is asking for other by-law adjustments as well.

On Tue, Nov 9, 2021 at 9:50 PM Garett Stevenson <Garett.Stevenson@kitchener.ca> wrote:

Hello

The Applicant has outlined their position in their Planning Justification Addendum, but specifically is looking to rely on policy 15.D.4.23 to permit additional height within the limits of the Official Plan:

> From a building height perspective, Section 15.D.4.22 identifies that for sites within an Urban Corridor such as the Subject Site that "*[g]enerally no building will exceed … 8 storeys or 25 metres in height, whichever is greater at the highest grade elevation*". Section 15.D.4.23 further directs that the City may consider increase heights up to 50% of the permitted building for building mixed-use building containing residential units, where they have "*a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied*". This policy contemplates a maximum building height of the greater of 12 storeys or 37.5 metres at the highest grade elevation for the Subject Site.

The previous version was 13 storeys and 49 metres, which exceeds the 50% policy and required an Official Plan Amendment.

A Zoning By-law Amendment is still required to permit any height greater than 25 metres and 8 storeys. The Zoning By-law Amendment application is now requesting site specific zoning regulations for an increased building height of 11 storeys and 39.1 metres (whereas 8 storeys and 25 metres is permitted), a reduced tower setback from the podium of 2.7 metres (whereas 3.0 metres is required), and a reduced podium height of two storeys (whereas a minimum of three storeys is required). A site-specific parking reduction is no longer being requested as 170 on-site parking spaces are now shown (144 underground parking spaces and 26 surface parking spaces) whereas the required parking is a minimum of 145 spaces and a maximum of 210 spaces.

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca

Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

Garett Stevenson

From:
Sent: Sunday, November 7, 2021 7:48 PM
To: Garett Stevenson
Subject: [EXTERNAL] 660 Belmont

Hi Garett,

I have a question about the new proposed building at 660 Belmont. The article in the Record on Friday Nov 5th states:

"The lower height means the developer no longer needs an Official Plan amendment but still needs a zoning bylaw amendment because of setback requirements and the lower building base height."

What does this mean? It seems the height is still above the 25m the zoning allows. What was the reason the developer needed an Official Plan amendment before the revised application? Does the new height require a zoning bylaw amendment? Can you please clarify this for me? Also it seems that the mechanical penthouse is not included in the 39.1m height.

Thanks

Garett Stevenson

From: Garett Stevenson
Sent: Friday, January 14, 2022 1:38 PM
To:
Subject: RE: [EXTERNAL] 660 Belmont Ave Development
Attachments: 660 Belmont Ave. W. Public Meeting Notice Letter.pdf

Hello,

I can confirm that no agreement/decision has been made to sell the lane and it will be discussed at the Planning and Strategic Indicatives Committee meeting on February 7, 2022 (see attached).

Thanks,

Garett

Garett Stevenson, BES, RPP, MCIP
Manager of Development Review | Planning Division | City of Kitchener
519-741-2200 x 7070 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

From:
Sent: Wednesday, January 12, 2022 2:08 PM
To: Garett Stevenson <Garett.Stevenson@kitchener.ca>
Subject: [EXTERNAL] 660 Belmont Ave Development

Hi Garett,

A quick question. In the **Cover Letter** for the development at 660 Belmont there is a sentence that reads:

" The owner is pursuing acquisition of the subject portion of the Lane through the proposed application process. Disposition of the Lane was advanced as part of the Pre-Submission Meeting in 2019 and an appraisal was completed in 2020 in coordination with the City of Kitchener's economic development division."

Does this mean that 660 Belmont LP Inc already has permission to buy the Belmont East lane that abuts the 660 Belmont property? Are the minutes of this meeting that is referred to publicly available? Who would have made the decision that the public lane could be sold?

It seems that 660 Belmont LP Inc has invested heavily on the assumption that the lane can be bought. All the drawings etc. are developed with this understanding. The company must have had assurances that there would be no problem buying the lane. I would like to know how this process works. Is it that simple that a developer asks to buy some public land and the city asks for a certain amount of money and the deal is done? Seems like there should be a public record of this meeting and decision. I would like to read the minutes of that meeting.

