

From: [REDACTED]
Sent: Monday, January 24, 2022 12:15 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 528 - 550 Lancaster

I attended last week's neighbourhood meeting about the proposed Lancaster development. It did not change my opposition to this project, if anything it strengthened it. I've lived on Lang crescent for 34 years and until recently it's felt like a quiet, friendly neighbourhood. Recently we've come under attack by developers with the full approval of the city – 8 homes at Lang & Bridgeport, apartment buildings at Bridgeport & Lancaster and on Lancaster beside Tim Hortons. Why?

Nothing presented at the neighbourhood meeting made me feel the traffic issues were being considered seriously. How will a potential center turn lane help people turn left onto Lancaster from Lang, General Drive or the new development? I'm very concerned about the increased traffic volume resulting in drivers using Lang as a shortcut from Lancaster to Bridgeport road. We're a narrow street with no sidewalks. Currently it's perfectly safe to walk on the road, even in winter, because we have so little traffic. A couple of times recently construction at the Bridgeport/Lancaster intersection led to such a high volume of traffic detouring down our street that it wasn't safe to go for a walk. I'm afraid of this becoming a permanent situation.

One of the presenter's touting of the development as a 'gateway to Bridgeport' showed a complete lack of understanding of the character of Bridgeport. We are a small community primarily of older single family homes. The proposed development would be right at home in downtown Toronto but not in our neighbourhood.

I hope my opinion and those of other area residents will be given serious consideration,

Carol Foxall
[REDACTED]

From: [REDACTED]
Sent: Sunday, November 14, 2021 4:03 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 528-550 Lancaster st West

Hi Andrew,

I just learned of the proposed monster development on Lancaster street and can't believe it's even under consideration. I live at [REDACTED] Lang crescent and this development will have a significant impact on me and my neighbours. We've already had to put up with the recent construction of 2 apartment buildings near the Lancaster / Bridgeport intersection and the conversion of a single home property at Lang & Bridgeport to an 8 house cul de sac.

Has any consideration been given to the impact the thousands of new residents will have on the already overloaded road system in this area? Left turns out of Lang are already close to impossible during rush hour. I'm sure that the increased traffic volume on Lancaster is going to result in many drivers using Lang as a shortcut to the expressway instead of sticking it out to the lights at Bridgeport. Based on past experiences when our road was used as a detour, walking on our street will be dangerous, especially in the winter. What about the kids who have to walk down the street to get to school?

Please add me to the circulation list for updates to this application.

Regards,

Carol Foxall
[REDACTED]

From: Gil & Ginny Eichler [REDACTED]
Sent: Saturday, October 23, 2021 12:36 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 528-550 Lancaster St. Development

Hello Andrew,

Thank you for sending us the information regarding the application for the development in our neighbourhood, and inviting us to submit comments.

While we are very much in favour of increased housing being made available in our city and Region there needs to be serious consideration taken to the roads and traffic in the area before adding additional numbers to the already strained roads. We live on General Drive and have been here for almost 30 years. We enjoy this part of Kitchener and want to be able to remain living here and feeling it is safe.

Vehicular traffic is a huge factor. The traffic on Lancaster increased steadily over the years to making it very high volume. At times, when there is a disruption on the expressway in the area resulting in a detour spill into the area, traffic has been backed up for miles making it difficult to get off of our street. Lancaster is the only outlet for General Drive. Lancaster is a major artery in this area.

Additionally, since the round about was installed at the end of Bridge St by the Lancaster St bridge, there is no gap in the flow of traffic from that direction. This also makes it very difficult for us to get off of our street, often causing us to wait for some kind soul to stop and allow us to do so. We have discussed this challenging issue with our neighbours many times and are all finding it difficult to navigate safely off our street in a timely manner.

Recently two new tall housing buildings have been added to the area at the corner of Bridgeport Rd and Lancaster St. (one completed and the other under construction). The construction traffic and current residents have already increased traffic in the area. It causes traffic to back up for several lengths of time on each occasion.

We don't see how the current road structure in the area can possible accommodate the amount of vehicular traffic that an additional 1,198 dwellings and some commercial use space will add. The stretch along Lancaster between Bridgeport Road and Bridge street is narrow and winding and often congested with steady traffic with the current amount of residents and traffic.

While currently vehicular traffic loads and congestion are an issue, we do understand that the future is to reduce the use of vehicles. We prefer to walk or cycle however this area is not pedestrian or bicycle friendly. The narrow winding road does not lend itself to cycling and as such we do not feel safe on it. We have to drive our bikes elsewhere for safe cycling thus adding to the traffic. Pedestrian traffic is also a challenge. Currently there are several places of business on both sides of the road in that area but there is no safe pedestrian crossing in the long stretch between Bridgeport Road and the round about at the bridge. As a result people are crossing in between unsafely between the traffic, putting their lives at risk.

We hope that your call for our comments is more than just part of the process, and that you and your team will take the comments of the local residents seriously. We respectfully request that an impartial

traffic study of both vehicular and pedestrian existing use be made, with recommendations, before any additional load is added. We look forward to hearing the results of such study and your recommendations.

Thank you,

Gilbert and Virginia Eichler



From: S M [REDACTED]
Sent: Monday, December 27, 2021 12:02 PM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] 528-550 Lancaster St. W
Attachments: [20211224_164032.jpg](#)

Hi Andrew,

I received the attached notice from the city with your contact information I have also cc'd the ward council person. I live at [REDACTED] General, so very close to the end of General where the development is going in.

I have 3 concerns with this project.

Parking - almost 1200 unit and barely enough parking for half that capacity. General already sees a lot of overflow parking from the lancaster smokehouse and the park. This will only get worse. There needs to be changes made to this project that involve way more parking within the development or fewer units. This is not right downtown or right on the LRT. People are going to drive. And if the units are 2 bedrooms that could mean 2 cars per unit. When there is currently space for .5 per unit.

Traffic - it is very hard to turn left out of General any time of day but especially rush hours. A center turning lane to be able to turn into may make this easier. Another problem spot that I feel has been overlooked is the off ramps from the expressway on Bridgeport. It is very hard and dangerous to turn left and often cars and trucks are back up for 10-15 min waits at rush hour. Having 1200 more units in this area will mean more cars. These off ramps would be a great spot for roundabouts or even lights.

Play park on General - right now this small park is the only place for families to gather and have outdoor recreation in this area. The area is not very populated so the park is adequate. However if 1200 units are added this will increase the need for community space. I feel like if the developer wants to totally change this community they need to foot the cost of adding some recreational space. This will be peanuts to them but would go a long way to keeping this area nice. Either adding to existing park or having some common outdoor space withing their own development.

Thanks for taking the time to read my input. I would like to stay involved and will be on the zoom meeting Jan. 20th.

Scott Mast

From: Warren Gray [REDACTED]
Sent: Sunday, October 31, 2021 12:17 PM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] 528-550 Lancaster St. W

Hi Andrew,

I took a look over the plans and studies for the proposed development at 528-550 Lancaster St. W. As a resident on General Drive, I'm concerned about the parking and traffic implications of such a large development, especially given that they appear to only have two driveways off of the stretch between General and Bridgeport.

First, normal rush-hour traffic can make the left turn out of General extremely difficult and the roundabout at Bridge St. and Lancaster means that the flow of traffic is almost continuous. Lang suffers similar problems but has an alternative exit out onto Bridgeport, while General is effectively a dead-end street. Though the studies produced by the developer claim that they do not anticipate an increase in traffic to unreasonable levels through 2026, I can't imagine that adding even the proposed 700+ cars to this area is going to result in a positive experience for anyone.

Second, the proposed development seeks to provide parking spaces for only 66% of the planned suites. The studies provided as part of the package found that similar buildings in similar areas showed that up to 75% of the suites had cars and specifically calls out that additional parking is available on General Dr and Lang Cres if needed. There is already a fair amount of regular street parking on General Drive and with only a single exit these can be a hazard for drivers and obscure pedestrians and small children. Public transit to this area is also relatively sparse right now, though I hope this would be relatively easy to fix. Additionally, having recently lived in a high-rise condominium in KW where 100% of the units were assigned parking spaces. additional parking was *still* in constant demand from residents.

In speaking to a number of my neighbours, these two issues seem like the biggest points of contention.

Please feel free to contact me if you've got additional questions.

Thanks!

Warren Gray
[REDACTED]

From: Stephen Woodworth [REDACTED]
Sent: Sunday, December 5, 2021 6:29 PM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] 528-550 Lancaster St. W., Kitchener - Proposed Development

Hi

My name is Stephen Woodworth. My wife Sharon Woodworth and I reside at [REDACTED] General Drive, Kitchener [REDACTED] and we have an interest in the above-noted proposal, which will alter the character of our neighbourhood, created increased traffic flow on an already congested Lancaster Street, and threaten unwanted parking on our crescent.

Please add both our email addresses to your distribution list ofr notifications relating to this proposed development.

Thank you.

Stephen Woodworth.

Sharon Woodworth
[REDACTED]

Stephen
/ip

From: Aaron Bast [REDACTED]
Sent: Monday, October 18, 2021 9:47 AM
To: Andrew Pinnell
Subject: [EXTERNAL] 528 Lancaster

Hi Andrew - My name is Aaron Bast and I live in the neighbourhood near this proposed Lancaster St. project (over by the roundabout at Bridge / Lancaster).

I recently saw the application for this project and was really surprised to see something of this proposed scale on that site. I have some questions for you about the process and about the project in general.

Could we schedule a brief call to discuss some of my questions and concerns?

Also, if you could let me know the date and time of any application meetings that the public can attend. I'd like to get those in my calendar.

Aaron

From: larry.pinkerton larry.pinkerton [REDACTED]
Sent: Monday, October 4, 2021 1:21 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 528-550 Lancaster St development

Andrew

I live close to the new development on Lancaster St W., on General Dr. It is already very difficult for us to exit General Dr onto Lancaster to due high volumes of traffic. Just wondering if you had considered this inconvenience to the residents of General Dr.

Thanks

Larry Pinkerton

From: Jennifer Neumayer [REDACTED]
Sent: Monday, November 22, 2021 5:27 PM
To: Andrew Pinnell; Scott Davey
Subject: [EXTERNAL] 528-550 Lancaster St W

Hello,

My name is Jennifer Neumayer and I live at [REDACTED] General Drive, in the Bridgeport area. I am writing to express my and my family's concerns over a proposed building project near my house.

I was recently told by a neighbor that there's a plan to build a complex including one 10 storey building, one 16, two 20, and one 26.

There are already two smaller apartment buildings nearby, near that Tim Hortons. But high rises of this size are unlike anything in this area. It would really change the character of this part of town, which has already undergone a lot of construction over the past few years.

To build these towers will require the destruction of two houses built in the 1870s (544/546 Lancaster street). There are already so few of these older buildings in KW, and especially in the Bridgeport area. I don't want to lose these pieces of our neighbourhood's history. When I visited Europe, I loved seeing how cities preserved their older buildings even in the midst of newer structures (ex. In London).

In addition, Lancaster street is already very busy, especially during rush hour from 4 to 6. There were many times when the bus was late during this hour and I would walk to the next stop to keep warm while waiting. The cars were moving incredibly slowly, and I was walking faster than them. We don't need 1198 new units (as is the plan for the apartment complex) and each unit's owners' vehicles added to this already busy street.

I've also heard they plan to create parking for these vehicles on General Drive itself. Yet, our street was not approached by the developers about this.

I know I write for many of my neighbors when I express these concerns. Over the past week or two I've heard them sharing similar views. I hope this email will open up some discussion on the project. I understand the need to create dense housing (ie. Apartments vs houses which would occupy much more land) but I hope some consideration will be given to the size of these buildings. The size of the already existing apartment buildings in this area seems reasonable, and retains the "small" nature of our area rather than that of a busy downtown.

Thanks for your consideration,
Jennifer

From: Ryangaribaldi [REDACTED]
Sent: Tuesday, February 1, 2022 1:07 PM
To: Andrew Pinnell; Scott Davey
Subject: [EXTERNAL] 528-550 Lancaster St W

good afternoon gentlemen

just a few more points to consider in regards to stopping the development @ 528-550 Lancaster St W

Infrastructure

- cannot handle the additional 1198-2396(2 cars/unit) cars in addition to the 127-254 cars from the 127 units in the building currently under construction. (The building that is currently under construction will be 10-storeys in height and will contain 127 dwelling units)
- -Lancaster St is already in need of repairs, from a sink hole beside the manhole @ general & Lancaster, the sunken pavement in front of Shell (**that has been like that for almost a year**), sunken pavement along Bridgeport Rd @ Leander PL where housing complex went in, had to call city & Region 2-3 times each to get fixed.
- -During last over-extended closure of Lancaster St, Lang Cres and General Dr became a complete nightmare due to closure. In addition, the contractor of the building in progress, extended the road closure so that they could land materials off big rigs without having to deal with the traffic on Lancaster St. Better planning on detour and signage will need to be done to ensure our neighbourhood is safe, especially Lang Cres due to the fact they're no sidewalks and multiple school bus pick ups,

-General Drive needs a traffic light, especially with the amount of traffic that barely stops due to the roundabout @ bridge St, and especially if this complex goes in.

Parking

- -developer plans to build 1198 units amongst 5 buildings, yet Only putting in 808 parking spots?? On the low end they will have a lack of at least 390 spots (single car /unit), to the high end at a lack of 1588 spots(2 cars per unit), before any visitor parking.
- -During the meeting the developer mentioned numerous times about pushing for tenants to use bikes and public transit. No bike lanes anywhere, no ION, no real bus routes either.
- - They also said they are going to try and limit the amount of cars that the tenants have. I find this very hard to believe as the LOW-INCOME HOUSING (Bridgeport Rd and Lancaster St) has an average of 32 cars parked in their lot for 48 units, AND THIS IS LOW INCOME HOUSING!!!
- -As well this project has mentioned commercial spaces on ground floor, again more traffic, and lack of yet more parking spots!
- -The proposal calls for additional overflow parking on General Dr & Lang Cres, is completely unacceptable! Parking on these streets are limited to 3 hrs (from 6am-11pm) based on bylaw, as well u cannot park on them during winter months from 2:30-6:00am. So where are all these cars going to park??

Location

- -this massive project does not suit the neighbourhood.
- -It has virtually zero access to the ION route, as well has a lack of bus routes, therefore people will need cars (hence the parking & Traffic issues).
- -This scale of project is something that should only be considered along the ION system or at least somewhere with better infrastructure. For public transit users: Currently you would need to take the bus to Waterloo town square just to access the ION. People that want to use public transit will not use based on current system

- - This type of complex is suitable for downtown cores or along the ION route, guess land was to expensive for the developer

Traffic

- Traffic survey was done June 2021 amongst Covid-19 lockdowns and reduced traffic flow due to people working from home.

Provincial guidelines at the time were:

June 11 ON entered step 1 of reopening.

- Non-essential retail permitted at 15 per cent capacity, with no restrictions on the goods that can be sold;
- Essential and other select retail permitted at 25 per cent capacity, with no restrictions on the goods that can be sold
- Outdoor social gatherings and organized public events with up to 10 people;

June 30 step 2.

- Outdoor social gatherings and organized public events with up to 25 people;
- Indoor social gatherings and organized public events with up to 5 people;
- Essential and other select retail permitted at 50 per cent capacity;
- Non-essential retail permitted at 25 per cent capacity;
- **Traffic survey is nil and void with regards to ACTUAL traffic on Lancaster St pre or post pandemic!** Not to mention the low income housing apartment at the corner of Bridgeport Rd and Lancaster St.(which the developer kept eluding to being a church on the zoom call???) its been there for over a year and the traffic from that building was not included in the survey!

- In addition to the traffic from this project, there's Already a massive project on going on Bridge St E, what is this project more housing?

Historic

- the demolition or reallocation of the two homes from the 1870's, situated at 544-550 Lancaster St is appalling! There are very few buildings left from the old village of Bridgeport, and now because **"These homes are only identified by the City as being of potential cultural heritage value or interest, and are not "listed" / "designated" under the Ontario Heritage Act " so They can be removed or demolished!** The old grand hotel (another historic building in Bridgeport) was ripped down to put In a roundabout, this property has been left abandoned with zero interest from the city to update with tress, grass or anything, in fact the old concrete driveway/parking lot is still visible.

Schools

Has anyone consulted with the 3 small schools servicing this area? I believe most are at or close to capacity, or is the developer planning to only rent to families with no kids??

I sincerely hope the city does take into count the NUMEROUS neighbourhood residents that have voiced their concerns and attend the meeting in order to maintain the charm and quaintness of our small community, before allowing this massive project to ruin it all! There are many other well suited areas in the city for this sort of project, with much better infrastructure and transit options!

thank you

Ryan Garibaldi

i

From: Veronica Taylor [REDACTED]
Sent: Sunday, November 28, 2021 10:17 AM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] 528-550 Lancaster St W

Veronica Taylor
[REDACTED]

I strongly oppose the development of these units.

I have lived in General for over 15 years and the amount of traffic is so frustrating. I can't turn left and must turn right

Also overflow parking on General can't happen. There is no room, let alone all the children in the neighborhood.

Please rethink this decision and look at the traffic bottleneck that will occur

We are not ready. The infrastructure needs to be looked at first

Regards
Veronica Taylor

Sent from my iPhone

From: Shawn Miller [REDACTED]
Sent: Friday, November 12, 2021 11:32 AM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] 528-550 Lancaster St W.

Hi Andrew,

I am writing to you about the proposed housing development on Lancaster Street, between General Drive and Lanc Crescent.

I've received information from a neighbour about the details of the development, and likely have the same concerns they have, those being increased traffic and parking.

I don't expect answers to what I've typed below, it's more for your consideration.

Trying to access or leave General drive is already difficult enough during the morning and afternoon drive times. Turning left from Lancaster onto General Drive is essentially impossible unless someone decides to let you cross the line of traffic. Leaving the street at those times is also blocked, oftentimes there is just a line of cars parked across the end of the street.

I understand traffic surveys were done.

Were they done after the apartment building at Bridgeport and Lancaster went up?
Were they done during the pandemic, where there has been lower traffic in general?
Was the traffic from the still under construction 8 storey build at the end of Lang Crescent taken into account?

During the evening drive time, the bottleneck created by Lancaster near the bridge across the river can cause the traffic to back up along Bridge Street to almost University Avenue. The traffic coming down Bridgeport to Lancaster can back up almost as far as the expressway.

I've not had to drive home from work in quite a while, but the drive time could sometimes reach close to 45 minutes around 5-6pm, where the drive would normally take about 15 minutes otherwise. (coming from the U of W area.) The extra 30 minutes is typically spent waiting in the two queues I've mentioned on Bridge Street and Bridgeport.

As far as parking goes, I understand General Drive and Lanc Crescent are to be used as overflow parking for the buildings, and that there will not be enough parking for the residents themselves.

I'm guessing the 3 hour parking limit still applies to our streets, so residents won't be using the street for parking, without parking violation.

Is this overflow parking to be used by visitors to those buildings?

If the visitors to those buildings are parking on those streets, where are the visitors to houses on General Drive or Lang Crescent supposed to park?

Thanks,
Shawn Miller



From: [REDACTED]
Sent: Thursday, November 11, 2021 12:20 PM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] 528-550 Lancaster St W

We have been informed via our neighbourhood that the current development underway on the property of 528-550 Lancaster Street West is planning for significant development that will directly impact traffic in our area and with plans for overflows of parking that will specifically impact our neighbourhood and our street. Based on what I've heard I find it appalling that the city would allow consideration for the development of a property with such a large scale plan without having due consideration for the implications to the residents in the area or without any levels of consultation (none that we have been informed of) and to even consider a development moving forward that provides inadequate provisioning for parking (using street parking as a consideration where there is insufficient parking).

The streets in this area are already such that trying to turn out of General Drive or Lang Crescent at busier times during the day is impossible due to traffic volumes and potentially adding another potential 1000+ vehicles is going to cripple the area.

I would like to be engaged and involved going forward in any and all meetings and sessions related to the development of this property before there is any formalized approvals for this developer to proceed. Please ensure that engagement occurs and with sufficient time to ensure that members of the affected community can have an appropriate opportunity to attend any planned sessions.

My contact information is as follows:

Locheil Sparks



From: shirley.kirck119 [REDACTED]
Sent: Sunday, November 14, 2021 7:56 AM
To: Andrew Pinnell
Subject: [EXTERNAL] 528-550 Lancaster St West

Dear Sir,

I am greatly concerned about the proposed development of many large apartment buildings on Lancaster Street. I am a homeowner on General Drive and this would have a huge impact on us. Traffic is very heavy during rush hour and this would worsen the bottleneck that we already experience. Visitors and contractors who come to our home already complain about the extra time and difficulty reaching our home during rush hour.

In addition, we are very concerned about residents and their visitors parking on our street. This will greatly impact the homeowners of General Drive. We are also concerned about the removal of historical homes that are scheduled for demolition.

The homeowners on General Drive must be notified and included in such planning. Please notify us of upcoming meetings and plans.

Regards,

Shirley Kirck
[REDACTED]

Sent from my Samsung Galaxy smartphone.

From: Sara Heimpel [REDACTED]
Sent: Friday, November 12, 2021 8:45 AM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] 528-550 Lancaster St. W.

Dear Andrew Pinnell,

I am a resident and home owner at [REDACTED] General Drive, Kitchener, which is in close proximity to this massive development planned on Lancaster Street.

I have serious concerns regarding the inappropriateness of the scope/size of this development for this location.

The numbers of cars and traffic volume alone are a critical issue. This narrow stretch of road which is single lane and an essential through way for many parts of the city, and our only access in and out of our neighbour, is already bumper to bumper for many hours of the day. My children cannot safely take their bikes or walk off our street because of the traffic volume (including a roundabout that is backed up for several blocks in both directions multiple times of the day. I cannot imagine the gridlock that will result from adding thousands of vehicles within a small stretch of this already almost impassable roadway. The size of this development looming over a pleasant residential neighbourhood of mixed housing (homes and small apartments) is not in keeping with the landscape of this neighbourhood.

The scope of this development is more suited to a high-density area with access to excellent public transportation (such as our LRT), safe bike lanes, and walking pathways that actually allow for connection to main areas of the city. This neighbourhood has none of these things and not obvious space for developing them. Frankly, I also question whether this development really addresses the practical housing needs of this community.

Please include me on any further notices regarding consultation or review of this project.

Sincerely,
Sara Heimpel

[REDACTED]

From: Dan Boisvert [REDACTED]
Sent: Monday, October 4, 2021 8:39 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 528-550 Lancaster St. W

As a resident of the area for almost 30 years I am totally opposed. Traffic is already ridiculous. Bridgeport should be maintained as a traffic calmed community with a village setting as has been done with Belmont village. The growth and development in Kitchener is totally out of control. People should be losing their jobs over this kind of development.

Dan Boisvert

[REDACTED]

Sent from my iPad

From: Graham Day [REDACTED]
Sent: Thursday, October 21, 2021 7:31 PM
To: Andrew Pinnell; Scott Davey; pchauvin@mhbcplan.com
Subject: [EXTERNAL] 528-550 Lancaster St.W.

Dear Sir

My comments on the proposed development of 528-550 Lancaster St. W.

Development of this area was inevitable. I am surprised by the number of people you are attempting to accommodate here, but it all seems consistent with Kitchener's "many villages" strategy.

My biggest concerns involve the proposed parking and traffic solutions. There seems to have been much effort put forth in studying and meeting the city's guidelines. While these numbers may make sense to planners on paper, they seem to contradict my experience from living in this area.

This development is in a farthest corner of the city. There is good bus service, but it only runs on the half hour. People will not be willing to take the transportation regularly. The study suggests that the area is currently made up of 0.89 vehicles per household. I would suggest that residents of small apartments within older homes are the type of people who do not own cars, and that this would not necessarily hold for apartment building dwellers. The study further suggested that similar developments on proxy sites indicate a lesser demand for parking spots. Comparing this corner of the city with other more centrally located developments may lead to erroneous results.

When someone lives in an out of the way location like Lancaster St. W., friends and visitors will require a place to park. The 73 suggested parking spots to meet the needs of the visitors for the eventual 1200 units, seem to be inadequate. The suggestion that Lang and General Drives could be used as overflow is perhaps the most outrageous suggestion in the whole study. Not to mention the difficulty of visitors being able to walk from their parked cars on Lang/General, to the apartment of their hosts. I feel the developer must take far more responsibility for visitor parking.

The report also concludes that traffic, while busy, would flow adequately with only the addition of a third left turning lane. (No mention was made of where the land for this lane would come from). No traffic lights would be required. Most people who occupy these units will want to travel south (east bound) into the city. This means a left turn onto Lancaster from the building parking lot. Since the installation of the roundabout on Bridge and Lancaster, I have had difficulty turning right during morning

traffic. The possibility of turning left onto Lancaster during peak times is, I am afraid to say, laughable. I'm sure the planners would not be happy to experience this kind of avoidable stress at the beginning or end of a work day. In recent years it has begun to become increasingly ugly here. Bridgeport does not need the stress of this kind of planning. A serious reworking of the streets may be required if we are going to maintain orderly traffic around this size of new development.

I would welcome greater space devoted to retail. The few lots across the street which no doubt will be developed in the future are not enough to meet the needs of all these residents. If you want to reduce traffic, you are going to have to provide needed amenities with greater convenience. Enough space for a grocery store would seem obvious to me. I - who have had no education in city planning :)

Thank you for all that you do towards helping our city grow effectively.

Graham Day

A solid black rectangular redaction box covering the signature area.

From: Mary Lou Miller [REDACTED]
Sent: Wednesday, December 8, 2021 8:28 PM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] 528-550 Lancaster Street W

Hello Andrew:

Writing to you today to express my concerns about the proposed development located at the above property address. I/we have been residents of [REDACTED] **General Drive, Kitchener for over 28 years**, and are the original owner(s). Over the years of residing here, I have witnessed many changes to the area formerly known as Bridgeport, most of them positive and needed, kudos to planning and development.

Along with the growth came downsides, encroachment of natural habitats, animals losing their homes etc., but there has been up to this point, a comfortable balance. **I strongly feel that the proposed development would be classified as detrimental to the health of our community**-overcrowding the location with human use.

The traffic situation on Lancaster and surrounding streets will become even more overcrowded and congested if the development is allowed to proceed as proposed. Currently, **we can not turn left off of General Drive because of traffic volumes, the only current option is right turns majority of the time; during peak times, unless some good driver lets you turn right, it is impossible to get off of our street.** In my opinion, the increase in traffic **will not** be accommodated on Lancaster Street.

Finally, yet another loss of historic property!!!! Why? Not cool!! The city has a long storied history of destroying such properties, I feel the two homes in question are part of my neighbourhood and should stay as part of the landscape for years to come.

In conclusion, I am opposed to the said development as it currently stands. Please keep me on your mailing list of updates and any future meetings. Thank you ahead of time.

Sincerely,

A very concerned, tax-paying citizen of Kitchener

Mary Lou Miller
[REDACTED]

Mary Lou Miller
[REDACTED]

From: van der velden [REDACTED]
Sent: Sunday, November 14, 2021 11:42 AM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] 528-550 Lancaster Street West Kitchener, ON

Dear Andrew,

As a resident of General Drive, I am vehemently opposed to the massive development being proposed for 528-550 Lancaster West. I have parcelled the opposition into three sections:

Significant impact on the quality of life to the residents in the General Drive/Lang Crescent neighbourhood.

- General Drive is a dead end street with only one exit onto Lancaster which already puts the residents waiting for a infrequent breaks in the traffic to turn right after a significant wait; and turning left, especially for school buses with children has resulted in long waits and risking collisions (in fact, collisions have occurred)
- Previous construction (Tim Hortons, Affordable Housing complex, apartment complex next to Tim Hortons) has resulted in angry drivers (who ignored the No Exit sign -- and quite frankly have no choice once committed) speeding around our street or U-turning with complete disregard for the children playing on the street (there is a playground at the corner of General Drive and Lancaster); moreover, the city had to come and block the walking path to Lang Street as some drivers risked damage to their cars and used the path to exit onto Lang to get to Bridgeport Rd as they were so annoyed at being inconvenienced.
- We have been enduring the high volume of traffic from the Bridge Street roundabout for years (since progress on the Highway 7 reroute/reconstruction has failed to materialize) -- typically, it takes at least several minutes to make a turn off of the General Drive -- this development will exasperate an already very dangerous traffic flow dynamic.
- Overflow parking from the Lancaster Smokehouse has already lead to residents losing spots in front of their homes; abandoned cars left after being at the pub during snow removal season has already resulted in a unplowed street.
- The noise from previous construction reverberated through the neighbourhood and given the size of the proposed development it will make it impossible to enjoy spending time outside our homes.

Significant impact on the wildlife and disruption to the already endangered Conestogo River corridor

- The proposed development of large tower buildings is placed directly in the migratory path of song birds and water fowl following along the water and will result in the loss of what is already engangered (song birds) species.
- The Walter Bean trail is heavily used by hikers and the noise from the construction will force the wildlife away from their habitat and make a chance to enjoy nature impossible.

Heritage buildings

- There are two heritage homes built in 1873 that are slated for removal from the site -- original to the town of Bridgeport where so little of its history has been preserved.

High density accommodations do not belong along what precious little habitat still exists in this city and certainly not at the expense of another well established neighbourhood.

Jan (Willwerth) and Andy van der Velden



From: SURESH VENKATACHALAM [REDACTED]
Sent: Tuesday, October 19, 2021 2:01 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 528-550 Lancaster Street West

Good Afternoon Andrew, Hope all is well.

I am interested to appeal against the grant of the Plan to make changes to 528-550 Lancaster Street North. I have taken a quick look at the documents on the Kitchener website and have some different points of view from what has been submitted as studies by the various agencies. I am sure many residents of this old neighbourhood have the same concerns.

Can you share with me the process to make a formal appeal for re-consideration and a renewed study for certain elements like Traffic flow etc taking into account the low traffic in COVID-19 days. The lack of parking space in the development is a major concern especially since the two neighbouring streets have been designated as Temporary parking with no consideration to current residents, safety of people crossing the road and traffic congestion.

I would like to get a chance for myself and neighbourhood residents to voice our concerns for rectification by the developer.

Best Regards

Suresh Venkatachalam
[REDACTED]

From: Ruth Marzinko [REDACTED]
Sent: Tuesday, October 19, 2021 12:10 PM
To: Andrew Pinnell; Scott Davey; Berry Vrbanovic; Walter Marko
Subject: [EXTERNAL] 544 Lancaster St. development application

Earlier this morning, I received a letter in the mail, from a resident who lives in one of the old rental houses at this address. She/he, is advising the neighbours in this area and on my street, Lang Cres., of this development - 5 condo buildings, 26, 20, 20, 16 and 10 stories high, Nov. 1 is the deadline for comments to the city planning department. I phoned Mr. Pinnell to get a confirmation about this and he gave more information about the meeting and I am waiting for more meeting information by email from him. To date we have NOT received any information about this development or the developments already completed on Lancaster and Bridgeport Rd. this last year. We judge this as being a very thoughtless action by the city of Kitchener. We have been cut off from access to Lang Cres. from Lancaster St. and at times from Bridgeport Rd. several times due to construction, and the traffic has been steadily increasing on Lancaster and Bridgeport Rd. ever since the Bridgeport Rd has been extended to Victoria St,. This new proposed development will only make things worse. It will also disrupt the wild-life in that area and I am not sure what damage it will do to the underground streams/watertable in this area as well. If this proposal goes through we may have to sell our home and look for another residence and hope that we do not lose value of our home because of this development. We have lived here since February of 1983 and so far have enjoyed a peacefull existance. We would like to continue living here and so we are stating a very firm NO to this development.

Please send more meeting information to me at [REDACTED] and to my husband Walter at [REDACTED] and any printed information to Walter & Ruth Anne Marzinko, [REDACTED]

Thank you for your attention to this request.

Anne and Walter Marzinko.

From: Kaitlyn Mains [REDACTED]
Sent: Tuesday, October 19, 2021 3:07 PM
To: Andrew Pinnell; Berry Vrbanovic; Scott Davey
Subject: [EXTERNAL] 544 Lancaster street west, kitchener

To whom it may concern,

I live in Bridgeport village, specifically on Lang crescent and I am reaching out to voice that I do not support the building of the development that is scheduled to be built at 544 Lang crescent. There are a number of reasons why:

- 1) the neighborhood and it's rounds were not developed for the number of people that would be living in these condos
- 2) I personally live on a street without side walks with a speed limit of 50. This new development will bring a lot of traffic with it making the neighborhood less safe for my children
- 3) these buildings will be an eyesore in the historical Bridgeport village
- 4) the grand river is an important watershed and I have serious concerns about destroying the wetlands and what will happen to the animals that call it home

I also have strong concerns that this was not something we have been alerted to until a neighbor told us.

Please do not approve this development!

Kaitlyn

From: Helen Szymkiw [REDACTED]
Sent: Sunday, October 31, 2021 2:42 PM
To: Andrew Pinnell
Cc: Scott Davey; Berry Vrbanovic
Subject: [EXTERNAL] Application for Development in my my Neighbourhood
- my comments

Dear Mr. Pinnell,

My name is Helen Szymkiw and I live at [REDACTED] Bridgeport Road in Kitchener, which is near the corner of Lancaster. This is part of what used to be Bridgeport. I have lived in Bridgeport all of my life and here since I was three months old. I grew up here, I went to school and church here and have participated in many activities in our village. My family bought groceries at Shane's store, we picked up our mail at the post office beside it, we paid our bills to the Village, we banked at the Bank of Montreal (on Lancaster Street) and when we got a library, I was one of the first kids to sign up. I could move to another place, but I enjoy living here because it has been a nice place to grow up and live in. It is close to everything that I could need. The highway is two minutes away, there are several grocery stores not too far away, there is a Walmart and pet store just up the street and the malls are 5 to 7 minutes away. The people are nice and do not cause trouble. They keep to themselves, but are friendly enough to say hello when they see you. This is what has made Bridgeport a nice place to live in. Times are changing and it is growing, which is inevitable because our population is growing and people need places to live in. But it needs to grow in the correct way so as not to change the atmosphere and ambiance of the Bridgeport neighbourhood.

If I had received your postcard on April 1, I would have thought that this was an April Fool's joke. It is hard for me to understand how you can use that small parcel of land to put up so many buildings, especially such high buildings. This is not an area where we have such tall high-rises! We have only single or two-story homes and some businesses. Until this year, we did not even have five and eight story buildings in this area. Five and eight stories are acceptable, but these 20 and 26 story buildings that you are proposing would definitely be an eyesore in our neighborhood. This is Bridgeport, not Waterloo or Toronto! In 1973, before the Village of Bridgeport became amalgamated with Kitchener, Bridgeport (blue border) had a population of 2374 people in it. You are proposing to put more than that many people (because I'm sure some units will house couples and families) in a little tiny area (yellow on map), which is about five percent of old Bridgeport. These poor people will be packed in like sardines. What are you thinking?

<https://photos.app.goo.gl/CuekN2YekXpwwLzD7>

There is also another, even more serious, problem that I am not sure that you are aware of totally, and that is the traffic situation. Bridgeport Road and Lancaster Street are busy most of the day. However, during rush-hour (morning, noon and late afternoon) Bridgeport Road and Lancaster Street are very, very busy and congested. At these times, it is very difficult for me to get in and out of my driveway, so I have taken to backing into my driveway so that I can see the traffic clearly and not get into an accident when I am leaving. However, when people decide to make U-turns on Bridgeport or to turn into my driveway to turn around, and I am backing into my driveway at the same time, this can create a very serious situation. This has happened to me more than once and if I had not been very careful and cautious, we could have had serious accidents. (The worst part is that some people feel entitled to be able to use my driveway to turn around in and get upset and start yelling at me because I am going into

my driveway.) When I am leaving, I also often have to turn right onto Bridgeport even if I need to go left, because it is very busy. I then turn right onto Lancaster, turn right on Hamel and right again on either Mackie or Leander, and then left onto Bridgeport from there. That is the safest way for me to get to where I need to go.

It is also very difficult to make a left-hand turn from Bridgeport to Lancaster (northbound). If not for the advanced green light, it would be impossible many times to turn left at all. Luckily, there are times when the traffic coming from Riverbend Drive is not too busy. I have no idea where you expect the people from the new apartments to enter onto and exit from Lancaster Street during these busy times. If even only half of the units have cars, that would still be an additional 600 vehicles on the road there. Even if they would not all be coming in and going out at the same time, it would still be very busy for everybody, especially for the people living in this area now. Even if there were a road built behind the apartments that led to Riverbend Drive, that would just make the intersection of Bridgeport and Lancaster even busier and no one would ever be able to make a left-hand turn from Bridgeport to Lancaster. If we think it is bad now, it is nothing compared to what it could be if you went through with this proposal. Even widening Lancaster Street would not solve any problems because people would have to, at times, cross two or three lanes to go to where they need to go. This might just create more accidents because many people are often in a hurry here and don't look carefully.

These are some of the major concerns and safety issues that I can think of now. I am sure that there will be many more in the future if and when construction commences.

I am interested to know what the final proposal will be for this area. Please keep me informed of what is happening. I am all for building new homes for people, but I do not want our neighbourhood to turn into an eyesore and be the laughingstock of the region, and be unsafe for all of us who have lived here for years. I think we and our safety are just as important also. I'm sure that there can be a compromise to keep everyone happy and satisfied.

Yours truly,
Helen Szymkiw



Sent from my iPad

From: Anna Dickerson [REDACTED]
Sent: Monday, November 1, 2021 9:01 AM
To: Andrew Pinnell; Scott Davey; Berry Vrbanovic
Subject: [EXTERNAL] Bridgeport Condos

Dear Sirs,

We are writing regarding the development planned for 544 Lancaster Street West. We kindly ask that you reconsider this development and save our historic community from additional traffic, years of construction, misplacing wildlife, unusual wind patterns and huge shadows.

Thanks for your consideration.

Sincerely,
Anna & Guy Dickerson

From: jen schiedel [REDACTED]
Sent: Sunday, October 31, 2021 9:24 AM
To: Andrew Pinnell; Scott Davey; Berry Vrbanovic
Subject: [EXTERNAL] Bridgeport/Lancaster development

Hello

I am writing regarding the proposed development at 544 Lancaster St West. My family and I live on Lang crescent which is just down the street from this proposed project.

We were disappointed to see that we did not receive notice in the mail regarding this proposal, especially with your comment deadline being November 1st. With something so big that can affect our community we would expect people in your position to be honest and share the proper documentation. If it weren't for a concerned neighbour we would not even know about this.

We have several concerns about the project and would love to know how these would be addressed:

1. Traffic on Lancaster is already quite busy. To exit Lang cres onto Lancaster is quite difficult with the flow of traffic. How would this be addressed?
2. Our kids go to Bridgeport public school and are considered walkers because of our distance from the school. The thought of them walking down Lancaster and Bridge with current traffic conditions makes us nervous, let alone adding 5 condo buildings and their added traffic. How would this area be made safer for pedestrians?
3. This development is very close to the Grand River. We have already noticed flooding on the fields across the river, how would this new development impact the river and surrounding wild life? There would be a lot less absorbable ground with a development like this, how would water run off affect our community?

My family has been part of this community for over 50 years, with my grandparents building here and us having the opportunity to purchase from them. It has always been a quiet and family friendly area. The past few years have seen an increase in development and it has had an impact on the qualities that we fell in love with here. When construction is directed onto our crescent people speed through our roads, which do not have sidewalks, and I fear walking with my children and dog. I hate not feeling safe on my own road. Big trucks use our road to park and unload equipment, yet our road is not wide enough to detour around a parked vehicle. This leads to increased traffic and delays in getting to work and school.

We would love to have more information and hear how you plan to address some of the concerns we have. We also hope that we actually receive information in the mail regarding this development.

Please consider the affects you would be adding to our community before moving forward with this.

Thank you for taking the time to read our email.

The Schiedel Family

From: [REDACTED]
Sent: Sunday, January 23, 2022 9:26 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Bridgeport proposals

One Bridgeporter's Opinion

Hello Andrew,

I understand the city is ever-changing and growing. However, Bridgeport does not need high rises, or increased population in the area as traffic is backed up enough already, which may prove dangerous if there is an emergency. This is a historic area of town. Read the newsletter as the history is documented.

I know living space is needed, but how about we stay four storeys high or a reasonable limit. I know the height is desired as it will showcase the River, at a premium price for the view, this does not benefit those of us calling this area home. We cannot manage that much growth at this end of town, alternate routes are not available because of the River.

In my opinion, as a Bridgeporter for 20 years, what we need is another access point in case of emergencies or in the event we have to evacuate; we do not need high rises. When the round-about spewed sewage, even though traffic could get through the bridge was not only shut down concrete barriers blocked the bridge preventing access to emergencies service. For those of us across the bridge we had to drive to Breslau or Maryhill to get to Kitchener or Waterloo. Let's keep the small town feel. Maintain our history.

I appreciate the opportunity to voice my concerns. I hope the City hears us and limits growth at this end of town.

Please provide a copy of the decision.

Joanne Buchholzer

From: Rick [REDACTED]
Sent: Tuesday, October 19, 2021 9:56 AM
To: Andrew Pinnell; Scott Davey; berry.verbanovic@kitchener.ca
Cc: Andrew Pinnell; Scott Davey; berry.verbanovic@kitchener.ca
Subject: [EXTERNAL] BUILDING IN BRIDGEPORT

I received a notice in my mailbox, not from the City of Kitchener but from a neighbour, which is gutless in itself on your part, advising me that you have big plans for Bridgeport in so far as buildings go at 544 Lancaster St. I am NOT okay with your plans for my community.

I've lived here for 31 years, in this area my whole life, nigh on 60 years of age and I CANNOT BELIEVE what you are doing to Kitchener. Why is this area being punished like this? What did we do to deserve this endless assault of concrete on our city? Let me put it this way gentlemen, EVERYBODY I talk to is glad they are as old as they are, not closer to the beginning, but to the end because of what you are doing to our city. I don't exactly class those remarks as success do you? When people think being closer to death is preferable I believe I'd count your 'leadership' as failure. Utter failure.

You keep building but I don't see any extra hospitals do you? You speak of minding our water usage then build enormous sky scrapers all complete with toilets and showers, all requiring water. You speak of climate change. Which holds the heat more the concrete you pour or trees and grass? Hypocrites you are, one and all. You don't care about the land or the people, the people who live here. If you were REALLY trying to be different why not say we were the greenest city, as in grass and trees, in all of Canada. Oh too late for that now isn't it. Also rain doesn't

absorb into concrete, it runs to the lowest possible level so when things start flooding that is on you too.

I cannot wait until the next election because I want real leadership. People who will stand up for the people who live here, not the developers who run back to Toronto with their fists full of money while we have to live with the outcome.

Shame on you all. I really and sincerely mean that.

Donna Beilstein Warren



From: Lori Stephen [REDACTED]
Sent: Friday, November 12, 2021 10:37 AM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] 'Campus-style' project proposed at Lancaster Street West in Kitchener

Hi Andrew,

I read in the Waterloo Region Record about the development proposed for Lancaster Street near Bridgeport Road. I have concerns about traffic, since we already have issues with traffic on Lancaster Street.