Thanks

Garett Stevenson

From:
Sent: Wednesday, January 12, 2022 9:10 PM
To: Garett Stevenson
Cc: Mayor; Margaret Johnston; Debbie Chapman; Christine Michaud; Paul Singh; Dave Schnider; Scott Davey; Sarah Marsh; John Gazzola; Kelly Galloway-Sealock; Bil.ioannidis@kitchener.ca
Subject: [EXTERNAL] Kitchener residents fighting Belmont Village development don't oppose beneficial, intelligent growth

This article appeared online in the letters to the editor section of The Waterloo Region Record on Monday January 3, 2022.

Disappointingly, The Record chose not to include this piece in their print edition, citing concerns with the length of the article.

I'm sending it to you for your records, and in case you missed it.

The pattern that is emerging by too many developers is to propose a condo building or buildings, that completely ignore the existing zoning bylaws, and then see how much of their proposal they can push through.

Complaints ensue and minor changes are made. The changes to the proposed buildings are often still significantly out of the range of the city bylaw, but the public impression is that the developer sacrificed a lot for people who have been referred to as loud-mouthed NIMBYs.

The Zehr Group's proposal for 660 Belmont Ave. W. would currently be undergoing construction if it had duly respected the zoning bylaw. The existing zoning bylaw clearly states the maximum height for this category of building is 25 metres. The initial proposal by the Zehr Group was 13 storeys and they have revised it to 11 storeys, which puts both the initial proposal and the revision at more than 40 metres.

Considering the height of the rest of the buildings in Belmont Village is but two to three floors, it's not surprising that citizens were alarmed at the very marked lack of compatibility with the area. To suggest that because Belmont Avenue south of Glasgow Street has highrises, so too should Belmont Village, underlines the lack of comprehension of the appeal of the human sized scale of the area.

We do need to build in the urban core to prevent more encroachment on our farmland. Suburban sprawl shouldn't continue, yet it does - some of it dangerously close to our water regeneration area. None of it includes low-or medium-rise residential buildings. Our farmland is further threatened by more gravel pits, which are needed to provide more concrete for more highrises.

In order to stop suburban sprawl, higher density housing was agreed to. However, what has happened in many Canadian cities, is that thoughtful, inclusive, accessible, appropriately sensitive growth has been disregarded.

Developers don't make as much profit on mid-rise, family sized, affordable units. It's more costly to build a structure that is unique, contains a higher level of artistry and craftsmanship, and reflects an understanding of sense of place. It's to the developer's advantage to propose a generic looking condo.

To see the mistakes of the past when everyone thoughtlessly allows trends to overtake common sense, we needn't strain to look too far. The Market Square mall at King and Frederick streets in Kitchener is one example.

Look at how many cities mindlessly dumped malls into their downtown cores, often razing beautiful historic buildings in the process. As with the condos, these cities believed it was good for business. There was also a time when we irresponsibly thought plastic, asbestos, radiation, pesticides, and preservative laden food was progress. We need to learn from the past and be much more circumspect.

The scorn heaped on those who wish to protect Belmont Village from harmful development has been hurtful and misguided. The people who are opposed to thoughtless development are not against beneficial, intelligent growth.

Other Ontario cities enjoy their 'villages' too: Glebe Village in Ottawa has strict bylaws that protect a significant portion of this particular area; Locke Street in Hamilton, a villagelike area that is comprised of mostly independent businesses, is located in a residential area with new buildings no more than four or five storeys; and Wortley Village in London, another welcoming, human scale community, is enjoyed by many.

If the majority of the people in Waterloo Region want our cities to take the shape of unimaginative, profit driven, wealthy, privileged developers who are unaccustomed to hearing the word 'No,' then we are well on our way to another future filled with regret.

Condemning those of us who dare to speak out is sadly part of the folly.

36 Gildner Street
Kitchener

Garett Stevenson

From:
Sent: Thursday, January 13, 2022 2:21 PM
To: Garett Stevenson
Subject: [EXTERNAL] An additional point

Hi, Garett. Hope you had a pleasant holiday season and that you and your family have stayed safe in these most interesting times!