I am all for affordable housing but can we not spread out the high raises in Kitchener-Waterloo and ensure there is parking and guest parking for residences.

My main concerns are:

1) Traffic on Lancaster Street - We already have an issue turning left onto to Lancaster St from General Drive. During peak times we are stuck in traffic already. Not everyone is back to work yet so it's already going to get worse before you even build these high rises.

a) What are you doing about traffic volumes on Lancaster Road? Are you expanding Lancaster Road?

b) Are there not emergency concerns? Would be interesting to know at 5pm with our volume of traffic if a fire truck, ambulance, police can squeeze in between two lanes of traffic on both sides that are not able to move. On General Drive Lancaster St is our only entrance and exit.

c) If this is approved, will Lang and General Drive get lights so they can get off our street?

2) Parking - since there is currently no plan to ensure parking and guest parking is available for all residences, what is the plan for overflow parking?

a) you cannot park on the streets in the winter.

b) we already have vehicles parked on our street because most residences have kids with cars. Where do you expect our guests to park?

These are just a few of my concerns, look forward to hearing from you on my concerns.

Please include me on meetings discussions on this topic. If I am unavailable will these meetings be recorded so we can review at a later date?

Thanks,
Lori Stephen

From: Mike Palmer [REDACTED]
Sent: Thursday, October 21, 2021 9:49 PM
To: Scott Davey
Cc: Andrew Pinnell
Subject: [EXTERNAL] Comments re Application for Development - 528/544-550 Lancaster St OPA21/010/L/AP

Hello,

My name is Mike Palmer. I live on General Drive and have done so for over 20 years. On October 4, 2021 we received a circular from the City informing us of an "Application for Development in your Neighborhood" and wanted to take the opportunity to give feedback.

At the risk of sounding like the typical "NIMBY" I nevertheless would like to say on record that I would rather this development not proceed in its current form for the following reasons:

Structure and Scale:

The application requests an Official Plan Amendment "*to increase the permitted Floor Space Ratio from 4.0 to 5.8 and increase the maximum building height to 83 metres.*"

These requests represent an unreasonable **45%** increase in the floor/space ratio allowed (a limit which is already stretched from the MIX-2 limit of 2.0 via "special provision 49") and, far more egregious and laughable, a **232%** increase over the 25-metre building height now allowed by [MIX-2 zoning](#).

Indeed, *all* towers in this Development -- a 270-foot (83-metre) tall tower, flanked by towers of 200+ ft (61m), 160+ ft (49m), and 100+ ft (30m) -- completely blow through the existing 25m/8-storey height zoning limit. Nowhere along the length of Lancaster -- from Victoria to Bridge -- is there anything even remotely close to structures of this size, density or type. This scale of development does not belong in this part of the "Lancaster Corridor."

It is a distressingly common practice for zoning by-laws to be altered at the whim of developers pouncing on any available lot. But this request, for a Development so outlandishly out-of-scale for the existing neighborhood, really deserves *extra* critical consideration taking into account the very valid concerns of all stakeholders, including residents of adjoining neighborhoods.

Zoning by-laws must not be so mutable that monied developers get whatever they desire. If I want to put a shed or a deck in my own back yard I have to follow zoning by-laws *as they stand* to the 'T' or face sanction. I would not be afforded a variance allowing an "outlandish" deck or shed structure on my property. We all accept this because the alternative to no or next-to-useless by-laws would be "back yard anarchy" where anything -- any structure, any level of noise etc -- goes and a civil society simply cannot abide by that. The optics of zoning by-laws only so malleable to those with money are awful and, honestly, foment cynicism, frustration and perhaps suspicion on the part of citizens exhausted with a political process that ignores their concerns and is increasingly seen to always favor the super-wealthy developer/investor class.

If Council is truly considering this may I propose that this development (or ones like it) be postponed until such a development is proposed for, and built in, say, the heart of Deer Ridge or Hidden Valley? This precedent would demonstrate that zoning laws are indeed flexible for all and that there is not an unfair and disproportionate burden of densification placed on "middle income" neighborhoods like ours when it comes to densification.

Traffic:

Having lived on General for 20 years I am very familiar with traffic on Lancaster and am unconvinced that the relatively rosy Transportation Impact and Parking Study (TIPS) report reflect the reality we already see here, let alone its projections of the impact the proposed development. I do not buy their assessment of post-COVID traffic volumes on page 15 of the TIPS report (i.e. that it is "plausible that traffic volumes may never reach pre-COVID levels...") I assert that traffic volumes are already approaching pre-COVID levels all over the region, including on Lancaster St., and we're not "post" yet. It is *implausible* that traffic in this corridor will not worsen dramatically in the coming years if the Region's growth forecasts come to fruition and adding 1200 dwellings between General and Lang will add massively to the misery.

Bridge St and Lancaster are both two lane roads that reach practical saturation during morning and evening rush hour periods. Bloomingdale Rd and Bridge are used by countless commuters coming from Guelph and points north, with some continuing up Bridge to University but many others turning onto Lancaster and heading to Bridgeport or Victoria.

I do not believe that the study accurately or realistically reflects the reality of (a) the pre- and presumably post-pandemic levels of continuous flow of high volume of southbound traffic during rush hours on Lancaster thanks to the roundabout at Bridge, and (b) the overall suitability of a low-bandwidth but heavily traveled thoroughfare like Lancaster being further burdened by the traffic associated with an additional 1200 dwellings in the sensitive area between Shirk and Bridgeport.

I could be incorrect but do not believe that the TIPS report considered the additional vehicular traffic that will accompany the current 8-story building going up next to the Tim Horton's nor the future "affordable" housing option still to be erected at the corner of Bridgeport and Lancaster.

A pedestrian trying to cross Lancaster or a driver turning left out of General, Lang or Shirk is stymied given the volume of traffic and the crowding behavior most drivers exhibit, something not revealed in the TIPS report. Danger to pedestrians and drivers increases when one "noses out" into traffic in an attempt to cross or make such a crossing or turn.

And yet the TIPS report concludes that "*traffic control signals are not warranted*" at Shirk, General or Lang. Even as things now stand I disagree with the assessment and believe that the addition of nearly thousand cars in the area -- not just passing through but looking to transact with north- and south-bound traffic on Lancaster -- is only going to make that much, much worse.

As noted in the TIPS report, the addition of these structures and the 1198 dwelling units requires 1378 parking spaces to comply with existing zoning by-laws. If we allow that the estimate of 66% take-rate is accurate, that still means up to ~900 cars potentially leaving and entering that development in the morning and evening, most likely turning left out of the development onto Lancaster heading toward Victoria or Bridgeport.

It would make far more sense to me if the entrance to this development was via Bridgeport Rd E/Riverbend on the east-side of Lancaster, especially if that part of Bridgeport were increased to four lanes to match the road on the west side of Lancaster. It may be necessary to think about traffic control lights or a roundabout for such an interchange since Riverbend also gets quite busy during rush hour.

Construction and Staging:

Unless all construction traffic enters and exits the site off Bridgeport/Riverbend, the years of construction and staging -- trucks bringing concrete, steel, prefabricated components, heavy equipment, materials and other supplies to and from the site, tracking mud, dust, dirt and rocks onto Lancaster -- will undoubtedly bring a severe nuisance to those living in this area through noise, dust & dirt, gravel, rocks and traffic snarling. Winter will make this even worse.

We have already seen an increase in heavy dump truck traffic in this area lately as they travel to and from the construction happening on Bloomingdale Rd to the Parkway via Lancaster and Bridgeport and the noise and dirt and traffic disruption is already notable.

Loss of Mature Trees and Foliage:

The lots under consideration are populated not just by century homes but also by a diverse population of large, mature trees with healthy crowns providing shelter and habitat to birds, squirrels and other wildlife. Nowhere in the Arborist Report is the term "habitat" used. Why?

We can roughly estimate a tree's age based on its DBH (figures given in the table in Appendix 1 of the Arborist Report) and a term known as the "Growth Factor" and it appears the ages of at least some of these trees to be in excess of 100 years. The accepted method to estimate a tree's age is based on multiplying the DBH by a species' Growth Factor: To use one example, the tag #20 (formerly 248) is a horsechestnut with a stated DBH of 120cm or 47.2-inches. The growth factor for that species of tree is 8.0. Multiplying the stated DBH by the growth factor results in an age of 378 years.

If we assume that there is an error in the report -- perhaps we say that this tree cannot be nearly 400 years old -- and that the column label for this column in the table should actually be *circumference* at breast height or "CBH" and not DBH, then we need to adjust the column value to convert from circumference to diameter by dividing by PI (3.14159). A 120cm (47.2-in) circumference divided by 3.14159 gives a corrected DBH of 15-inches which, when multiplied by the growth factor of 8.0 for this species, still gives a tree that might be 120 years old.

Tree #23, also a horsechestnut, is 110cm and, using the latter calculation, might be 110 years old; #26 is a black walnut that might be nearly 60 years of age.

If the table as presented is correct -- the figures shown in the DBH column are actually DBH -- then tag #20 really could be 378 years old; #23 could be 346 years old and #26 177 years old. I think that the potential for some of these trees to be in excess of 100 years old -- and potentially much older -- demands that the Arborist report be re-reviewed to understand and correct any errors that may be present and to amend to the table a column showing estimated age of each tree to present a fuller picture of what will be lost if they are removed wholesale for the development.

I implore you to consider the wording of the Tree Conservation By-Law of Kitchener that includes, in part: *minimizing the destruction or injuring of trees, protecting, promoting and enhancing the aesthetic value of trees and sustaining a healthy natural environment.*

Parking:

The current zoning by-law requires 1378 parking spaces but the development application shows only 808 spaces allotted, a **41%** shortfall.

The TIPS study infuriatingly suggests that "[s]hould the site's parking demand exceed the supply, on-street parking on Lang Crescent and General Drive is available within 200 metres of the subject site for short-term parking needs." No, I don't think so: I **strenuously** object to the blithely-stated "option" of having cars associated with the development's residents and visitors clogging our residential street. This suggestion is completely unacceptable and I would demand that the city reject this variance request.

I think it naive to assume that such parking will be "short-term." I'm comfortable stating that there will be many dwellings in need of multiple vehicles because "he" works in Toronto and "she" works in Guelph and existing transit to the train and bus stations is inadequate for their needs. Please do not normalize this by accepting that such overage can be accommodated by our narrow residential street.

The developer claims that the height overreach variance should be granted because of *Policy 15.D.4.1.20*, justified because they are, in part, providing underground parking. But they're not providing enough parking to meet the needs of their future residents nor existing by-law requirements. In other words, despite failing to satisfy the existing by-law regarding parking spots they nonetheless think they've done enough to warrant justification of a 232% variance in height. This, in all good conscience, cannot be allowed.

It strikes me as asinine of (a) the developer to make a claim for a colossal 232% height variance using parking as part-justification while *not* actually providing *enough* parking and (b) the TIPS author(s) to suggest that established and quiet residential streets are up for grabs in a first-come, first-serve parking lottery for development residents and their visitors.

General Drive often sees residents and visitors parking on both sides of the street and when this happens, what is effectively a single lane of traffic is available for cars and trucks to navigate the road. If two cars are heading in opposite directions, one must duck into any available open spot or driveway to allow the other to pass. This also presents a hazard children and pedestrians in the area. While we accept this as inevitable for people that *live on this street* and we trust that the safety of children and pedestrians is of high priority to people that *live here*, the same cannot be assumed for people parking on these streets out of necessity because there's insufficient parking where they live. The push to move residential speed limits from 50 to 40kph illustrates that we already see hazards to safety on such streets; we cannot make this worse by allowing spill-over parking from this development. Where else in the city is this deemed acceptable?

And, out of curiosity, what happens in the winter when overnight parking is not allowed (2019-113, part V (3)(xiv)) period? Or during snow events? What will residents of the development do then, having become accustomed to used to using our streets to store their vehicles?

Public Transit:

Buildings of this size and projects of this scope are usually placed along well-serviced public transit routes, as we have seen, for example, along Charles and King streets. Lancaster is not one of these, especially since it is far removed from the LRT and GRT bus service is infrequent.

If we assume that, say, half the population of the ~1200 units in the development need to use public transit, is it the expectation that we will see throngs of hundreds of people standing at the southbound bus stop across from the development or milling about in the parking lot of the neighboring Smokehouse waiting for infrequent buses that will carry away at-best 50 or 60 at a time? As there is no room on the boulevards for such gatherings so does that mean they will spill onto private property?

How will they cross Lancaster to get to the southbound stop? Will there be a pedestrian crossover that will further clog already heavy traffic during rush hours? Or, worse, people just dashing across when they can?

This is going to be a nightmare and it will encourage people to use their own cars, making the aforementioned traffic and parking problems that much worse.

Conclusion:

I fully understand the requirement for housing and densification in the Region.

However, the developer in this case is proposing a project vastly out of scale with the established neighborhood, out of scale with transit and traffic bandwidth capabilities and shockingly out of scale with several important zoning by-laws.

The proposed destruction of numerous very mature trees and virtually unspoiled nook of habitat for wildlife is saddening and unbecoming in these times of increased green awareness, appreciation of the "aesthetic value of trees" and "sustaining a healthy natural environment."

I have outlined no less than three explicitly non-trivial variations requested by this developer: an FSR increase of 45%, a building height overage of as much as 232% (and every other building in the development over that by-law if by lesser amounts) and a parking allotment 41% less than that required. These cannot be ignored or minimized as somehow trivial or acceptable.

Zoning by-laws exist for a reason and they should not be so mutable as to really serve only the real estate developer class. We know zoning by-laws so fluid in neighborhoods of great wealth and influence: Do I really need to ask what would happen to these variance applications if this exact project was proposed for the empty lots in Deer Ridge abutting the golf course? Or if we ventured slightly into Kiwanis Park? We *know* what the result would be if a concrete monstrosity such as this was proposed in these neighborhoods... Zoning by-laws must apply equally to all or they are meaningless.

A smaller, more reasonably scaled project that really considers the concerns and interests of long-time area residents, avoids disfiguring the existing neighborhoods and considers the effect on flora and fauna is an obvious answer.

Best regards,
Mike

From: Ursula [REDACTED]
Sent: Monday, October 25, 2021 7:20 PM
To: Andrew Pinnell; Scott Davey; pchauvin@mhbcplan.com
Subject: [EXTERNAL] Concern about proposed development on 528-550 Lancaster st W

Hello,

I recently received a notice about a multi building, high rise, development proposed at 528-550 Lancaster street West, Kitchener.

As a resident of the area I'm very concerned about how these 1200 additional units are going to impact traffic along Lancaster St. This is only a two lane street and the business area along the Grand River has already made it difficult to turn in/out of my street (General Dr.) during the day. This new development is going to significantly increase traffic in an already busy and narrow route.

Additionally, I don't agree with the proposed height of the new buildings - I am concerned that this area is getting too commercial and losing the original charm that attracted me here. I'm concerned that my property value will be negatively impacted as families prefer to stay away from commercial and densely populated neighbourhoods.

Lastly, I'm concerned that this development does not include sufficient parking for all 1200 units - less than one spot per unit! As I mentioned previously, Lancaster is narrow and there isn't any street or public parking available. I am worried that these units will resort to using street parking on adjacent roads which is not acceptable.

As a long time constituent of Ward 1, I urge you to reject this development proposal. It is too large for the area and I don't believe it has been properly thought through.

Regards,
Urszula Baczkowska
[REDACTED]

From: Anna Janecek [REDACTED]
Sent: Tuesday, October 19, 2021 7:03 PM
To: Andrew Pinnell; Scott Davey; berry.verbanovic@kitchener.ca
Subject: [EXTERNAL] Condo development at 544 Lancaster St W

Greetings Andrew, Scott & Berry,

I am writing to you with regards to the proposed condo development at 544 Lancaster St. W. I live in the surrounding neighbourhood on Lang Cres. I am excited to see some intensification of this area, recognizing that there are limited housing options generally within the region. However, I do have some concerns and cautions that I would like to raise as the city considers this proposal.

1) Traffic - I have read the recommendations that Lancaster St be widened to accommodate the increase in traffic expected with this development. In my experience, turning northbound on Lancaster from Lang Cres has always been a challenge at peak times, especially since the installation of the roundabout at Lancaster and Bridge as it provides very little break in the flow of traffic. I'm very concerned that with this addition to the neighbourhood, peak travel will become exceedingly difficult, not only for vehicular traffic, but for pedestrians and cyclists as well. In addition to widening Lancaster to account for a designated turning lane, I wonder about providing road access to other nearby streets such as Bridgeport Rd E and Riverbend Dr behind the development.

2) Affordable housing - I would love to see the inclusion of affordable housing units as part of this development. As you will know, access to affordable housing is incredibly limited in our region, with many social challenges arising as a result. This location is relatively centrally located within the city of Kitchener. It is well serviced by public transit, and within relatively easy access of various city and community services. I would love to see the city move towards prioritizing access to affordable housing by compelling large-scale developments, such as this, to include a percentage of affordable units.

3) Land Claims - Finally, as a development site situated along the Grand River, and within the Haldimand Tract, I urge the city to reach out and consult with First Nations in honour of both the historical treaties we are bound by and the territorial acknowledgement with which we so blithely begin city events.

Thank you for your consideration.

Sincerely,
Anna Janecek

From: Becca Loduca [REDACTED]
Sent: Monday, October 18, 2021 6:15 PM
To: Andrew Pinnell; Scott Davey; berry.vrbanovic@kitcener.ca
Subject: [EXTERNAL] Condo Development in Bridgeport

Hello,

I am providing comments of my concern of the upcoming development in my neighborhood.

My first concern is that I did not get a notice that this was happening from the city, instead I heard about it from one of my neighbors. Which makes it seem like this project was not intended to be responded to.

Secondly, and most importantly, the Grand River is not our land. As there is currently ongoing discussion with the 6 nations people of the grand river.

I rent in the area, and I was very VERY fortunate to find affordable housing in this city. I work full-time and make over minimum, but with prices rising on all other essentials, I find it can be difficult to have quality of life. I can already see that these developments will not be anywhere near the realm of affordable housing, and that is a problem. I am not downtown because I cannot afford it, but if this development gets built, soon I will not be able to afford this area either. People like me deserve to be able to afford housing, and this is not a solution.

Thank you for your time

Rebecca Loduca
[REDACTED]

From: Karen Guderian [REDACTED]
Sent: Wednesday, October 20, 2021 12:20 PM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] Development on Lancaster

Hello Andrew and Scott

I live on Springdale Drive and I find the traffic during rush hours to be incredibly difficult already on Lancaster. It's nearly impossible to exit Lang Street onto Lancaster during these times - especially a left hand turn. Lancaster is a bottle neck as people come into Kitchener over the Bridge Street bridge into the city and visa versa in the afternoon. Adding over 1000 dwelling units in this section of Lancaster before the traffic can fan out into the city would be very disastrous to traffic. I can not see a solution to this since there is a limited number of bridges crossing the Grand river and this a main thorough fare into the city.

Kind regards,
Karen Guderian

From: JAN WILLWERTH [REDACTED]
Sent: Friday, January 21, 2022 10:14 AM
To: Andrew Pinnell
Subject: [EXTERNAL] Development request for 528-550 Lancaster Street West

Dear Andrew,

At the virtual meeting last evening (Thursday, January 20, 2022), I inquired about the Environmental Impact Report on the proposal of the campus style development with a 26 story building adjacent to the Grand River. You replied that the GRCA has been engaged and that they approved this proposal. I'm trying to wrap my head around how this could be given that this is along the avian migratory path (including barred owls). Would you please forward the Environment Impact Report assessed by the GRCA to me, so that I can get a clearer view of why this would be approved.

Thanks,

Jan Willwerth
[REDACTED]

Kitchener, ON

Sent from my iPad

From: Brittany Kreller [REDACTED]
Sent: Wednesday, October 6, 2021 11:50 AM
To: Andrew Pinnell
Subject: [EXTERNAL] Developments in Lancaster St.

Hi Andrew,

I just saw the “notice of development” for 5 apartment buildings on Lancaster Street in Kitchener, and to be honest it made me sad to hear this news.

I don't feel that high rises belong in this area. People love the Bridgeport area because it has a “small town” feel to it, as you're near the city limits. It's going to add a lot of traffic to an area that has suffered through this enough. That small round-a-bout cannot handle more traffic without causing major delays.

There are no other high rises in the area, and being on top of the hill it's going to look out of place. It's also going to ruin a beautiful skyline for so many people in Bridgeport. I won't lie, one of my favourite parts about my home is the amazing sunsets we get and how quiet it is.

I truly think this development will have a negative impact on a lot of people already living in the area. I hope they consider building smaller, or not at all.

Kind regards,

Brittany Kreller



From: Dan Currie [REDACTED]
Sent: Monday, October 25, 2021 11:47 AM
To: Andrew Pinnell
Cc: Scott Davey; Berry Vrbanovic
Subject: [EXTERNAL] Feedback - 528-550 Lancaster St West proposal

We have lived at [REDACTED] Springdale Dr. for 20 years.

We have a number of concerns about the proposed development 528-550 Lancaster Rd.

Traffic flow

- Last year's construction on Lancaster rerouted traffic onto Lang which does not have sidewalks. Walking along Lang was unsafe, the road was not wide enough to accommodate pedestrians and the increase in cars, and the road edge is still damaged. Detour signage was misleading. Motorists drove at unsafe speeds and used a pedestrian walkway that connects Lang to General in frustration. Further construction will create these hazardous conditions again.
- Traffic has increased on Lancaster. This trend will continue when current developments and buildings are fully occupied. It is difficult at many times of the day to make a left hand turn onto Lancaster from Lang.
- Traffic has also increased on Bridgeport. It is difficult for pedestrians to cross Bridgeport, sidewalks exist on one side of Bridgeport and are very close to the road.
- It is difficult to make a left hand turn from Lang onto Bridgeport at many times of the day.
- This neighbourhood plan makes it very difficult to improve the traffic flow. General Drive has one outlet onto Lancaster. Springdale, Horizon Crescent and Lang Dr only have outlets onto Lancaster and Bridgeport. The bridges over the Grand and Laurel Creek are two lane and historical. The roundabout is quite small and the traffic light has limited lanes. Lancaster provides access to the city and the expressway for commuters and commercial vehicles. Currently traffic on Lancaster often turns right and diverts along Lang when the intersection is backed up. Lancaster is a two lane road.
- Bridgeport Road is a main artery to access the expressway for a large area.
- There is currently significant residential development along Bridge St (towards Breslau). Once these homes are occupied - many will be driving up Lancaster to access the expressway and the city core.
- The occupants in the proposed 1 198 units will require cars. Our neighbourhood does not have walkable services such as grocery stores, employment or entertainment. (Except the Lanc!) We are quite a distance from the ION and public transit hubs, and there are no bike paths or lanes. We have heard that the developer will provide fewer parking spots with the anticipation that some occupants will bike! That is just a cost saving measure for the developer and an impractical and totally unrealistic option for occupants.

Environmental issues

- This development is located at the confluence of Laurel Creek and the Grand River. This area is part of a wildlife corridor which extends along the Grand River but also connects along Laurel Creek into Bechtel Park and north Waterloo. The waterfowl, raptors, deer and coyotes which depend on this habitat are just some of the species which will be put at risk by this development. A vital wildlife corridor will be severed and habitats destroyed.

- 26 and 20 storey buildings are a hazard for birds. What is the plan to reduce light pollution and bird deaths?
- An extensive environmental assessment of the impact of this proposal is required.
- This area provides a natural recreation area which continues along the Grand River for walking, canoeing and fishing. All of our region benefits from these public, natural spaces.

Neighbourhood impact

- The size and height of this development is completely out of proportion for this neighbourhood. We live in a small area which is a mix of residential, rental, light industrial and social services. All of the buildings are low in height. The residential area is varied but for the most part modest. The size of this development will literally overshadow a historic community and change the quality of life in this area.
- We question if this development fits the existing zoning and long term city plan for this area.

Current development

We appreciate that there is usable land in the Bridgeport neighbourhood which will be developed for housing. We are aware of three recent developments.

- Neighbourhood concerns regarding 450 Bridgeport were largely ignored and the subsequent development on that site shows no regard or respect for the existing properties. The size of the homes at 450 Bridgeport and the proximity to existing homes on Lang Dr represents very poor planning and development decisions.
- The redevelopment of the Lutheran church on the corner appears to be an example of good planning decisions. The development is in proportion to the neighbourhood, provides accessible housing as well as allowing the church to remain.
- The new building beside Tim Hortons would appear to be in proportion for development in this area. The impact on local traffic remains to be felt when fully occupied.

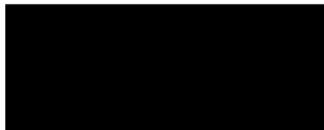
We realize that this property has tremendous potential for development and would be one of the few residential areas on the Grand River.

We expect that after extensive traffic studies, an environmental assessment coupled with neighbourhood concerns and input, that any development would proceed with a more sensible, proportional plan than the current one. The current proposal is unacceptable.

Please keep us informed on this development.

Sincerely,

Jane and Dan Currie



From: J & H Honch [REDACTED]
Sent: Monday, October 18, 2021 5:29 PM
To: Andrew Pinnell; Scott Davey; Berry Vrbanovic
Subject: [EXTERNAL] Feedback - Development at 528-550 Lancaster Street West

Good afternoon,

My name is Heather Honch and I live at [REDACTED] Lang Crescent, Kitchener with my husband and our 3-month-old baby.

I do not want this massive development of 5 condos to be built in my neighbourhood and on the Grand River.

First: This is on the Grand River which is a host to a lot of wildlife.

Second: It will be an eyesore. This is a beautiful neighbourhood that I am proud to be a part of .. these condos will impact the quality of life in our neighbourhood.

Third: Traffic - Lancaster St cannot handle that much traffic. It will create jams and blockages on a tight street.

Fourth: Safety of Lang Crescent. I have a child and as we have seen whenever there is construction on Lancaster, traffic is often rerouted down Lang Crescent .. making it a safety issue for this neighbourhood and our children living in it. Also, I am concerned that with 1200+ residents living at the condos, that they will use Lang as a detour road from Lancaster to Bridgeport.

Fifth: This development will take years to build and will impact our quality of life on Lang. This giant condominium compound will likely be overpriced and unaffordable for most Kitchener residents.

I know that developments can be tempting .. but please, honour the land (the Grand River and its watershed) and the historical Bridgeport Village Community and do not approve this development. This is not the right land for such a large and complex development.

Thank you,
Heather Honch

From: Dharmesh Mistry [REDACTED]
Sent: Sunday, October 31, 2021 7:46 PM
To: Andrew Pinnell; [REDACTED]; Scott Davey
Subject: [EXTERNAL] Feedback for 528-550 Lancaster St W

Hello!

My name is Dharmesh, and I'm a resident of General drive, one of the few major streets that will be affected by the recent high rises in plan for this area. I am also the owner of the community Facebook group (General Lang Community Group)

My biggest concern that I've heard from members of the group is traffic, it is currently very difficult entering and leaving General drive as people speed down the hill from Bridgeport and also cut the corner coming from the Bridge street round about. We sometimes already need to wait 5 mins at the stop sign for a gutsy left turn. With the additional building, we imagine traffic will be even more of an issue. It's (Lancaster street between bridge and Bridgeport) only one lane, and does not seem likely possible to expand. It's already a heavily used road, and the addition of potentially 600 cars (one car between the estimated two dwelling average) and how it was deemed that General dr would be used for "on street parking"

I do support the efforts, but we already have a church that was converted into sustainable living apartments, and one huge one built behind the Tim hortons (literally balcony's 6 ft away from the call box of the drive through)

Our closet grocery store is freshco or Sobeys which are driving distances away. That, and the highway entrance there is more likely to entice more cars!

We only have a tiny park at the entrance of General drive which looks like an after thought (we are currently in works with the city and lovemyhood.ca to get a fence put in.)

It just seems like an excessive lot of people to put into a pretty tight area, and does not seem to be sustainable to our area without roadwork and business opportunities to supplement them

Thanks for taking the time to review my feedback.

Dharmesh Mistry

From: Alysha Brilla [REDACTED]
Sent: Wednesday, October 6, 2021 5:09 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Feedback for 546 Lancaster Street West

Dear Andrew Pinnell,

My name is Alysha Brilla.

I am a 3X Juno Award nominated artist, music producer, arts as therapy youth worker, community member and Kitchener resident. I have spent the past 17 years providing arts, community support and programming to city residents. Especially in the past 5 years, I have had the pleasure of using my skills as a composer and producer to bring youth and artists from all walks of life into my recording studio and create projects together that provide both therapeutic value, a sense of belonging and pride.

My home and recording studio are both located at 546 Lancaster Street West. It is in a home-work space here where much of this valuable activity takes place and where many local artists and musicians have safely gathered outside, especially during Covid. As an established female artist in the region, I often provide a safe space for other women, non-binary artists, LGBTQ2S youth and BIPOC folks. This studio is a sacred space situated close to The Grand River, which, as you are aware is also treaty land (Six miles on either side of the Grand River promised to Six Nations).

I received a curious flyer in the mail with a macabre image of my home and studio demolished and in its place, five sterile and industrial, ghastly looking condominiums. I realize this concept image is on a feedback request card and that my email to you now is exactly that. So I would offer you the opportunity to examine the following realities:

1) There are currently multiple (upwards of five and possibly even more) already pre-constructed, empty commercial buildings on the same street (Riverbend Drive, which is kitty corner to the proposed development lot).

In the interest of providing Kitchener residents, current and future, with housing; re-zoning and conversion of existing properties is a better investment for several reasons. Firstly, we are in a climate crisis and the financially, environmentally and ethically responsible thing to do is utilize existing land that has been built on, paved or exploited. Between the land itself, the building materials that this would conserve and the energy it would save (electricity, hydro and man-power), it is a bit of a no-brainer as to why one should prioritize the empty buildings for residential use. The pandemic has cleared many office buildings out. This would not be the first time City of Kitchener collaborated on such projects. Years ago when the downtown Tannery and tech district was developed, it was thanks to this conversion value.

2) 546 Lancaster Street West is absolutely a historic landmark. Whether it has been officially assigned so by the department of heritage or not, these buildings were built in 1837 and contain rich history in the former Bridgeport town now integrated into Kitchener.

Beyond the historic value of the buildings themselves, we have the old growth trees that exist on this property and the ecosystem that lives within them. There are few places in the Waterloo Region where you can find this many Spruce, Cedar and Pine trees of 200+ years in age. I see birds, squirrels, beavers, coyotes and foxes in my yard because they all rely on the wetlands around the Grand River for their sustenance. This is a fragile environmental area and buildings would not only disrupt, but destroy a

significant chunk of KW wildlife along the Grand River since this is where Laurel Creek and The Grand River connect. It is a meeting place for the waters and the wildlife. It is insulting to me, the animals and anyone who has a modicum of concern for the welfare of the earth to even suggest changing a square inch of green space here when there are designated and perfectly ready and empty concrete blocks on the aforementioned Riverbend Drive.

3) I live here. I am not an anonymous KW resident. I am well known and well loved by my community. I do not live in isolation. This space has been a harbour for many artists (especially as aforementioned, those on the margins in terms of gender/sexuality/race etc) and beyond my international status or awards, I am valued for being here in this city. This is my home and this is my studio.

My feedback to you, the City of Kitchener and Pierre Chauvin of MHBC Planning is that this project will not go ahead without an incredible amount of resistance and great public backlash.

I look forward to your response,

Alysha Brilla

3x Juno Award Nominated Songwriter & Music Producer

•Classes • Workshops •Creative Wellness

weaving together worlds



"Wherever you are is the entry point" - Kabir



From: Roger Bowman [REDACTED]
Sent: Sunday, October 31, 2021 9:56 PM
To: Andrew Pinnell
Cc: Scott Davey; Berry Vrbanovic
Subject: [EXTERNAL] Feedback on the Development proposal for 528-550 Lancaster West

Hello Andrew,

While I don't believe we have ever met, as a resident on Lang Crescent I appreciate the opportunity to provide feedback on the development proposal for 528-550 Lancaster West.

My perspective overall is that a 5 building complex as a "landmark gateway" to the Bridgeport community is a somewhat misplaced idea that does not reflect the character or aspirations of the existing Bridgeport community. I also acknowledge that the city has plans and targets for the future and this is an opportunity to provide feedback on the proposal package as presented. With that in mind I trust you will find my commentary of interest.

Executive Summary:

- 1) The documentation package is indeed an attempt at a thorough analysis of the impact of the development. It would seem valuable to see an analysis where more of the existing bylaws and limitations are adhered to.
- 2) There are aspects of the analysis that seem to be based on questionable assumptions and analysis.
- 3) In several instances there seems to be a missing perspective of community reality.
- 4) A few general points of feedback and questions that would be great to hear answers to

While I have given a cursory read to all documents and in-depth read to a subset, the concerns found in areas of deeper reading create cause for concern for a large scale project such as this. As a community we are anticipating that the planning department is investing sufficient resource to ensure a successful result for the community whether the project is fully implemented as proposed or on a responsibly smaller scale.

I trust this feedback will be considered and I look forward to your response.

Appreciatively,

Roger Bowman (Lang Crescent resident)

The Overall Package

It is very much appreciated that the city has made the documentation set available for the public to read and provide feedback on. It is clear that the package is written to satisfy several perspectives but the underlying view is that of a developer desiring to produce a "maximized" solution within the space allotted. This maximized approach is what leads to the need to seek exceptions to bylaws and limitations established by the city to achieve the developers objectives (presumably financial).

The main question to consider is whether the developer has been asked to present one or more potential solutions that might align with more of the existing city boundaries and provincial recommendations. I would expect these boundaries were established for intelligent reasons. What if the density ratios were

maintained and the distance allowances adhered to? What if there were full allowances for right turn, left turn, bike lanes, and sidewalks? What if the responsibility of providing sufficient parking were to remain with the developer rather than burdening the surrounding community streets?

Have "aligned" proposals been requested/provided or just a "maximized" package?

Questionable Analysis

From a "living on Lang" perspective it was intriguing to read the analysis for parking and traffic flow.

As the region encourages less auto-dependence it is clearly necessary to challenge the 1.15 parking spaces per unit. It was, however, alarming to see a recommended figure of 0.72 in the proposal. In reading the analysis details there were two points of concerning logic and/or assumptions.

1) In section 5.4.7 it states that based on the TDM measures that are **proposed to be implemented** in the report a parking space ratio of 0.9 is acceptable. It then goes on to say **IF** all TDM measures are taken then 0.78 ratio would be acceptable. The remaining analysis carries on with using the IF data not the ratio supported by the actual proposal.

2) The next level of analysis relies on what is referred to as "proxy site data". This seems to be an opportunistic/selective use of data that favours the developer. Both referenced scenarios are for less than 100 units (which is then extrapolated to a 1200 unit multi-building building complex) and one is for a townhouse complex rather than an apartment building. Additionally, historically 270 Spadina could be considered a low income apartment ie. a place with people that cannot afford cars. The immediate question becomes whether that is the expected clientele in a complex with 26th floor vista views of the Grand River. The over-arching point is that these selective low-ratio data points are then stated as relevant "facts" for further calculations. It would seem prudent to ask for an objective choice of relevant proxy site data to be used in the analysis - alternatively consider excluding its use.

It seems a stretch to justify moving below the 0.9 parking ratio.

(the notion of parking on Lang or General Drive will be addressed under "Reality Checks")

The traffic flow analysis also raised a few points of concern and questions as well. The one significant remedial action is to introduce a shared left turn lane from Shirk place through Bridgeport. While the benefit for turning left into the proposed complex is clear, the benefit to the residents on Lang Cres and General Dr is not. Stated another way, this is an example of evaluating from the perspective of the new complex more so than the impact on the local community.

There also appears to be selective adherence to recommendations. One specific example would be that of having a right turn lane. The MTO recommendation is to consider a right turn lane for vph of 60 or more. The estimated right turn volume for the complex is estimated to be 117 vph. The document goes on to say that based on the data no right turn lane is required. If being almost double the rate does not necessitate following an MTO recommendation it becomes curious what over-subscription would?

It should also be noted that the inflow/outflow data for the complex is derived from the parking space ratio number. If that parking space number is indeed faulty then it impacts the downstream traffic analysis.

(additional traffic related comments under "Reality Checks")

Some Reality Checks

The plan states that "Considerable attention has been given to the overall impact of the community..." This is a rather broad (even baseless?) claim. Based on several neighbourhood discussions it appears that project feedback flyers were distributed to residents within a limited range of the project site. Given the change in traffic flow there will be impact for all residents on Lang Cres and General Drive and beyond. So in reality, while the attention may be claimed as "considerable" it could also be considered limited and lacking when it comes to providing attention to the community.

In the proposal it is explicitly stated that the lack of parking in the complex can be balanced out by street parking on General Drive and Lang Cres. A walk on Lang this evening revealed space for parking approximately 4-6 additional vehicles within the stated 200m of Lancaster. General drive may have a slightly more space ... though it is a Sunday evening so the patrons of local establishments (eg. Lancaster Smokehouse) are not already using General Drive for overflow parking. Additionally, there are no sidewalks on Lang Cres after the first 100m. So in reality the overflow parking designed into the project plan requires people to cross a street with an expected 1000 or so vph and to increase pedestrian flow on a street with limited sidewalks.

In the Noise Assessment it is identified that the current noise levels in the area already exceed Ontario recommendations. Two reality checks to mention here - 1) the study was performed in March 2021. If my memory is correct I think the Waterloo Region was in some form of lockdown (ie. reduced traffic) due to a little thing called a pandemic. 2) While the focus of the assessment outlines mitigations for the residents of the complex there is nothing noted for the community around the complex which will in fact be increasing the traffic noise due to the complex.

The documentation states that "From a transportation perspective, the proposed development will support the ION light rail transit system.". Reality check ... this development application is currently the only large scale proposal that is NOT within a viable distance of the ION corridor.

Consider the transit claims from someone that has used the #6 route to Northfield/University area over several years as part of a diversified community strategy. A few reality checks here...

- The existing 30 minute schedule of the #6 (and #5) is insufficient and makes for challenging connections in returning back to the community. I trust GRT will come to this conclusion as well and make the necessary adjustments.
- While increasing bus frequency has benefits, anyone who drives the single lane of Lancaster and Bridge will attest to the impact each bus has on the traffic flow on the single lane of Lancaster West and Bridge streets. Increased bus frequency at the complex can have traffic implications back through to the Bridgeport/Lancaster intersection.
- As a former bus/bike commuter I would not envy the position of residents of the proposed complex who have aspirations for a mixed bike/bus commuting strategy (each bus can only carry 2 bikes). How many additional cyclists are expected in the proposed plan?
- While the proposal talks of bus shelters on the complex side of Lancaster, there is no mention of similar shelters on the opposite side of the road (hopefully an easy fix). However, anyone desiring to catch the #5 to Uptown or the #6 to Downtown has the challenge of crossing the traffic in front of the complex or detouring via the traffic lights at Lancaster and Bridgeport.

When piecing together the components of the various documents it appears that the length of road between Bridgeport and Shirk will have a) a single lane each direction b) a shared left turn lane c) a full bike lane in each direction, and d) regular sidewalks on both sides. The reality of watching the construction and positioning of the current 10 story building suggests that these expectations may be a challenge to meet.

To close out "reality checks" consider a glorious statement from the Project Justification - "The proposed development offers a landmark opportunity to create a gateway to the broader Lancaster and Bridgeport community where existing land uses will not be negatively impacted by the higher densities and taller format of the proposed development." This is a beautiful, inspiring, visionary statement but in reality is

making grand, definitive claims that are not necessarily supported by all aspects of the documentation package or by many residents of the Bridgeport community.

Other feedback/Questions

One remedial action for traffic flow is the introduction of a shared left turn lane. Can it be confirmed whether the additional road allowance comes from the property being developed (including bike lanes and sidewalks).

It appears that the burden of adequate parking (or in reality the burden of insufficient parking in the design) is placed on the existing neighbourhood streets rather than on the new development. Would it not make sense to have the new development actually plan for sufficient parking needs of the complex?

The document states that "The proposed development is intended to be market-rate rental units, which will contribute to the supply and mix of housing in the community." Is there a clear definition from the developer on what position in the "mix of housing" they intend to address as well as what potential residents can expect as "market-rate" for the rentals. Given the developer would only proceed if there is a viable financial plan it would seem of value to the city to know the target in both of these areas.

Has a bus transit analysis been performed? There is ability to approximate the vehicle activity based on available data and assumptions. It would follow that a similar approach could be taken for Bus transit analysis. This should also consider seasonal analysis as many of those without cars would be bussing not biking in the winter months.

The proposal has two access points on Lancaster. Has access through to Riverbend drive been analyzed? This would divert the left turn challenges onto Lancaster to existing traffic light signals at Bridgeport/Lancaster. Yes they would need to acquire an additional strip of land for this alternate exit point.

Tree Preservation plan. There are 211 trees. Cut them all down to make way for the project. I trust this was not a surprise to the City.

In the Heritage assessment it talks of re-locating the buildings from 1873. The wording around the commitment to relocate also appears to be rather flexible. Is it possible for the general public to join the Kitchener office pool on whether or not the buildings will ultimately be demolished? (just adding some humour here. I hope my relocation expectations are incorrect.)

In the overall project justification it states "The proposed development satisfies **some** of these criteria with the provision of below grade parking and the preservation of the cultural heritage features on the lands." The analysis statement explicitly excludes "provision of affordable housing" and "public amenity areas" - which is likely an accurate exclusion. This statement, however, is contradicted in the summary which declares "Overall community benefits including heritage conservation, affordable housing, and provision of amenity space within the site can be achieved". Grand summary statements that contradict the underlying findings are concerning given the number of readers/decision makers that may indeed only read the summary statements.

From: Donald J McKellar [REDACTED]
Sent: Saturday, October 23, 2021 4:09 PM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] Fwd: Comments regarding 528-550 Lancaster Street West (Official Plan Amendment and Zoning By-law Amendment)

Also regarding parking..you stated extra parking on General Dr. and Lang Cres..Lang Cres has no sidewalks or curbs..people already park on grass..people with kids strollers and Seniors with walkers are already in peril..this should have been addressed years ago..oh well its only Bridgeport I guess..our councillor has been useless on this..

Get [Outlook for Android](#)

From: Donald J McKellar [REDACTED]
Sent: Wednesday, October 20, 2021 5:43:33 PM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Subject: Re: Comments regarding 528-550 Lancaster Street West (Official Plan Amendment and Zoning By-law Amendment)

Get [Outlook for Android](#)

From: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Sent: Wednesday, October 20, 2021 5:23:05 PM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Subject: Comments regarding 528-550 Lancaster Street West (Official Plan Amendment and Zoning By-law Amendment)

Hello,

Thank you for your comments regarding the subject development applications. So far, I have received a significant amount of feedback from the community regarding these applications.

Your comments may be considered and summarized, as part of the planning process, in the following ways:

- In the preparation of a 'What We Heard' summary report;
- As part of my Planning analysis; and
- In a recommendation report to Council.