Thanks for adding my last email to the staff report. I've now discovered an additional aspect I'd like to comment on so that it's also added to the staff report. I hope this is still possible.

I previously pointed out the lack of any effective improvement in the height of the building. What I didn't realize before is that the developer's compensation for the 4.7 m reduction in height is to add floor area by pushing the east profile of the building 7 metres further out toward the Iron Horse Trail, thus increasing the perception of height and looming presence for people on the Trail as well as for homeowners in the neighbouring area on that side of the building.

The overall floor area has also been substantially increased so that the floor space ratio (am I using the correct term?) without the laneway would be about 5.9 rather than the 4 that is allowed. And you know how I feel about the City selling the laneway. Further to what I mentioned in my previous email, there was a comment in the Staff Report when the new Zoning By-Law was approved: "There are two laneways present within the study area (Belmont Lane East and Belmont Lane West). Both of these lanes are municipally owned and are to be maintained." I would interpret this as meaning that the intention was for the City not to relinquish ownership of the laneway.

The bottom line is that rather than decreasing the size of the proposed building, the new design will produce a building that will actually be larger overall than the one in the original proposal. If I'm misunderstanding any of this, I'd appreciate clarification.

The *Record* article from November 6, 2021, praising the revised plan, includes the following:

"The changes to the proposed development application at 660 Belmont Ave. stem from concerns raised by residents in the neighbourhood, said Kitchener city planner Garett Stevenson. 'They have responded to what they have been hearing,' he said."

I just want to let you know that I will find it most disappointing and disturbing to encounter any further mention by anyone that the Zehr Group has in any meaningful way addressed or accommodated the concerns of the community since the reality is that they have blatantly failed to come even close to doing so.

Let me know if you have questions or further explanations you think I should understand.

Thanks again for bearing with me through all of this!

32 Gildner St
Kitchener, ON, N2G 2H3

RECEIVED
FEB 23 2021
CITY OF KITCHENER
Planning Division

February 17, 2021

Subject: Zoning Change Request for 660 Belmont Ave

Juliane vonWesterholt, Senior Planner, City of Kitchener

Dear Ms vonWesterholt:

I understand that a zoning change for the property at 660 Belmont Ave has been requested in order to allow a 13 storey building with a height of 49 metres to be built when the current zoning bylaw allows only an 8 storey building with a maximum height of 25 metres. I am opposed to this zoning change. A building of 49 metres would loom large over the single family neighbourhoods on both sides of Belmont Ave and would not be compatible with the rest of the buildings in Belmont Village.

Also, I object to the reduction in parking spaces requested. For the proposed 163 units, the current requirement is for 147 parking spaces and additional 31 surface parking spaces for the ground floor commercial space for a total of 178 parking spaces. The current proposal would only supply 131 below ground parking spaces and 30 surface parking spaces. Once a building is built, the possibility of providing more underground parking is not possible. Insufficient parking will result in street parking. Already on the Park street side of Belmont Ave, the city has had to issue parking passes to residents because of people parking on the streets when visiting Grand River Hospital. Until the parking passes were issued, many days it would be difficult to back out of the driveway because of parked cars.

Finally, the current plan for the site fills the entire property with concrete and pavement, no space for trees or gardens. With no space for water from snow and rain to soak into the ground the general public will be responsible for dealing with the runoff from this building. We are in a climate emergency and this building fails the forward thinking that is required to live in the hotter, wetter, windier environment that is our future.

Some ideas that I would like to see for a building on this site: a green roof (Toronto has had this requirement for years); awning to mitigate the need for air conditioning; windows on both sides of a unit to allow for air flow; green space to enable aquifer recharge instead of runoff that contributes to flooding; some rental units because not everyone can afford or wants to own property; outside doors on each unit of the commercial ground floor - more pandemics are likely in our future.