Here are the next steps in the planning process:



I will reach out to you with the details of the upcoming Neighbourhood Meeting, when it is scheduled.

I can confirm that I have added you to the circulation list and you will receive further updates regarding these applications. **However, I request that you please provide me with your mailing address as well.**

Learn more about the project, share your thoughts and understand your appeal rights, visit www.kitchener.ca/planningapplications.

Sincerely,

Andrew Pinnell, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x7668 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca



From: [REDACTED]
Sent: Friday, October 29, 2021 8:47 AM
To: Andrew Pinnell; Scott Davey
Cc: Berry Vrbanovic
Subject: [EXTERNAL] High-rise development at 544 Lancaster St. W.

My name is Sam Besse and me and my family live at [REDACTED] Lang Crescent. My wife and I bought our house over 25 years ago. It's a small wartime home with a very large backyard. My neighbours on my side of the street also have yards 400 feet or more deep. I had 4 deer in my backyard back in March. It like living in the country in the city. Bridgeport has always been a quiet corner community of Kitchener with the Grand River running through the neighbourhood.

My family lives 9 houses away from the proposed development at 528-550 Lancaster St. W. My initial reaction to the proposal received via mailed flyer was shock, given what this location represents in terms of conservation along the Grand River, the heritage of the community and the craziness of fit to location for such a large development in a quiet part of town.

In the last 2 years we have already seen the demolition of St. Paul's Lutheran Church (corner of Bridgeport Rd and Lancaster St. W.) replace by a 5-story residential building with another 5-story similar building planned for construction in the next year or two. Of most recent, the construction of the 6-story residential building on Lancaster besides Tim Horton's, at the end of Lang Crescent.

My understanding of the City's Growth Management Plan with the operation of the ION electric train is to build up, not out, which I agree with. I walk past the cranes along Duke St. every morning on my way to work and see all of the residential high-rise development going up over the past few years and the new foundations going in right beside or proximate to the train tracks. I support tax investment in public transportation to not only assist those without access to a vehicle, but to alleviate congestion on the roads as well. In short, this development belongs along the ION line somewhere, there are many options. The end of my street is not one of them.

I bought my house for the quiet neighbourhood and the big park like setting in my back yard. There are no sidewalks on Lang Crescent, despite my brief inquiry on the matter 25 years ago. We have seen an increase in traffic along Lang Crescent since then as a way for vehicles to by-pass the lights going south at Lancaster and Bridgeport. Adding to the increased traffic, this development will continue to further increase traffic on Lang Crescent for those vehicles coming out of the proposed property which aligns with the end of Lang Crescent. They also now have the option to drive straight down Lang Crescent coming out of their residence in order to by-pass the lights at Lancaster and Bridgeport on their way to Hwy. 85 or uptown Waterloo. Still no sidewalks for old people, dogs and children.

I appreciate the opportunity to express my concerns for this development at this location. The fit for location is awful for many reasons. The recent developments have already and will continue to see increased in residential and vehicle traffic. This quiet corner of Bridgeport has done its part with some low-rise residential buildings. The City of Kitchener should recognize its responsibility to home owners in this community, the long history of Bridgeport and the extensive negative effects this development

will have on the community and its citizens. Say NO to this development. Put it in the right place. Lancaster Street West is definitely not that place.

Thank you for your consideration and understanding. This development would be a better fit along the ION rail line as there are many site-appropriate opportunities available. The Grand River deserves protection from development, the Bridgeport community deserves protection from such massive development in our quiet corner of the city. Bridge St and Lancaster St. are already over-congested with traffic all day until early evening after rush hour. This community deserves the quiet neighbourhood they invested in.

From: Bernie Beleskey [REDACTED]
Sent: Friday, January 21, 2022 7:42 AM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] Kitchener Bridgeport-Lancaster follow Up Zoom Meeting

Andrew Pinnell, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x7668 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

Dear Andrew

Very well done with the Zoom presentation, thank you.

Our Comments:

1. Re: Owner's Parking space reduction request - We oppose 100% -
NB: If the project follows the existing Height limits under the Municipal By Law, they will have at least 1 per unit minimum, OK!
2. Traffic follow: Their needs to have a Two-way exit onto Shirley Ave.
NB: I believe this would be a requirement anyways by the Fire Department

As well. require an one way into the B&L Development property at Lang Dr East. an existing City lane way.

NB: That City lane could be used in exchange to the Lancaster East side set back needed for the road widening

3. Re: Lancaster Street: "A Main designated route" needs to be widened from General to Bridgeport Rd. As you know already!

Thus:The Owner of Bridgeport Lancaster INC Development needs to provide:

- A side walk and new tree scape set back in front of their property from Tim's to The Smoke House.
- With at least 2 meters of the Lancaster roadway given to the City for road widening
- The Tree line needs to be to the east of the side walk to permit future tree growth.
- **This will necessitate the moving Unit B eastward a minimum of 6 meters**

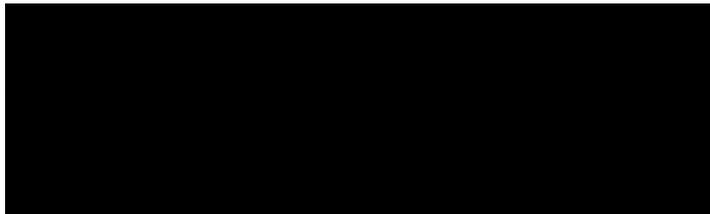
- Units C & D will likely need to be re-aliened from their current East West to a NW, to allow for ample parking.
 - In setting Unit B back will allow an area for the Transit vehicles to pull in - off Lancaster - thus not impeding traffic
4. The Fire Department must provide their Safety Report long before approval is given.
 5. Definitely; require the accommodation for "Geared to Income" Especially for Seniors
 - This will down the road drastically reduce our Homeless situation by providing suitable accommodation.
 - Long before they have to move because they can not pay the high rent.
 - Minimum of 10% - 2 bedroom units
 1. A copy of the geological study need to be read to determine why the "Under Ground Parking " spaces are restricted.
Our understanding they would hit the water-table. Do not know for sure. That would be for you to investigate

Also:

It would be highly recommend that a consultation with the ***Indigenous People*** begin immediately; just like meeting with the Fire Department. ASAP as you indicate would be done

Yours truly

Bernie & Jane Beleskey



From: Jonathan Honch [REDACTED]
Sent: Sunday, January 23, 2022 2:16 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Lancaster Skyscraper Meeting - Even more feedback :-)

Hi Andrew,

I have to thank you/everyone involved for putting yesterdays' meeting together. I found it very informative, paced well, and organized well.

I appreciate your position - being in the middle of the city, residents, and developers is not an easy role to fill. Out of everyone presenting I respected you and your attitude most.

I have 1. some typical complain-ey opinions for you (no surprise!), and 2. Some ideas of solutions. I know many of them don't apply to you, but I can't contact the development management company or Vive.

1. These Developers don't have the best interests of either residents or tenants.
 - Buildings don't paint an inviting picture for current/new Kitchener citizens. Their cast concrete exterior either natural or painted white says "Cheaping out as much as possible", having a 26 storey building right beside houses and 3-storey apartments never looks good (Drive through 4-storey Italy = beautiful, Drive through University Waterloo with bungalows beside skyscrapers = repelling)
 - More rental properties is NOT what Kitchener needs - it needs affordable ownership. This is a convoluted issue with pros and cons on both ends: Ownership is expensive up-front and forces commitment, and Renting makes people poor and landlords rich. I wish there was a flexible middle ground as described in [this Atlantic article](#), but.... that's my opinion.
 - Lack of Parking and road access - not having middle left turn accomodation for tenants will be annoying. Parking lot will be backed up with people trying to get out AND in, visitor parking will likely be >95% full at all times due to the lack of parking. This will be a bitter experience for everyone - tenants AND neighbors AND commuters
2. Alternative Ideas to sustainably house people in a way that really invites people in and makes people happy in the neighborhood:
 - Quality Low-rise apartments for ownership: The new low-income apartment building on the corner of Lancaster and Bridgeport is a great example of this: the exterior aesthetic and height really matches it's surroundings, has a positive impact on the neighborhood just from its appearance. My understanding is that it has low-income programs in it. It can efficiently yet comfortably house residents and can be much more sustainable from traffic, environmental, and social perspectives. It would also have a much warmer reception from the surrounding neighborhood, rather than something repelling.
3. Other Notes & questions:
 - We would not have heard of the meeting on Jan 20th without Alyssa's door-knocking. We don't recall ever recieving a postcard from the City. That being said, thanks for going above and beyond the minimum required notice.
 - We completely support all other complaints discussed by other attendees during the meeting.
 - Where are the meeting slides posted? I tried looking on the Kithener Building Planning map page and found the Lancaster application proposal, but couldn't find the slides.

Thanks again for hosting. Best of luck with the upcoming decision-making process.

From: Franklin Kains [REDACTED]
Sent: Wednesday, February 2, 2022 7:14 PM
To: Andrew Pinnell
Cc: Franklin Kains
Subject: [EXTERNAL] Lancaster Street pending development

Hello Andrew

As a follow up to our conversation on Wednesday February 2 2022.

With all the development in Bridgeport that has taken place over the last 50 years that we have been residents here, there has been only one consistent element. Everything has been low rise, whether it has been industrial, commercial, retail, business oriented, office space or residential. The highest building is 10 stories which is presently under construction. What makes anybody think that 20 and 26 storey buildings are compatible with the surrounding neighbourhood? One only needs to go across the bridge and stand in the parking lot near the soccer / football field on Bridge street. Now, look back at the area where this development is going and imagine a building twice as tall as the 10 storey that is now visible. The city and this developer can do better.

I understand that The city of Kitchener has plans to redesign Lancaster street and to make it a more energetic, bustling neighbourhood. I think that is a good vision to have but even with new development I somehow don't think 20 and 26 storey buildings will be built in front of existing homes that are located off of Lancaster Street.

This development has virtually no green space around it. The small play area at the river side of the development will sit in shadow more times in the day than in some sun. This is very uninviting for young children and parents or grandparents. speaking of which, why is there not 2 and 3 bedroom apartments being offered for families who would like to live in this area? Young families who have a good income, but not good enough for a stand alone house, would like a community like this if it was built for families. Rather than have the centre of the complex covered in cars, why not have green space, where not just young children can play but older ones can shoot some hoops and kick a soccer ball around and grandparents can sit and visit. there is something to be said about having a lot of community eyes on our children. This of course would mean a redesign of the layout / location of the buildings in order to have an active community space. The closest green space as it sits right now with this proposal is across the bridge at the community centre or the Bridgeport school play ground or Bechtel park playground, which isn't geared for older children. This is a family oriented community. Why not make this project into a family friendly living space. There is a wonderful opportunity here for the city and for the developer to start to make changes along Lancaster Street conducive to the existing neighbourhood.

Bike lanes are an interesting undertaking on Lancaster Street. With the heavy traffic that we see on Lancaster now, riding a bike is pretty concerning, From the maps showing us the frontage of this development there doesn't appear to be a lot of bicycle and pedestrian space. If bicycles are to be encouraged, a path similar to that on Woolwich Street Waterloo side, should be considered. It is simply too dangerous with the potential increase in traffic to not ensure a wide enough space.

Traffic now, is a lot and to add all that is being suggested will be overwhelming to the community. Lancaster is not exceptionally wide and this project will only add frustration to the neighbourhood if it is allowed to go ahead as proposed.

Who ever wrote the report about parking and said that short term parking IS available on the side streets was pretty arrogant. What makes that statement o k with the immediate neighbours? The No Parking signs are there for a reason.

There is a lot of concern regarding the delivery of materials to the building site. Side streets, especially Lang Crescent cannot be holding areas for large idling trucks. Think Ottawa!! This will have to be orchestrated very well. This is not a great site for delivery and unloading of materials by large trucks. This will be a challenge.

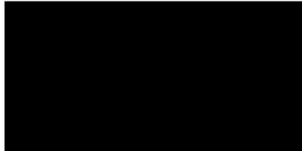
The removal of all the trees is distressing. It doesn't matter how many new, young, healthy trees the developer provides, they will never replace the old established trees that are presently there. Just when I thought the city was trying to protect our green canopy. hmmm

I think these were most of my thoughts.

Thank you for your time.

Please listen to the community.

Luella Kains



From: Dharmesh Mistry [REDACTED]
Sent: Thursday, January 27, 2022 7:54 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Lancaster Street Towers

Hello Andrew

Thank you for hosting the session for 528-550 Lancaster Development, I really appreciated the opportunity to hear, and discuss with my fellow neighbours regarding the new site developments. I also wanted to express apologies on behalf of some of the citizens who had some choice words for the group, especially those directed towards your gender, and the colour of your skin, and the other presenters of the evening, that's pretty uncool.

With all that said. I do want to speak to some of the concerns raised towards the construction so far.

- Yes, it is true, that when Lancaster was closed, general drive was inappropriately marked as a through way (not explicitly marked, but the sign on Lancaster saying no through way made it seem that way) and it was very dangerous the speeds at which some cars were traveling at, alot of which I'm assuming was due to the fact that the construction was not well informed, and many people were frustrated and perhaps driving more aggressively due to time. Traffic was pretty bad at times, especially with the round-about closures throughout 2021. There were times where it took 20 minutes just to get out of that 1KM radius. This was also true with Lang Cres, which when acting as a through way became quite scary to be walking, or even just living on as some of the residents mentioned.
- The trucks being constantly parked on Lang Cres are true. Everyday that the lady said might be an exaggeration, but most days, and generally once or twice during the day. Those remarks about the road being dug out and not fixed intentionally so that Trucks could use Lang there were very true, and I do recall hearing some choice words between a resident (who I assume was one of those homes) and one of the site members on a couple of occasions.

Regarding the actual proposition

The Road and Surrounding areas

- I felt that some of the information answered during the Q/A segments were invalid. As an example, one resident asked if the surveys took into account the new construction of the development on Bridgeport across Leander, and the new apartment complex that was built on the Church's site (as I'm informed, the Church is now the basement of the building, and the units on top are rentals). The answer to that was yes, however another resident mentioned that the traffic survey was taken June 2020, both those areas were not yet developed. That seems like a big concern that wasn't really addressed in a way that I feel properly represents the situation. The Term "residual" was mentioned for traffic bandwidth, which I feel does actually suggest what current traffic room we have left in this "corridor". As I'm sure you already know. Lancaster to Bridge represents a very important, very packed, very crucial road where traffic is always a big issue. The alternative routes would be the highway to University, Bluevale to Lincoln to University, and ... gulp.. Victoria to EbyCrest to Bridge, which I think everyone can agree is quite the detour. This particular set of roads is many peoples way to get to Breslau and Guelph should they be off of Bridge without trekking down to Victoria or Wellington. It's also

only one lane, and anyone making lefts backs traffic up dramatically (Yes, addressing a center turning lane up to Shirk helps, but does not solve the approach to the roundabout which is where things get dicey.) People also cut that corner in front of Shirk beside the Lancaster smokehouse as they make their way up to Bridgeport. It is really bad, and really tight.

- I'm a resident at the furthest end of General Drive, right next to the offshoot of General place, and even now, on my driveway, I am able to see the 10 storey building through the homes, and we are already aware this was 2 floors above regulations on a separate permit, but to suggest another building 2.5 times it's height is quite substantial (and two more "just" twice its height). Shadows aside, which the applicant suggests will not be an issue, that's really a stand out monument in otherwise a generally lower rise area. Even those larger real estate buildings don't approach anywhere near in size

The Building's themselves

- The fact that the applicant said that they are trying to incentivize residents to not have cars in these apartment buildings also threw out some incorrect numbers. To walk to Freshco, it is over a 20 minute walk, the numbers that were quoted in the presentation I calculated and concluded a walking speed of 10km/h, that's like a decently fit person's 5K running speed. Sobeys and the Walmart at Bridgeport Plaza, that's 40 minutes, and crossing into another city, and across a highway turn ramp, not very ideal. Many of the residents in this apartment building will need cars, and I don't blame them for wanting cars, because there is not a lot available to walk to, The few shops like Tim Hortons, Subway, and the two plaza with very little to offer, Gulfs, and the Smokehouse are great, but that's really it, everything else is quite a hike. I feel like these apartment buildings are being targeted towards more for people with cars because of its Proximity to the highway ramps, and that the builder is looking to maximize profits (naturally) at the expense of the neighbourhood by limiting commercial space, limiting parking availability, and try to cram in as many apartments as possible. Furthermore, unbundling the apartments from the parking spaces to further push as many possible cars in there as possible. Even when asked, 1 and 2 bedroom only, which only further incentivizes individuals as opposed to families.
- 83M, it isn't a bit higher than the limit, it's completely a disregard. Just to put things into perspective, the tallest building in Waterloo is the Sage 2 Condos near the university, and that's 84M tall (and also not on a hill that trends upward)... and that is in the middle between WLU and UW. The list of the buildings in KW in this 20+ floor skyscrapers category are in very very key locations. The Barrel Yards are in the heart of Uptown Waterloo, next to pubs, restaurants, streets, businesses, ION, transit hubs etc.. The ones on Victoria, same things, including places like Google, and the transit hubs, the downtown kitchener shops and the GO stations. There is nothing like that here, it's just a really good commuting spot.
- These rules that Kitchener has put forth, are averages for the zones, correct? Meaning that the values you have determined (8 stories, 0.9 Parking per unit, 10 storeys, etc..) are evaluated based on an average over many different locations. I think it's unfair to take a rule determined by conducting an average, and then asking for an exception on it.

It's a kin to double rounding, where you're already gaining a figure higher, and then taking even higher from there.

There are several more concerns, such as the distance between the road and the buildings, the removal of two heritage homes (which it was said it was going to be moved, but didn't bring a whole lot of confidence that would be a priority) and the severe lack of parking for the units. But I don't want to

continue listing what you've already heard or will here

I'm happy to partake in discussions, and I do want the building to build something with the land, but within reasons, there are rules, regulations and zoning for a reason. Redrawing zonings from the 80s, okay, changing a limit from 8 storeys to 10.. maybe.. but to 26? crazy!

Cheers!

Dharmesh Mistry



From: RICK HOMANCHUK [REDACTED]
Sent: Monday, November 1, 2021 8:30 PM
To: Andrew Pinnell; Scott Davey; berry.vrbanovic@kitchner.ca
Subject: [EXTERNAL] massive development at 544 lancaster st

This letter is regarding the news about the application for development at 544 lancaster, I am 100 % against such a large development on that property , i already have two high rise's in close eyesight of my house now, i hate it, the developer right now has total disregard for the surrounding neighbourhood now , 5 more buildings really????? i can,t even get out of my own drive way or try to get on to lancaster from lang cr with transport truck's using this street for a staging zone and nobody want's to do anything about it?? then do you even think about traffic issue's on lancaster and lang with 5 more building's with 1200 unit's, i guess not , and that's planning??????, maybe you should sit back and think about how you are ruining people's live's in bridgeport with project's like this, and i could go on for ever why i am dead against this Richard Homanchuk [REDACTED]

From: Betty Green [REDACTED]
Sent: Wednesday, January 26, 2022 10:41 PM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] Meeting re: 528-500 Lancaster Street

Hello Andrew Pinnell,

I attended the meeting regarding the proposed development at 528-550 Lancaster Street last Thursday evening. I would like to ensure that my name is on that mailing list for Minutes.

I would also like to submit some additional concerns related to the proposed development:

1. I am very concerned about the building of highrise buildings along this bird migratory route. The windows and lights of highrises will likely have a deadly impact on birds of this area and those migrating along the river's path. We know from many cities, like Toronto, that huge numbers of birds become disoriented by the lights of highrise buildings (Fatal Light Awareness Program). Birds strike windows and/or become exhausted and die.

It is also concerning that there would be a negative impact on wildlife habitat. I live on General Drive, not bordering on Laurel Creek, and I see animals such as deer and foxes that come to look for vegetation on our street. We do not need fewer areas for these animals to survive and thrive in our lovely city. Does the city ever consult Ontario Natural Resources?

2. I have great concerns about traffic congestion along Lancaster Street. There will be **additional buses** and as well as vehicles in commute. And because these highrise buildings are rentals, we can anticipate **increased numbers of cars and trucks** at the end of every month, as people move in and out. There will be greater volumes of traffic as **potential renters drive to the area to view accommodations**. In spite of a previous study that indicated no traffic issues, I believe there is unanimous concern amongst homeowners in this area about traffic congestion at rush hour during non pandemic times.

3. It has already been pointed out that there are concerns about increased number of cars and trucks on General Drive. With limited parking spaces for tenants and visitors of these buildings, there would be overflow to our residential streets. Our quiet neighbourhood street would become noisier and less safe for children. It would negatively impact our peaceful neighbourhood. This is a huge concern.

Thank you for your anticipated attention to these matters.

Sincerely,
Betty Green

From: Donald J McKellar [REDACTED]
Sent: Wednesday, October 6, 2021 2:27 PM
To: Andrew Pinnell
Subject: [EXTERNAL] New development

For forty years Bridgeport has been ignored by Kichener...now it seems gungho...traffic is already horrendous on Lancaster now..I have lived on Lang Cres for over 60 years...it has alway been bad getting onto Lancaster ...how will you solve all traffic ?..

Get [Outlook for Android](#)

From: Grant roe [REDACTED]
Sent: Tuesday, October 19, 2021 7:41 AM
To: Andrew Pinnell; Scott Davey; Berry Vrbanovic;
[REDACTED]
Subject: [EXTERNAL] NO to proposed development at 528-550 Lancaster street west.

the proposed development is way too big for the area.
Lancaster street, and connecting roads, would need to be expanded to 4 lanes to accommodate the extra traffic. Is the developer willing to bear the full cost of that?
Increased traffic would flow onto nearby side streets making sidewalks necessary. Is the developer willing to pay for that?
The sewage infrastructure would need to be upgraded to handle the extra flow. Is the developer going to pay for that?
Local residents should not be expected to subsidise corporate profits.