Sincerely

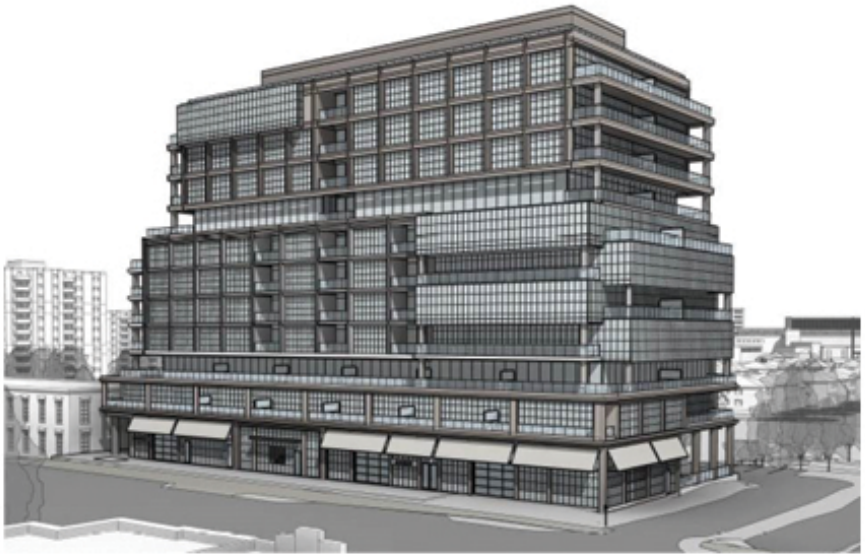
cc Debbie Chapman, Ward 9 Councillor, City of Kitchener
cc Margaret Johnston, Ward 8 Councillor, City of Kitchener

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood

660 Belmont Avenue West

KITCHENER



Concept drawing



11 Storey Building



39.1 Metre Building Height



2.7 Metre Tower Stepback

Have Your Voice Heard!

Date: **February 7, 2022**

Time: **7:00 p.m.**

Location: **Virtual Zoom Meeting**

To view the staff report, agenda, find meeting details or to appear as a delegation, visit: **kitchener.ca/meetings**

To learn more about this project, including information on your appeal rights, visit: **www.kitchener.ca/planningapplications**

or contact:

Garett Stevenson, Manager
519.741.2200 x 7070
garett.stevenson@kitchener.ca

A Zoning By-law Amendment application will be considered to permit a mixed-use building with a maximum building height of 39.1 metres (mechanical penthouse height is 43.1 metres) and 11 storeys, a minimum of two storeys in the base of a mid-rise and tall building, and a street line stepback for a mid-rise and tall building of 2.7 metres. An 11 storey building with ground floor commercial and 132 residential units is proposed. **A request to declare as surplus to City needs and a request to purchase of a portion of City-owned Belmont Lane East (between Belmont Avenue West and Claremont Avenue) will also be considered.**

Zehr
607 King St. W., Suite 205A, Kitchener, ON N2G1C7
P: 519-576-2233 F: 519-576-0072 | ZEHRGROUP.CA

Garett Stevenson
Manager, Development Review
200 King St. W, Kitchener, ON N2G4V6

October 28, 2021

RE: 660 Belmont Ave. Kitchener — Zoning bv-law amendment resubmission — affordable housing needs

Dear Mr. Stevenson,

For consideration as part of our Zoning By-law Amendment resubmission and the request to clarify our intent related to supporting affordable housing needs, we are confirming our support to Menno Homes for their project on Bridgeport Road East at Lancaster Street (544 Bridgeport) in Kitchener.

On behalf of our project at 660 Belmont, we are earmarking a $250,000 direct donation to the Menno Homes project at the time of full Site Plan Approval for the 660 Belmont project. As we understand, the donation will contribute to the development of the project's second phase, the first phase having been completed in 2021.

We are proud to assist Menno Homes with their supportive housing project that fulfils a specific need in our City. We are also proud to state our committed support on behalf of the family for the next five years.

If you require any further information or details, please do not hesitate to contact us.

Zehr Group

Don Zehr
CEO

Cc: Kevin Muir, GSP
Dan Driedger, Menno Homes