I do not want such a project in my neighborhood. Such a development will negatively impact my quality of life with increased air, noise and light pollution, and probably crime as well given my experience with the new development at 544 Bridgeport Rd.

If any development takes place, it should be within the existing rules with no exceptions, or changes to accommodate the applicant.

I also want city planners to consider closing off access to Lang Crescent at its juncture with Lancaster street to reduce the already too many speedy motorists using Lang to avoid the light at Lancaster and Bridgeport Rd intersection. Increasing the population density, and thereby car traffic, in the area will only increase the problem.

thanks
grant roedding

From: DEBORAH GEIGER [REDACTED]
Sent: Monday, February 14, 2022 8:35 AM
To: Andrew Pinnell; [REDACTED]
Subject: [EXTERNAL] Noise Complaint at Lancaster St Project

Good morning Mr. Pinnell & VIVE Development

I am writing this letter as official complaint of noise coming from 528-550 Lancaster St. I have tried to reach you (Mr Pinell) and left voice mail at your office. I do believe the city by-law officer (Zorian) has also left a message that has not been returned by you. I am writing to you as you are the senior planner for this site and you told me in the Virtual Zoom meeting that any problem with this site should be referred to the bylaw office. Which it has, and has not been resolved as of yet. I am now at my breaking point; I get no sleep because of the incessant white noise all night long coming off the heaters that were installed weeks ago on each & every floor outside of the building. How can anyone trust anything said in regards to this entire proposal when Vive Development cannot even figure out how to keep the place heated without inundating the neighborhood with white noise? Whomever made the decision to point them out towards the street, right at our homes was clearly not thinking and obviously had no concern whatsoever for the community here at all. I realize that the heating units must be outside of the building for safety purposes. They could have put them on the balconies at the rear of the building and there would have had no problem, but I am sure they were trying to save money at the cost of whomever had to hear it all night long. Namely myself and neighbors closest to the building. I am sure they were put there for cost savings on the piping. The Bylaw office did a decibel reading test and found the noise to be greater than what is acceptable. According to the bylaw office, who are keeping me up to date on the problem, the site has received their first fine on Friday Feb 11/22. I realize that the fine they give to Corporations of this size is a drop in the bucket to them. So..... what is to stop them from just paying the fine each day and leaving the situation as it is???

Absolutely nothing!

So, I propose to call the bylaw every night until this has been rectified. I really have better things to do besides calling bylaw every night and I am quite put out that I have to use these measures just to get the problem resolved. My time & energy is being taken away from caring for my son who has recently had a stroke.

I am at an extremely crucial point in my life and fed up with the entire city regarding this project as you can clearly see from my attitude. If this noise continues, I will have no other choice but to escalate this to members of the city council, the mayor as well as the KW record. I am sure that Vive Development does not need any bad press in regards to the proposal for this development and I implore you to please help me to get some semblance of peace in my life as well as a much-needed good night's sleep.

Deborah Geiger

From: heather kersell [REDACTED]
Sent: Thursday, October 14, 2021 4:17 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Planning application for 528-550 Lancaster St. W

Hi Andrew,

I am a resident on General Drive, which is in close proximity to the development planned on Lancaster St West near Bridgeport Road.

Many of my neighbors and I are concerned about the impact of this proposed application in respect to traffic on Lancaster and parking capacity requirements.

Please notify me directly when a neighborhood information session will be planned. I am reviewing the application on the City of Kitchener website in detail, and look forward to presenting you with questions and concerns.

Thank you!

Heather Kersell



From: Walter M [REDACTED]
Sent: Friday, October 29, 2021 9:30 AM
To: Andrew Pinnell; Scott Davey; Berry Vrbanovic
Subject: [EXTERNAL] Planning application for development on Lancaster Street Kitchener

Mssrs.

I have read through these applications for development in my neighborhood of Bridgeport and I have come to the absolute conclusion that this project is not only completely destroying our area but also the delicate environmental area very close to the Grand river. Therefore I am completely 100% against this hairraising and even to be considered a project.

The Lancaster street right now is already a high traffic street, and by adding this project would turn Lancaster street into a virtual drive way. I have noticed that many cars take this route already from the highway to turn via bridgestreet to avoid Victoria street traffic.

And since the city has not had the foresight to build a bridge or tunnel over the train tracks at Lancaster to Victoria street, therefore on many occasions when the trains shuttles their cargo cars to the tracks towards the rail yard, Lancaster Street is blocked and a buildup of traffic is created three or more blocks onto the behind street. An obsolete nightmare. The area in and around this neighborhood should instead be made into a more tranquil and updated living space the way it was and should be many years ago.

Sincerely

Walter Marzinko
[REDACTED]

From: Garry Stevens [REDACTED]
Sent: Sunday, January 23, 2022 4:22 PM
To: Andrew Pinnell; Scott Davey; darryl.spencer@regionofwaterloo.ca
Subject: [EXTERNAL] Project at 528 Lancaster St. W.

Good afternoon

In a previous submission I outlined my main concerns about traffic on Lancaster and Bridgeport Rd. A significant fact that I did not mention was the major development on Bridge St. East. I understand this is to be a commercial/ industrial development. This has the potential for a large volume of traffic from employees of this new development. Anyone heading to the K/W core will no doubt end up on Lancaster St. Darryl Spencer indicated in the recent Zoom meeting on January 20, 2022, that a traffic study done in 2019 (pre-COVID) demonstrated problematic traffic issues. These will only be exacerbated by the commercial development.

In order for the project to be approved as it has been proposed the developer would need many significant variances. Due to the number and nature of these variances it seems that this proposal should be rejected.

I appreciate your time and consideration of my submission,

Garry Stevens, CPA-CA

[REDACTED]

From: Paula Smith [REDACTED]
Sent: Tuesday, October 19, 2021 11:05 AM
To: Andrew Pinnell; Scott Davey
Subject: [EXTERNAL] Proposed 528-550 Lancaster West development

Hello Mr. Pinnell,

I live at [REDACTED] Lang Crescent in Kitchener, which opens onto Lancaster directly at the proposed development. The current work there over the past year has greatly degraded life on our street because of the pounding, mess, and intermittent traffic diversion. When the traffic was diverted from Lancaster to Lang, we were unable to walk our dogs, or even cross the normally peaceful street; even parking in or pulling out of our own driveway was made extremely difficult. The proposed development will only exacerbate and extend such problems. Lancaster is a busy street, and it is hard enough to turn into or out of Lang onto Lancaster; the exit from the development apparently planned directly across from Lang will make that impossible, unless the city wants to put in a streetlight there, one half-block from the light at Bridgeport and Lancaster.

Worse is what the development would do to the habitat. One of the attractions of our neighborhood is the wildlife and country-like feel of the surroundings. The eight-story building looming at the end of the road is bad enough, but three or four 26-story buildings will block out the sun in the mornings.

The proposed development promises to drop 1198 more "dwelling units" into the area -- more than doubling what there is now. The demand on the road, water, sewer, electric and gas infrastructure will not be confined to the buildings' footprint, but will bear on our neighborhood in unpleasant ways.

Long story short: NO to this development.

Paula Smith

From: Betty Green [REDACTED]
Sent: Sunday, November 14, 2021 7:03 AM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] Proposed development: 528-550 Lancaster St West

Dear Sir,

It is with **great** concern that I learned recently of the proposed development of several large apartment buildings on Lancaster Street. I am a homeowner on General Drive and I have great difficulty turning onto Lancaster Street during rush hour in the morning and the evening. At rush hour between 4:30 and 6:00 pm in particular, when returning home, it can take an additional 15 minutes to get through the stoplights at Bridgeport and Lancaster. Vehicular traffic is delayed with people going to restaurants in the area and with commuters travelling to homes in Guelph and other small towns outside Kitchener. This will get worse when the new building beside Tim Hortons at Bridgeport and Lancaster becomes occupied and there are even more vehicles in the area.

We are also concerned about the inevitable number of people who will choose to use General Drive as a parking lot, both for themselves and their visitors. Please advise us when there will be a meeting to discuss these plans. Thank you.

Regards,
Betty Green

[REDACTED]

From: Tania McCarthy [REDACTED]
Sent: Tuesday, October 26, 2021 1:44 AM
To: Andrew Pinnell; Scott Davey; [REDACTED]; Berry Vrbanovic
Cc: Frank McCarthy; [REDACTED]
Subject: [EXTERNAL] Proposed Development at 528-550 Lancaster Street West

Good evening,

I am writing in concern about the proposed development at the above mentioned property. We are homeowners/residents on Lang Crescent, and therefore will be directly impacted with this project. We are not opposed to a potential development, we just want to ensure that the project meets all municipal bylaws, codes and standards and does not adversely impact the local community. My husband and I both are employed in fields that engage with development projects, and therefore have a good understanding of the nature of the work.

We are primarily concerned about the number of dwelling units being proposed at the development Site, for the following reasons:

The proposal includes an application for a zoning by-law amendment for parking. The developer is looking for a reduction for the parking requirements as stated in their traffic study reports: "*The proposed development at 528-550 Lancaster Street West requires 1,378 parking spaces to comply with the Zoning By-law. With 808 parking spaces proposed (0.67 spaces per unit), the site has a potential shortfall of 570 spaces*". While this may be appropriate for downtown Kitchener that is serviced by multiple bus routes and the LRT, this should not be an approved reduction for the Bridgeport and Lancaster area as the required public transit supports do not exist, and the location of our community is a fair distance from the downtown core. Specifically, the parking needs for the development appears to be reinforced by the recommendations in the parking study that overflow parking is available on Lang Crescent and General Drive. This is essentially moving the obligation for parking off the development to the local residential streets. It is not appropriate to reduce the parking density requirements for the development, if the solution is to burden the local residences by the development's lack of parking. It is also important to note the extent of the shortfall as well (570 spaces), as even a portion of that number would still present a very significant impact to the surrounding streets, especially Lang Crescent, where there are no sidewalks and pedestrian safety becomes an issue.

In addition, we've reviewed the traffic study provided by Paradigm Transportation Solutions Limited, in particular the findings of the non-signalized at the corners of General Drive / Lancaster and Lang Crescent / Lancaster. The traffic study finds little impact to these intersections during the peak AM and PM periods. This is not in line with our experience where there are currently significant delays making left hand turns in peak hours due to the significant traffic on Lancaster from both the south bound (uncontrolled through the roundabout at bridge) and north bound traffic (controlled by signalized intersection at Bridgeport). There is also a current safety issue which would be exacerbated with additional traffic, as visibility is poor when making a left hand turn from Lang onto Lancaster when the cars (and trucks) are blocking the view of oncoming traffic coming from three sources (advance left signal off Bridgeport, north on Lancaster, and a right from Riverbend Drive).

Additionally, other concerns identified in the report were:

- Traffic studies were completed in March 2021 during COVID conditions (20-30% reduction in volume from 2019 conditions), and resulted in using 2019 data as base conditions which may not be representative
- Forecasts did not accounting for community growth from other developments (i.e. MennoHomes at Bridgeport and Lancaster) and used a 0.0 percent increase in non-site traffic for future traffic volumes.
- Parking surveys from "proxy sites" (to demonstrate a rationale for reduced density) were conducted between 7AM-7PM to estimate the maximum parking demand which may be biased low due to a significant portion of employed persons being at work/commuting at these times, as well as not accounting for typical times when visitors may be present.

We ask that the City carefully review and validate the findings in this report, consider the true impacts of the proposed development, and ensure that the development does not adversely impact the local traffic flows,safety and enjoyment of the local community.

Regards,
Tania McCarthy

From: Garry Stevens [REDACTED]
Sent: Sunday, December 5, 2021 11:06 AM
To: Scott Davey; Andrew Pinnell
Subject: [EXTERNAL] Proposed development at 544 Lancaster St. W.

Good morning

I am reaching out to you concerning the proposed development of a highrise complex of 1200 units at the 544 Lancaster St. W. property. As a resident of 40+ years at [REDACTED] Springdale Dr., Kitchener, this concerns me due to several issues, particularly those related to current and future traffic congestion in the area.

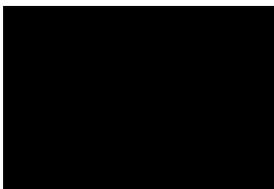
- Presently traffic can flow without stoplights or stop signs from Eby Crest Rd. or Bridge St. (from Breslau) to Margaret Avenue. Due to this it can be extremely difficult to egress into traffic onto Lancaster from other roads and driveways in this area. Assuming the residents of the new development would be exiting the 544 Lancaster property to go into K/W central areas, they would therefore need to make a left into already very heavy non-stop traffic.
- The two recent developments at Lancaster St. and Bridgeport Rd. will increase traffic volumes.
- Lancaster St. cannot be widened from this project to the traffic circle.
- We currently already experience difficulty exiting either expressway offramps (exit HWY85 and exit HWY7) to turn left onto Bridgeport Rd. It can be very dangerous when traffic volumes are heavy; there have been numerous accidents here.
- The extension of Wellington St. has significantly increased traffic flow on Riverbend Rd.
- The former Steed and Evans property is presently under development and will no doubt substantially increase traffic in the area.

In addition, I assumed developments of this magnitude needed to be located near mass transit modes, such as the LRT?

I appreciate you taking the time to consider my concerns with the potential problems; particularly those related to traffic gridlock, in this matter.

Regards,

Garry R. Stevens, CPA CA



From: NORBERT GASIOR [REDACTED]
Sent: Friday, October 29, 2021 6:03 AM
To: Andrew Pinnell
Subject: [EXTERNAL] proposed development on 528-550 Lancaster st W

Hello,

I have recently received a notice about a multi building, high rise, development proposed at 528-550 Lancaster street West, Kitchener.

As a resident of the area I'm very concerned about how these 1200 additional units are going to impact traffic along Lancaster St. This is only a two lane street and the business area along the Grand River has already made it difficult to turn in/out of my street (General Dr.) during the day. This new development is going to significantly increase traffic in an already busy and narrow route.

Additionally, I don't agree with the proposed height of the new buildings - I am concerned that this area is getting too commercial and losing the original charm that attracted me here. I'm concerned that my property value will be negatively impacted as families prefer to stay away from commercial and densely populated neighbourhoods.

Lastly, I'm concerned that this development does not include sufficient parking for all 1200 units - less than one spot per unit!

As I mentioned previously, Lancaster is narrow and there isn't any street or public parking available. I am worried that these units will resort to using street parking on adjacent roads which is not acceptable.

As a long time constituent of Ward 1, I urge you to reject this development proposal. It is too large for the area and I don't believe it has been properly thought through.

Please let me know when and where the proposed neighborhood information session will be held.

I'm going to invite Mr. Craig Norris from CBC Radio 1 to this session .

My proposal is to convert this area to a small city park.

Regards,

Norbert Gasior
[REDACTED]

From: Clifton Young [REDACTED]
Sent: Wednesday, October 27, 2021 12:59 PM
To: Andrew Pinnell
Cc: Scott Davey
Subject: [EXTERNAL] Proposed development on Lancaster

Dear Sirs,

I was amazed to hear of the proposed development with 5 new (very high for the area) apartment buildings and 1198 "dwelling units" on Lancaster . Since a "dwelling unit" will usually involve more than one person and hence often more than one car, the effect on traffic will be overwhelming. Without a considerate driver to let you in it is already often very hard to make a left turn out of Lang onto Lancaster. The left turn lane from Bridgeport to Lancaster often stretches almost as far as Lang. Both will be much worse with this development. With 1198 units there will be more than 3000 residents and current public transport will be overwhelmed at busy times of the day.

Lancaster is not the right place not these apartment buildings.

Sincerely,

Clifton Young
[REDACTED]

From: gustheuser [REDACTED]
Sent: Saturday, January 22, 2022 11:46 AM
To: Andrew Pinnell
Subject: [EXTERNAL] Proposed Lancaster St highrise development

Good day Mr. Pinnell, the zoom information session last Thursday January 20th was quite an eye opener to the expenses a development company will go to. I understand that more housing equates to more revenue for the cities coffers. I also understand the need for available affordable housing. I guess that second statement is a bit ambiguous as rental rates will continue to rise year over year according to what the market will accept, and the shortage issue will never cease as the city grows exponentially. In regards to the proposed Lancaster (just shy of 1200 unit) complex situated on a 2 lane roadway that is at maximum capacity currently during peak times seems absurd. I realize a traffic study was done by a third party, who I'm sure is used by the development company on a regular basis. Metrics can be manipulated to skew a proposal when there is an expectation on the developers side for a desired outcome. The study is not indicative of what traffic is truly like as the city has been growing by a minimum 2.8%; a study conducted during a pandemic incorporating pre 2020 statistics is not relevant and will not give a true representation by any means. I realize the surrounding neighbours thoughts on adding another 2000-4000 people on such a small footprint will be a mute point, but I'd like to ask and propose items. I don't feel the current proposal to exceed the 25M zoning limit by over 3X is acceptable nor is proposing .6 parking spots for 1200 units? Where will the rest of the "possible" 200-400 vehicles park? I would like to ask how the City of Kitchener Vision Zero Strategy will be incorporated into this neighbourhood? Lancaster is only a 2 lane street with no bike lanes. Lang Crescent will become a high speed cut through to the expressway for this complex, exceeding what it is now. Lang Crescent is a thin street with no sidewalks, it can be quite dangerous for neighbours to go for a walk with small children as it is. Before this development starts what steps would be required to make the end of Lang Crescent abutting Lancaster a dead end? It was a temporary dead end during the construction of the most recent 10 story complex for a month and sure made residents feel safe from high speed vehicle traffic. This would stop the countless numbers of transport trucks using the street as a staging area during construction and force the development company to plan accordingly for the 7-10+ construction years this development could inconvenience the entire neighbourhood community. It was noted by the development company that using Lang would be a "absolute last resort" which indicates that it would still be "fair game" for staging countless amounts of trucks that highly outweigh the City of Kitchener posted truck limit size signs at each end of the street. During the previous construction shut downs of Lancaster, Lang was a detour and really made a resident feel sooooo unheard. All residents of General and Lang voices fell on dead ears. The City passed it off to the Region, the Region passed it off to the City. The Ccc said call Bylaw, Bylaw said we are looking into it, but still allowed 18 wheel transports, car carriers and tanker trucks through for 10 days. Scott Davey was contacted and said he "just learned about it" 2 days after it all started, he said "what do you want me to do about it, it's the Region" we sure felt overwhelmed and were not "Loving our Hood". The wheelchair residents on the street were isolated in their house during a complete Covid lockdown for 10 days as they could not venture out to use the street, it was so sad! Dead ending Lang Crescent would also alleviate the highly increased amount of future vehicle traffic from a development this size will bring. I look forward to hearing your thoughts.

Thanks, Gustavo [REDACTED]

From: Connie & Jim [REDACTED]
Sent: Sunday, November 21, 2021 4:05 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Re: 528-550 Lancaster St W (Official Plan Amendment and Zoning By-law Amendment)

Hi

Thanks for returning my call.

My biggest concern is traffic on Lancaster Street. It is already very heavy. There are almost 1200 units in the proposed development. Presuming that residents have one vehicle, that's 1200 more cars on Lancaster Street, this street cannot handle that kind of traffic. It is difficult getting out of our driveway now, I can't imagine the chaos more traffic will cause.

What's next? Widening Lancaster street. We have worked hard all our lives and are now seniors. Expropriation of our land would be devastating at this time in our lives.

I realize that progress is inevitable but why choose one of the oldest area in Kitchener.

We have have a lot of wildlife in our backyard. That will all be lost for the sake of progress. Is it progress or is it greed?

There is a beautiful heritage house on the scheduled development. From my understanding it will be moved. How can you capture the ambiance, by plopping the house who knows where. That property has a lot of trees surrounding it. That is part of the beauty of the house. You can't recapture that by moving the house.

Thanks for your time.

Connie Stoppa
[REDACTED]

Sent from my iPad

On Nov 17, 2021, at 2:31 PM, Andrew Pinnell <Andrew.Pinnell@kitchener.ca> wrote:

Hi Connie,

It was good speaking with you this afternoon about the subject properties. I would appreciate your comments via email. Once I have your contact information, I will put you on our contact list for future notifications.

Thanks,

Andrew Pinnell, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x7668 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

<[image001.png](#)>

From: Ronnie Magar [REDACTED]
Sent: Monday, October 25, 2021 4:57 PM
To: Scott Davey; Andrew Pinnell
Cc: Barry Cronkite
Subject: [EXTERNAL] Re: 528-550 Lancaster St. W. - Application for Development - Comment

Hello Scott and Barry,

Thank you for the response.

I understand the emergency services policy, but there is a secondary "emergency" lane way to general. the emergency services can use it if lang is closed.

Which is why I also mentioned putting up bollards or gate so emergency vehicles can still get through.

Also, Spring date is about 340m.

Lang may not be a good candidate but it is also not a bad candidate.

Regards,

Ronnie Magar

From: Scott Davey <Scott.Davey@kitchener.ca>
Sent: October 25, 2021 4:50 PM
To: Ronnie Magar <[REDACTED]>; Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Cc: Barry Cronkite <Barry.Cronkite@kitchener.ca>
Subject: Re: 528-550 Lancaster St. W. - Application for Development - Comment
Hi Mr. Margar,

I'm not a planner but the feasibility question on closing Lang at Lancaster was just recently asked and thought I'd copy/past the response from our City's Transportation Director (cc'd on this email) here:

Thanks you for raising your concern/suggestion. I can appreciate that there have been challenges along Lang Crescent at times, particularly as a result of construction on Lancaster Street and closing Lang and Lancaster would certainly do that. However one of the primary considerations when contemplating a cul-de-sac type option is the City's emergency services policy. The policy dictates that a cul-de-sac should not be greater than 150m without a secondary/emergency services access and no greater than 300m if a secondary/emergency access can be provided. The length of Lang Crescent (and the cul-de-sacs that intersect with it) would extend well beyond that, as Lang Crescent is nearly a kilometer. Based on the emergency services policy, Lang Crescent is not a good candidate for a permanent closure at Lancaster Street.

Should you wish to discuss further, please feel free to contact me.

Regards,

Barry Cronkite,

To be clear, should any significant development occur, I will do what is within my power to minimize non-local traffic during construction. I am also concerned with Lang being proposed as overflow parking. Answers to that question will come as we go through the planning process.

Respectfully,

Scott Davey
Councillor, Ward 1
City of Kitchener

From: Ronnie Magar [REDACTED]
Sent: Monday, October 25, 2021, 4:36 p.m.
To: Scott Davey; Andrew Pinnell
Subject: [EXTERNAL] Re: 528-550 Lancaster St. W. - Application for Development - Comment

Further to my email below,

I found the traffic study.

I have an objection on the following statement:

- ▶ **Should the site's parking demand exceed the supply, on-street parking on Lang Crescent and General Drive is available within 200 metres of the subject site for short-term parking needs.**

IMO, Lang cres is allowed parking on ONE side only, just from the current residence on Lang Cres, the street parking gets full.

This is another reason to close Lang from Lancaster.

Regards,

Ronnie Magar

From: Ronnie Magar [REDACTED]
Sent: October 25, 2021 2:57 PM
To: scott.davey@kitchener.ca <scott.davey@kitchener.ca>; andrew.pinnell@kitchener.ca

<andrew.pinnell@kitchener.ca>

Subject: 528-550 Lancaster St. W. - Application for Development - Comment

Hello Andrew and Scott,

I live at ■ Lang Cres, which is just down the street from the development.

I am not opposed to the development in any way. However, I truly believe that Lang Cres should then be closed off from Lancaster if the development is to go through. You can close off Lang from Lancaster by either bollards or gates, or a full straight through boulevard (with sidewalks est.).

Closing off Lang to Lancaster will stop any traffickers from cutting through to Bridgeport during busy hours of the day. Even today we get quite a few. Lang is a nice street with no sidewalks and the large green front yards are nice. Having cars zip through from Lancaster to bridge port possess a threat to safety, and the overall landscape to Lang Cres.

a few questions I have that I can't seem to find any information on:

- traffic study?
- are these buildings condominiums?
- When is the neighbourhood information session?

And finally:

Will the city actually take into considerations closing Lang form Lancaster?

Regards,

Ronnie Magar

From: Walter M [REDACTED]
Sent: Monday, January 10, 2022 11:50 AM
To: Andrew Pinnell; Scott Davey; Berry Vrbanovic
Subject: [EXTERNAL] Re: Comments regarding 528-550 Lancaster Street West (Official Plan Amendment and Zoning By-law Amendment)
Attachments: [allen 2 20211104_145026.jpg](#)

Further to my earlier comments regarding the planned development on Lancaster street West, I would like to make further recommendations.

Why is there a rush at this time to have a virtual meeting on Jan January 20th 2022 knowing very well that most of the contacted people are not able to attend a virtual zoom meeting. (To me it looks like it is done deliberately this way, trying to push this project through no matter what, is it because it is an old neighborhood ?)

This important meeting needs to be held as an in person meeting with required masks. (a similar project of a high story apartment building did not go through a few months ago in the proposed Queen- Mill street area.)

This proposal is a super high density ratio project and will create a very high undesirable effect on the whole Bridgeport community as well as on the adjacent Grand River natural environment.

As an alternative, I would recommend having this project moved to a more suitable area. The city of Kitchener could sell land (if it is owned by the city) on its Rockway Golf Course property as there is no need to have a 19 hole golf course in the city of Kitchener.

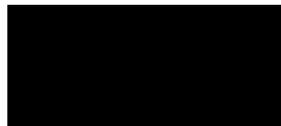
There is ample room to still have a 9 hole golf course at Rockway, the nearby areas already have 3 golf courses. This project would have excellent connections to the major high traffic car systems connection Roads. I attached a picture of the project that was done on Allen Street West in Waterloo.

Making the Bridgeport area look more like an upscale neighborhood, where people would like to live, like they do on Allen Street in Waterloo would make the most sense.

Sincerely
Walter Marzinko

On Fri, Oct 29, 2021 at 3:35 PM Walter M [REDACTED] wrote:

Hello Andrew
Here is my mailing address.
Walter Marzinko



On Wed, Oct 20, 2021 at 5:23 PM Andrew Pinnell <Andrew.Pinnell@kitchener.ca> wrote:

Hello,

Thank you for your comments regarding the subject development applications. So far, I have received a significant amount of feedback from the community regarding these applications.

Your comments may be considered and summarized, as part of the planning process, in the following ways:

- In the preparation of a 'What We Heard' summary report;
- As part of my Planning analysis; and
- In a recommendation report to Council.

Here are the next steps in the planning process:



I will reach out to you with the details of the upcoming Neighbourhood Meeting, when it is scheduled.

I can confirm that I have added you to the circulation list and you will receive further updates regarding these applications. **However, I request that you please provide me with your mailing address as well.**

Learn more about the project, share your thoughts and understand your appeal rights, visit www.kitchener.ca/planningapplications.

Sincerely,

Andrew Pinnell, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener

519-741-2200 x7668 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca



From: Francis Bauaman [REDACTED]
Sent: Wednesday, October 20, 2021 5:41 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Re: Comments regarding 528-550 Lancaster Street West (Official Plan Amendment and Zoning By-law Amendment)

[REDACTED]

On Oct 20, 2021, at 5:23 PM, Andrew Pinnell <Andrew.Pinnell@kitchener.ca> wrote:

Hello,

Thank you for your comments regarding the subject development applications. So far, I have received a significant amount of feedback from the community regarding these applications.

Your comments may be considered and summarized, as part of the planning process, in the following ways:

- In the preparation of a 'What We Heard' summary report;
- As part of my Planning analysis; and
- In a recommendation report to Council.

Here are the next steps in the planning process:

<image001.jpg>

I will reach out to you with the details of the upcoming Neighbourhood Meeting, when it is scheduled.

I can confirm that I have added you to the circulation list and you will receive further updates regarding these applications. **However, I request that you please provide me with your mailing address as well.**

Learn more about the project, share your thoughts and understand your appeal rights, visit www.kitchener.ca/planningapplications.

Sincerely,

Andrew Pinnell, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener

519-741-2200 x7668 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

<image002.png>

<image003.png>

<image004.png>

<image003.png>

<image005.png>

<image003.png>

<image006.png>

<image003.png>

From: Clifton Young [REDACTED]
Sent: Monday, January 24, 2022 4:46 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Re: Invitation to Virtual Neighbourhood Meeting regarding 528-550 Lancaster Street West

Andrew,

We listened with interest to The discussion the other night. We still have concerns as follows:

1. Regarding the request to ease rules that were made for much lower buildings: presumably there are reasons for the rules, with many much higher buildings they should be made more stringent not reduced.
2. The number of parking spaces planned for the development is not enough, the majority of tenants will have at least one car, with two bedrooms in many apartments there will be quite a few with two. More "Guest" spaces will also be needed especially if there are to be commercial outlets on lower floors. It should not be assumed that either residents or visitors will have parking room on either Lang or General..
3. it is nice that there will be spaces for bikes. Having ridden my bike from this area to U of W for nearly 30 years that a nice feature but to assume that a number of residents will do without a car for that reason is a stretch. Riding bikes in the winter with snow or ice is very dangerous, Once in late November snow fell unexpectedly when I was at the University; coming home I fell going under the expressway bridge because I couldn't see the ridge between the pavement and the gutter because it was hidden by snow; that wasn't even because it was slippery. I never rode in the winter. I think KW is overly optimistic about the extent of bike usage in the winter, you rarely even see motorcycles at this time of year, you just have to look at the use if the bike lanes these days.
4. Traffic. The city's response to this concern was a bit vague. Making a left from Lang onto Lancaster can be very difficult already, I often have to rely on a driver being courteous and letting me through (if he notices me) when he is stopped for the Bridgeport light. Making a left onto Bridgeport Road from Lang is occasionally difficult because of traffic flow; the queue for a left turn from Bridgeport to Lancaster already often reaches almost as far as Lang and it will get longer with this development making the turn the very difficult.
- 5 Lang was the detour for communicating from Bridgeport to Lancaster during recent construction. Using a relatively narrow street with no sidewalks is a very dangerous practice and should not happen.

Sincerely,

[REDACTED]

On Thursday, December 23, 2021, 11:03:39 a.m. EST, Andrew Pinnell <andrew.pinnell@kitchener.ca> wrote:

Thank you for sending me comments regarding the Official Plan Amendment and Zoning By-law Amendment related to the subject properties. I have received a significant amount of feedback from the community. I am emailing to invite you to a virtual Neighbourhood Meeting regarding these applications. The virtual meeting has been scheduled for January 20, 2022, beginning at 6:30pm. Please see the attached postcard for more details (note that a physical postcard may have also been mailed to you). The Zoom meeting link and details are provided on the postcard.

I look forward to meeting with you. If you have any questions, please contact me.

Seasons Greetings,

Andrew Pinnell, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x7668 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca



From: J & H Honch [REDACTED]
Sent: Thursday, January 20, 2022 9:28 PM
To: Andrew Pinnell; Transportation Planning (SM)
Subject: [EXTERNAL] RE 5 Condo Buildings on Lancaster: Traffic on Lang Cres during Construction
Attachments: [PXL_20210422_175541470.MP.jpg](#); [PXL_20210422_180231578.jpg](#); [PXL_20210423_193931031.MP.jpg](#); [PXL_20210423_193659924.MP.jpg](#); [PXL_20210423_193954504.MP.jpg](#)

Hi Andrew and Aaron,

Thank you for the opportunity to join this evening's community outreach meeting regarding the proposed 5 condo buildings on Lancaster St.

I am a resident at [REDACTED] Lang Cres. I am around the bend from Lancaster St but am directly impacted by it regarding traffic concerns and conditions when there is construction and if there is increased traffic (given the proposed condo structures).

Attached are some pictures from April 2021. They show the back to back traffic that was rerouted down Lang Cres during construction. Not only was it cars and GRT buses, but also massive Transport Trucks and Construction Trucks .. despite the NO TRUCKS signs posted at both sides of Lang Cres.

Our street has no sidewalks. I was 7 months pregnant. Now I have a baby and I walk Lang Cres with my stroller and my neighbour with her stroller every day. The safety concerns that we share RE: increased traffic from construction AND 808 more parking spaces at these 5 condo buildings is VERY REAL. No Traffic Study will give you the pictures I have taken from my home of cars backed up around the bend all the way to my house because of cars turning onto Bridgeport from Lang. It is insane, and there is no way emergency services could have got to my house if I needed them while pregnant.

In April 2021, I sent these pictures to and was in communication with Josh Graham (Supervisor, Corridor Management, Region of Waterloo | Transportation and Environmental Services), Steve Sieunarine (Engineering Technologist - Corridor Management, Regional Municipality of Waterloo) and Scott Davey (city councilor).

I am happy to forward some of the emails I sent. My experience talking to these men was similar to what Deb shared this evening. Despite conversation, nothing is improved. Trucks continue to park on Lang. Trucks continue to go down Lang. Cars speed down and jam up Lang. City officials, like those above, tell me their hands are tied and they say, as long as a sign is posted, they can't do anything more.

I waste my time emailing people and Bylaw, but at the end of the day, nothing changed and there is an ugly, cheaply built building at the end of Lancaster that is a complete eyesore in our community. Its construction put my safety and my baby's safety at risk, on my own street.

Studies are great. But they don't address reality. These pictures show our reality on Lang Cres when there are condos built on Lancaster St. Even if you attempt to increase foot traffic, bike,

and transportation use, the developers are allowing for up to 808 more cars to occupy this area .. and Lancaster and Lang Cres CANNOT take it.

Thank you for your listening - I know you are dealing with many frustrated citizens like myself. We appreciate when we are honestly listened to, .. it means alot. Sometimes it just feels like only developers are listened to.

Heather Honch



From: Mike Palmer [REDACTED]
Sent: Sunday, April 3, 2022 10:12 AM
To: Andrew Pinnell; Scott Davey
Subject: [EXTERNAL] re 528, 544-550 Lancaster St Development ZBA21/015/L/AP

Gentlemen,

If it's not too late, I would like to raise a point regarding the densification activities currently underway across the city and, in particular, a development application re 528, 544-550 Lancaster St.

Section 2.2.3 "Urban Growth Centres", of the document "A Place To Grow" - Growth Plan for the Greater Golden Horseshoe" outlines minimum target densities by 2031. Further, 2.2.3 (2)(b) specifies a target of "200 residents and jobs combined per hectare" for "Downtown Kitchener."

If I may offer the following for consideration:

First, this density level is specific to "Downtown Kitchener", not surrounding areas such as Bridgeport West.

Second, even if we allow that such densities apply to "Kitchener" en masse and not only to the downtown core, I question the disproportionate level of densification proposed for this specific development. With a total land area of 1.67-hectares a more appropriate "Total People/Jobs" figure would be 1.67 x 200 or 334, in contrast to the 2121 figure supplied by the Applicant in the Planning Justification Report.

That number of people/jobs could be accommodated by a much more restrained and appropriate development of the site: With a residential apartment PPU density value of 1.77 (same as that used by the Applicant), 334 people could be housed in 188 units, something that could be serviced by a trio of, say, eight-story buildings. While buildings of this height are still objectionable in terms of zoning bylaw height restrictions currently in place, it is a much more palatable height and development scale overall for the long-time residents of the area.

I just want to reiterate that I believe it is unfair to so disproportionately burden mature, existing neighborhoods with densities and building scales far out of scale with provincial targets.

Further, I feel that the recent success of Belmont Village residents in limiting out-of-proportion building development in their neighborhood sets a precedent that should be applied to other neighborhoods like ours, when it comes to council planning decisions.

Thank you for your time.

Mike Palmer
Bridgeport West

From: DAN CURRIE [REDACTED]
Sent: Monday, October 18, 2021 7:06 PM
To: Andrew Pinnell
Cc: Scott Davey; Berry Vrbanovic
Subject: [EXTERNAL] Re application for development on 544 Lancaster W

Dear sirs,

It has been drawn to my attention that a major development is being planned for the area in which I reside, (Lang Dr, Springdale Dr and Lancaster Dr) and I have not received any information through a ' notice of development ' or ANYTHING asking for feedback on this planned project. I know your next steps involve a neighbourhood information session, but, having been involved in past 'sessions', I know it is important to be involved from the very beginning.

I am shocked that I had to learn about this proposal from a local private flyer and that the initial feedback is due by Monday, November 1. This is extremely disappointing.

We are a neighbourhood; this proposal and request for feedback should be shared with ALL residents on Lang Dr, Horizon Crescent, Springdale Dr, Lancaster Rd and General Drive in the very least. I would expect that the pertinent information will be distributed to all residents in the affected neighbourhood.

Sincerely,
DanCurrie

[REDACTED]

Sent from my iPad

From: Norman Falk [REDACTED]
Sent: Saturday, January 8, 2022 4:12 PM
To: Andrew Pinnell; [REDACTED]
Subject: [EXTERNAL] Re proposed development on Lancaster

Hi Andrew, my wife Harriet and I live at [REDACTED] Bridgeport Rd E, Kitchener ON [REDACTED]. Some of our neighbours on Lang Crescent gave me your contact info.

We have read the proposed development and have some comments. We are very concerned and the size and magnitude of this potential project.

- 1) According to what we read, 1378 parking spaces are required but they only have enough for 808 for a shortfall of 570 parking spaces. Well, it is obvious to us that at the very least, the number of units has to be reduced to match the maximum number of parking spaces available.
- 2) The new building at the corner of Bridgeport Road and Lancaster fronting onto Bridgeport Road has 5 stories. The building across, being built has either 6 or 7 stories. How can 5 buildings ranging from 10 to 16 to 26 stories fit in with the surrounding area? It does not! Not even close!
- 3) What about the traffic on Lancaster! Even now, there is so much traffic especially at rush hour times, it would be impossible to walk across the street from their suggested temporary parking solution! Temporary? For how long? Forever? Probably because unless they have enough spaces, where are the tenants going to park? What about visitors? Where are they going to park? I am sure the residents on Lang Crescent are not going to be happy about this crazy idea!
- 4) Due to the crazy increase in traffic, a left turn into the property cannot be allowed when driving from the roundabout to Bridgeport Road because it would back up traffic like crazy! Or many cars would drive down Lang to get to Bridgeport Road!!
- 5) The number of units should be reduced to buildings no more than 5 or 6 stories with parking for tenants and also for visitors so that everyone can park on that property and not on neighbouring streets.
- 6) What about in the winter for snow removal, no one can park overnight to allow for snow removal. If temporary parking is allowed, where will they be able to park during the night when snow removal is required?

These are just a few things that we have thought of, We may think of a few more. This developer also has not mentioned that there will be affordable housing! That is what we need in the region! I am sure these units will NOT be affordable! And way to many in a small area.

Please keep us informed of any meetings or other info as we have been Bridgeport residents for about 39 years! We are concerned about the changes to this wonderful area!
Norman and Harriet Falk

Sent from my iPad

From: Stephen Placko [REDACTED]
Sent: Sunday, October 10, 2021 11:14 AM
To: Andrew Pinnell; Scott Davey
Subject: [EXTERNAL] Regarding Applications for 528 Lancaster St W
OPA21/010/L/AP and ZBA21/L/AP

Regarding Applications for 528 Lancaster St W OPA21/010/L/AP and ZBA21/L/AP

The proposed development on this small site of 5 buildings is unacceptable and strongly objected to. We are not opposed to development of this site with a more appropriate number of buildings with a reduced number of dwelling units.

1. In order to accommodate the 5 planned buildings on the site they require zoning changes that have the buildings situated at the extreme edges of the site with little to no green spaces, and increase the maximum build heights and storeys to over 3X the current limit.
2. Their study recommends adding a center turning lane on Lancaster from Bridgeport road to Shirk Place to handle the increased traffic. They also promote the city creating bicycle lanes in order to justify inadequate parking available for all of the dwellings. I do not see how an additional lane and 2 bicycles lanes can be accommodated on the existing road or expanding the width of the road.
3. The zoning requires 1,378 parking spaces and their plan only provides for 808. A serious shortfall in this day and age when most households have 2 vehicles. Their proposal suggests using Lang Cr. and General Dr. for extra parking. These residential streets should not be used as proxy parking.
4. Per their arborist report all 211 trees are to be removed leaving a barren lot. Another development at 544 Bridgeport Rd E preserved some of the trees on the site after redevelopment, contains significant green space, and parking.

This development is only concerned with maximizing profit without taking into account the needs of the current and future residents of the neighborhood. Too often developments are completed without thought or regard for the actual impact they have.

Regards,

Stephen and Donna Placko
[REDACTED]



Attn:
Mr. Andrew Pinnell
Senior Planner

City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7

November 1, 2021

RE: OPA/ZBA proposal for 528-550 Lancaster Street West

Dear Mr. Pinnell,

as a proponent of infill and intensification, I felt conflicted as I gathered my thoughts on this application but its long-term negative effects on the residents and businesses in the Lancaster Business Park compel me to speak out. This application is far beyond an appropriate scale needed for the revitalization of the Lancaster area nor has it been planned for in the City's vision.

Most concerning is the traffic impact to the Lancaster Street and Bridgeport Road intersection. As has been noted in the Applicant's traffic study, most of the new tenants will want to travel towards this intersection. Today, during the pandemic, the current usage of roads may not be as visible, but one should look towards pre-pandemic times where "back up" onto Riverbend and Bridgeport Roads was a common occurrence. Adding significantly more cars will only aggravate the problem, which to the current users and business owners concerned with access for their clients poses a serious concern. At peak times especially, the one lane per (east-west direction) intersection will become congested. Moreover, additional movements in and out of the Tim Hortons right next to this intersection will impact through traffic. Even without these additional 1198 units there are issues with long wait times to turn into and out of this establishment. As the Tim Hortons' driveway is near the Lancaster/Bridgeport intersection it contributes to longer wait times on a daily basis already.

The site and building's design intensity are also questionable. In an area considerably away not only from urban cores prioritized for intensification but from any other development at this scale in its vicinity (of comparable density and height) it seems highly incompatible. I appreciate the current mixed-use zoning imposed to foster redevelopment and new urban forms, but this proposal presents too far a move from even the City's intentions. It almost triples the allowed FSR and exceeds the height limit by 2 to 3 times – that is by 8 to 18 stories. While it may just meet setbacks and separation distances, with its large floor plates and tall

heights, it will be an extreme departure from the envisioned planning framework. Its visual impact on the area's quaint suburban surroundings will be extreme and long lasting.

With the above in mind, please consider not to accept the proposal as presented and work towards a much less dense and tall urban forms for this site. I am certain that an agreeable solution can be found – one that provides new housing sensitive to its context and impacts the surrounding traffic less – more in line with the current zoning.

Sincerely,

A handwritten signature in cursive script, appearing to read "Peter Benninger".

Peter Benninger



Dear Andrew Pinnell, Scott Davey

I would like to comment on the proposal for 550 Lancaster St. W. I recognize the need for high density housing in Kitchener in order to save the area farmland, but I must challenge the assumptions put forward by the developer. Primarily, Lancaster/Bridgeport is not a pedestrian friendly section part of our city. Residence will all need a means of personal transportation. I have lived and walked here for over 25 years.

From the corner of Lancaster and Bridge, there is nothing but heavy traffic. If you go:

-South you walk a sidewalk with no setback along a four lane road over a bridge covering the express way. There is a reason that bridge is seldom used. It offers access of course to lovely Breithaupt park, but only after an uncomfortable 20 minute walk. The park is pleasantly and easily accessible with a car.

-West you again walk along a walkway with no setback from a busy 4 lane street. Here you have the added challenge of crossing 6 lanes of ramp traffic, before , after a 20 minute walk, you reach friendly walk-able neighbourhoods. On the other hand it is a very quick drive past all the unfriendly attractions.

-North along Lancaster there is no sidewalk until you cross the street, and what is there of course has no set back. Then you turn west onto Bridge St. (again no setback from a busy street) until you get to the school fifteen minutes from the Lancaster/Bridge corner. You can continue to take the “marsh challenge” or the long Bridge Street sidewalk to get to wonderful Bechtel Park. This uncomfortable 20 minute walk could be done in only 4 or 5 minutes in a car.

-East takes you to a superb Walter Bean trail, and this is truly accessible, for many. The hill at the creek though puts a quick end to walks for seniors and small children. There is no play ground in this area that should be a requirement.

In three directions there is no pedestrian friendly destination without an uncomfortably stressful, 20 minute passage first. That defeats the purpose of a walk in the first place. I agree there are amenities close by, but people will only access them with a car.

The proposed parking to unit ratio I feel is inadequate to provide a pleasant living experience for the residence. All the units proposed are 1 or 2 bedrooms. People will need to get out often to enjoy even a basic life style. Even if they work from home, they will want a car. Lancaster North bound provides a wonderful access the stress relieving country environment. But of course you need a car.

The access to Kitchener, Waterloo, and the expressway is excellent, but it is of course designed for cars. The supply of cars on the road is not going to drop as was suggested in one of the studies. When people cannot afford houses their next large purchase item of choice will be a car. Autonomous cars are going to further exacerbate the problem by keeping more seniors on the road for much longer.

Please reconsider the parking spot allotments. These future tenants will need to have a car to live here. Comparisons to development closer to the city core do not seem valid. Looking at rental units in the immediate area now would suggest a minimum of one car per unit.

Thank you for taking the time to read this lengthy letter.

Sincerely,

Graham Day.

To whom it may concern

In response to the development proposed for 528-550 Lancaster St. W. Kitchener

My name is Deborah Geiger, I reside at [REDACTED] Kitchener and I am writing to oppose such a development.

I have many reasons for this, the first being the traffic that is going to congest the peaceful community of Bridgeport. We do not want to feel like we are living in the middle of the expressway, with non-stop traffic. That is exactly what will happen when you add another 2500 residents to this area. That figure comes from only 2 people residing in every unit that is proposed. This is ridiculous, do we, the residents of Bridgeport just have to accept this? I am ready to go door to door to get a petition signed.

I have been directly dealing with Construction on a daily basis due to the apartments built behind my home on Lancaster & Bridgeport and now the most recent directly at the end of Lang Cr, where it meets at Lancaster St. This has been going on since March of 2020. Constant back up peepers and trucks lining up and down Lang Cres. with full loads on, including heavy equipment and every single thing imaginable to build that apartment. When entering Lang Cr there is a sign clearly stating no heavy trucks. When calling the city of Kitchener, I am told that, this is actually a traffic calming sign. Clearly it is not. The developer of this site has no regard whatsoever for the existing community already here. They have shown this by example of what I have dealt with now for over a year. The construction foreman even had the audacity to pile Road closed signs on my neighbor's lawn the night before they were closing the road. This street was repaved 2 years before all this construction started and clearly my tax paying dollars have gone to waste paving it, as they treat our street like there own personal construction site. The trucks line up in front of my house for hours idling and sitting there waiting to get into the site across the street. I thought we had idling bylaws in this city. Apparently not. I have seen old ladies literally jumping out the way to avoid being hit by the trucks the city allows to come down Lang Cr, saying it is part of the construction area. I do not see any fencing or other things that are required on a construction site.

This entire development does not fit into the character of our neighborhood. The proposed buildings are not appropriate in massing and height and are not compatible with the built form and the community character of the established neighborhood. The first building that is almost completed on the site proposed for this mega city development is an eyesore already. These buildings will forever change our landscape and cast shadows down on every in the area.

We have no high rises at all in Bridgeport and do not welcome them. With affordable housing needed, why are you are trying to pass off units that will clearly not be affordable for the people who need the housing. Trying to jam that many people into such a small area can only lead to overcrowding, traffic congestion and a noise level that we in Bridgeport are not accustomed to.

I undertook the reading of the 54-page REINS report (Residential Intensification in Established neighborhood's) from Feb of 2017. This study was specifically done for the city of Kitchener, and paid for by the tax payers of Kitchener. It has many recommendations that reinforce our position. The city took a close look at the planning approval process for development in established neighborhoods to see if changes to the process were necessary. The purpose was to develop a clear and fair process for

approving development projects in these established neighborhoods. Through the study, several recommendations were made to update the process for developments with the intent to further ensure that they blend in with the neighborhood. They are clearly not blending with the community of Bridgeport.

Please consider this letter my first formal objection to the proposed massive condominium development that will forever change the face of our quiet community.

Deborah Geiger



From: Garrett Stevenson
Sent: Thursday, March 3, 2022 2:48 PM
To: Andrew Pinnell
Subject: FW: Proposed Buildings at Lancaster & Bridgeport Road

FYI

From: Planning (SM) <planning@kitchener.ca>
Sent: Thursday, March 3, 2022 1:57 PM
To: Garrett Stevenson <Garrett.Stevenson@kitchener.ca>
Cc: Transportation Planning (SM) <transportationplanning@kitchener.ca>
Subject: FW: Proposed Buildings at Lancaster & Bridgeport Road

FYI, pls see email below.

-Sandra.

-----Original Message-----

From: [REDACTED] On Behalf Of Carl & Jean Schaefer
Sent: Thursday, March 3, 2022 12:17 PM
To: Internet - Info <Info@kitchener.ca>
Subject: Proposed Buildings at Lancaster & Bridgeport Road

We are deeply concerned about the construction of buildings being considered for this high-traffic area. We live [REDACTED] even now, we find it extremely difficult to turn off of Lang Crescent either onto Lancaster or Bridgeport Road. This added traffic will be horrendous and we fear it will cause accidents whether in a vehicle or even walking. Please consider those of us who live nearby and also the other daily traffic coming and going up and down Lancaster Street. We implore you to please, please, please DO NOT ADD TO THIS HIGH TRAFFIC AREA!!!

Origin: <https://www.kitchener.ca/en/contact-us.aspx>

This email was sent to you by Carl & Jean Schaefer [REDACTED] through <https://www.kitchener.ca>.



November 1, 2021

City of Kitchener
Development Service Department
Planning Division
200 King Street West
Kitchener ON N2G 4G7

Attention: Andrew Pinnell, Senior Planner

Dear Mr. Pinnell:

**Re: Comments on Official Plan and Zoning By-law Amendment Applications
528-550 Lancaster Street West**

On behalf of our client, MG Properties Ltd. (“MG”), we are providing preliminary comments on the official plan and zoning by-law amendment applications (the “Applications”) that have been submitted to facilitate the redevelopment of the properties at 528-550 Lancaster Street West (the “Subject Lands”).

MG owns lands directly abutting the Subject Lands along its eastern boundary, which has been developed for a one-storey office building (the “MG Lands”).

MG has significant concerns regarding the development proposed by the Applications (the “Proposed Development”). The Proposed Development represents a massive overdevelopment of the Subject Lands, contrary to applicable policy and good planning, and will have significant negative impacts on the MG Lands. The Applications as submitted should be refused by the City.

The Proposed Development

It is our understanding from the materials available on the City’s website that the Proposed Development would be comprised of 1,198 dwelling units in five high-rise residential buildings: one at 10 storeys, one at 16 storeys, two at 20 storeys, and one at 26 storeys. 250 m² of commercial space is proposed in a podium structure. Parking is proposed to be located in a below-grade structure. No on-site recreational amenity space is proposed.

The Scale of the Proposed Development within the Applicable Policy Context

The Proposed Development proposes a scale, height and density of development that is inconsistent with applicable City land use planning policy, and represents overdevelopment of the Subject Lands.



With a site area of 1.68 hectares, the Proposed Development would have a density of **713 units per hectare** and **1,267 persons and jobs per hectare**. That density is **533%** higher than the minimum density of 200 persons and jobs per hectare that *A Place to Grow – The Growth Plan for the Greater Golden Horseshoe* requires to be accommodated in the City’s Urban Growth Centre, where the City’s highest densities are planned and supported by the ION rapid transit investment. The Proposed Development would have a floor space ratio of **5.8**. The Proposed Development would likely represent one of the most dense developments in the entire Region.

The Subject Lands are within an “Urban Corridor” on Map 2 – Urban Structure of the City’s Official Plan (“City OP”). Most of the Subject Lands are designated “Mixed Use” on Map 3 – Land Use of the City’s Official Plan, with a portion currently designated Business Park Employment proposed to be converted to the Mixed Use designation.

Urban Corridors are one of the Intensification Areas identified in the City OP. Section 3.C.2.38 of the City OP provides that 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. Urban Corridors are to function as the spine of a community, as well as a destination for surrounding neighbourhoods. The policy also provides that strengthening linkages and establishing compatible interfaces between the Urban Corridors and surrounding Community Areas and Industrial Employment areas are priorities for development in these areas. Section 3.C.2.37 likewise provides that Urban Corridors are intended to have strong pedestrian linkages and be integrated with neighbouring residential and employment uses.

The Urban Corridor function noted above is reflected in the Mixed Use land use designation policies of the City OP. The Preamble in section 15.D.4 provides that:

...permitted commercial and retail uses within lands designed Mixed Use play a key role in achieving and maintaining the planned function and ensuring the vibrancy of the Urban Structure Components these uses are within. Accordingly, although residential development is permitted and encouraged within lands designated Mixed Use, it is not the intent of lands designated Mixed Use to lose the planned retail and commercial function to service surrounding neighbourhoods.

The City OP includes the following among the objectives of the Mixed Use designation:

15.4.1 To achieve an appropriate mix of commercial, residential and institutional uses on lands designated Mixed Use.

15.4.4. To retain and support a viable retail and commercial presence within lands designated Mixed Use by protecting and improving existing commercial uses and allowing for new appropriately scaled commercial uses that primarily serve the surrounding areas.



The Proposed Development is a very high-density residential development that is largely self contained, and is inconsistent with the planned function of an Urban Corridor. It is not integrated in any material way with neighbouring residential and employment uses, and contains an insignificant amount of commercial space relative to the size of the site. The Proposed Development represents a huge increase in the amount of residential density, with no minimum amount of commercial space proposed. Moreover, it is not clear how the Proposed Development complies with the Mix-2 zone provisions, the purpose of which is to accommodate mixed use buildings at a medium density within Urban Corridors, and which require non-residential uses abutting the entire length of the street line façade.¹

In terms of permitted density, section 15.D.4.17(b) of the City OP provides that a maximum floor space ratio of only 2.0 is generally permitted on lands in an Urban Corridor. Section 15.D.4.19 allows a maximum floor space index of up to 4.0 as an exception, where higher density development is desirable, considering certain criteria. A maximum floor space index of up to 5.0 is permitted where, among other things, a below grade parking structure is provided. The proposed development is seeking an even higher density with a floor space index of 5.8, with no justification. The Planning Justification Report mentions the retention of heritage structures. We note, however, there is no definite plan proposed for how to deal with the proposed structures, and off-site relocation is proposed as an option.

In terms of height, sections 15.D.4.22 and 15.D.4.23 impose an 8 story height limit on Mixed Use lands in an Urban Corridor, which may be increased by up to 50% (i.e., 12 storeys) in a mixed use building with residential uses, provided that compatibility with adjacent lands is maintained. The Proposed Development is seeking a heights that are more than double the maximum permitted.

The nature and scale of the Proposed Development is not appropriate on lands designated Mixed Use in an Urban Corridor. If the density proposed is permitted anywhere in the City, it should be on lands in locations higher in the urban structure hierarchy, such as in the Urban Growth Centre and Major Transit Station Areas, that are serviced by the ION rapid transit service.

We note that we have briefly reviewed the Transportation Impact Study by Paradigm submitted in support of the Proposed Development, at a very high level. We do not understand why the study does not analyze the potential impact of the development at the Lancaster/Bridgeport/Riverbend intersection. We believe it should be provided. Our client also questions the conclusions of the study regarding traffic operations at Lancaster and Bridge Streets, which, although developed with a roundabout, currently experiences significant traffic backups at the current two-lane bridge structure in rush hour. The traffic operations at this location need to be carefully reviewed by the City.

Finally, we also question whether appropriate consideration has been given to the community infrastructure required to service the large population in the Proposed Development (over 2,100 residents). While the property does have access to passive recreational trails along the Grand River, the only parkland within walking distance appears to be Lancaster Park, that contains only

¹ Zoning By-law 2019-051, s.8.2, note 2



a play structure in terms of recreational facilities. There appears to be no on-site outdoor recreational amenities included in the Proposed Development.

Impact of the Proposed Development on the MG Lands

As noted above the MG Lands are currently developed with a one-storey office building. Site plan approval in principle was granted for a one-storey expansion to the existing building in February 2020. The approval included an outdoor amenity area for employees between the building and the property line of the Subject Lands.

The Proposed Development proposes to place a 20 storey building and a 26 storey building right on the property line separating the Subject Lands and the MG Lands, with **zero** setback. We note that not even the 7.5 metre setback that would normally be required by the standard MIX-2 zone provisions is being provided.

The Proposed Development will entirely overwhelm the building on the MG Lands, and cast shadows on the property, including in the proposed outdoor amenity area.

MG also objects to the impact that the Proposed Development could have on any additional future development potential for the MG Lands. The current EMP-5 zoning of the MG Lands would permit considerable additional development. It would not be appropriate land use planning for the proposed overdevelopment of residential uses on the Subject Lands to potentially preclude the intensification of additional employment uses on the MG Lands.

Thank you for taking MG's preliminary comments into account. MG reserves its right to make additional comments throughout the process.

Yours truly,

Goodmans LLP

A handwritten signature in black ink, appearing to read "R. Howe".

Robert Howe

cc: Scott Davey, Ward 1 Councillor
Pierre Chauvin, MHBC Planning

To: Andrew Pinnell, Senior Planner, City of Kitchener

From: David and Barbara Arthur, [REDACTED]

We have followed the proposed development at 528-550 Lancaster Street West and attended the online neighbourhood meeting on January 20. We live at [REDACTED] and are obviously familiar with that part of Kitchener/Bridgeport and the streets and traffic in that part of the city.

We heard from many participants who voiced concerns about a number of factors including impacts on the environment, limited amenities, parking and traffic.

We realize not all assessments have yet been completed. This letter wishes to focus on traffic as a major concern. The representatives of the development and from the city seemed to downplay this concern.

There are already three significant contributors to increased traffic in the Lancaster St./Bridge St./Bridgeport Rd. area – the new high rise next to Tim Horton's, the new high rise Lutheran Church/apartment, and the growing housing development across the Bridgeport bridge on the other side of the Grand River. The population and numbers of people from those three contributors are growing and yet to be realized.

The increase in traffic from an additional five high rise buildings and 1,198 dwelling units will be significant and troubling for all users of that corridor. It will be a situation for which there will be virtually no chance of improvement. Lancaster St. and Bridge St. are only two lanes as is the Bridgeport bridge. There would appear to be no way to widen either to four lanes. Shirk Place and Lang Crescent offer no useful alternate routes. The lack of sidewalks on those streets just makes it worse. There will be only one access to Lancaster for the couple thousand residents of the five new buildings.

By comparison, the many high rise buildings in or near the downtown areas of Kitchener and Waterloo have networks of literally dozens of intersecting streets running north-south and east-west offering many options for traffic. The Lancaster St./Bridge St. area has no options and no possibility to create options. With the natural areas of Bechtel Park, along the Grand River and Forwell Creek, and the natural areas bordering the Expressway, there are no new major streets possible.

Public transportation is very limited with one bus route that has several stops along Bridge St. and Lancaster St., all of which already stop traffic throughout the day and especially during busy times of the day.

Altogether, traffic is a major problem for this development with no solution.

Dear Andrew Pinnell/ Scott Davey

This is part 2 of my thoughts on the 528 - 550 Lancaster St. W. Development.

As I stated in my first attachment; I am pro development. We need higher density within the city boundaries to ensure that farm lands are protected. I very much like high density areas that seem to be spreading across the city. I feel it is good planning.

That being said though, we must get the planning right because it is going to be there for a long time. Have you considered the affects on the Lancaster/Bridgeport intersection as one thousand plus people streaming out of this development to get to work in the morning. Whether they are taking the bus or driving a car, the tie-up in traffic will be significant for cars going in any direction.

Pedestrians will predominantly be heading south or east. They will have to cross the street to get to existing bus stops. This is going to frustrate and cause delays for the many drivers wanting to turn at this corner. The side walks are not now wide enough to handle this kind of pedestrian traffic. Another bus route along Riverbend might help alleviate this problem but I don't think it would be enough.

Underground parking is proposed for 850+ cars. A number that I feel is inadequate as discussed in part one of my submissions. If only half of those cars have to go to work in the morning, how do you imagine the flow onto that short 2 block turning lane is going to operate? Pre covid I was never able to make a right hand turn onto Lancaster during peak morning time (8:00-9:30). Since the installation of the roundabout at Bridge & Lancaster, there are seldom any breaks in traffic. My saving grace to make a right southbound turn is the backing up of traffic at the Bridgeport light and a good Samaritan letting me in because they are sitting waiting for the light anyway. At the red light, traffic always backs up well down Lancaster. How smoothly will that middle turning lane merge into the stopped single lane that is allowing south bound traffic through the light. Or worse, how are those new residence going to get across that lane to make a right turn onto Bridgeport west bound.

I understand that a traffic study was completed, but numbers do not tell the story. A single turning lane in the middle of Lancaster is far from enough to allow morning traffic to flow smoothly. More then likely what will happen is residence will turn right, go down to the roundabout and then come south up the Lancaster hill. That round-about will not longer flow smoothly.

The current road arrangement in this area is insufficient to handle this proposed density. Please consider a whole new imagining of the intersection that does not allow left hand turns onto Lancaster. Exits over the easements at the rear of the property onto Riverbend Ct. is the only workable solution.

I believe that if Highway 7 into Wellington St. and the express way was to be completed as designed, this would relieve traffic volume at this corner, but we have no reason to believe this will happen anytime soon given the long history of this project. I would hope city council would not be tempted to use the future residence of this development as pawns, to put pressure on the province to finish the highway project.

It is my opinion, that if the traffic flow cannot be redesigned to work better for this very large number of new people into this neighbourhood, it should be put on hold until the completion of the new highway 7. At that time a new traffic survey could be completed

Thank you for reading my rather long assessment of this problem. I have lived here for many years, and have many thoughts about potential problems.

Sincerely,
Graham Day

Dear Sir

This is my 3rd submission regards to the 528 - 550 Lancaster St. W.

As I have stated before; I agree we need higher density development in all of Waterloo region. The farm land is far too valuable to be wasting on residential development.

In this submission I wish to challenge some of the assumption and suggestions made by the developer.

1. There is no reason to think that traffic levels are going to shrink in the future. All the public transit, bicycle lanes, and wishful thinking we all can muster will not make that happen. We have seen the price of housing sore out for reach for many people. As people give up on the idea of home ownership they will logically turn to the next largest purchase item on the list; a car. Pride of ownership, a necessity of escape from small apartments, or just something to spend their money on (because you can only decorate an apartment so many times) are all serious motivators. Autonomous cars of the future, will further compound this problem. Seniors will be on the road in the future, long past an age that they are now stopping to drive.
2. The developer suggested that charging extra for a parking spot was a means to reduce the need for car parking needs. I have to ask if anyone really thinks that paying for a parking spot would keep anyone from pawning and driving a car? It seem more like a way of padding profits to me.
3. The city will still be home to families in the future. Why would there be a proposal with only 1 and 2 bedroom units? To include true density and population diversity, all buildings should have a selection of all styles of apartments. Including 3 bedrooms. Maybe some bachelor apartments should also be included in the mix.
4. The developer will be making a lot of money on this project. Affordable housing seems to be a minimal expense over the life of the building. In 10 years the need for affordable housing will be far greater then it is now. Permanent affordable housing is part of a diverse neighbourhood.
5. There are many amenities in the area, except a groceries store, a bank and a family friendly medical clinic. (the present Lancaster clinic is only open from 6 – 12 pm, and has no family doctors) The groceries store at Bridge and University that the developer listed as accessible is 20 minutes away. Have you tried to carry your groceries for 20 minutes? If we are going to have a small town on this plot of land, lets make the quality of life for these people a good as we can. Increasing the proposed retail space by a great percentage is important.
6. The developer suggested that rents might be around 30% of average income. This would be wonderful, but I am suspicious that was just an easy number with no intention of follow through. Most developer charge as much as the market will bare. Can you tie rents to income or inflation with approval to proceed with this development? Is the developer prepared to give you a percentage number that he will held to?
7. There were no playground amenities in the proposal that I saw. The little lot at the corner of General and Lancaster is across the street and could not be considered accessible.

Thank you for reading and your consideration.

Sincerely,
Graham Day