Comprehensive Engagement Report 660 Belmont Avenue West Official Plan Amendment 20/004/B/JVW Zoning By-law Amendment 20/012/B/JVW April 12, 2021



Application Background

The City has received applications to amend the City's Official Plan and Zoning By-law to permit a new mixed-use development. The proposed 13 storey (49 metres in height) mixed-use building is proposed to include:

- 163 residential units (including 115 one bedroom units and 48 two-bedroom units), and
- 1090 square metres of ground floor commercial space.

The Official Plan Amendment application requests to increase the maximum height to 13 storeys and 49 metres in height.

• Currently, the Official Plan permits a maximum building height of 8 storeys or 25 metres.

The Zoning By-law Amendment application requests to increase the maximum height to 13 storeys and 49 metres and to reduce the residential parking requirement from 147 spaces (0.9 spaces per dwelling unit) to 130 spaces (0.8 spaces per dwelling unit).

- No reductions are being sought for commercial parking requirements. The multi-unit commercial parking rate is 1 space per 35 square metres.
- The current zoning is *MIX-2: Mixed Use Two* which permits a maximum height of 25 metres and 8 storeys.
- The Zoning By-law allows commercial and residential parking to be shared for mixed-use buildings.

Engagement Opportunities

Neighbourhood Information Meetings

A virtual neighbourhood information meeting (NIM) was held on December 17, 2020. A second virtual NIM was held on Thursday, February 25, 2021. These two large scale meetings were an effective way to share information, but they were supplemented with opportunities for two way dialogue between City staff and community members.

The Zoom report shows 97 different log-ons for the first meeting and 154 for the second meeting.

Staff received specific questions during the two meetings through the Q&A and *Chat* features in Zoom. City Staff and the Applicant have provided responses to the questions, which are attached as Appendix A to this report. Questions were provided to the appropriate City of Kitchener staff as well as the Applicant to respond as applicable.

Small Group Meetings

Planning Staff held ten small group sessions the week of March 15, 2021. These meetings were an opportunity for community members to share their perspectives, have a chance to speak, and ask questions.

In total, 88 people registered and over 90 people attended one of the small group meetings. A summary of the discussions, as well as additional comments submitted with the RSVP email, is attached as Appendix B to this report. These notes are not a verbatim record of the meetings and are a general summary of the discussions, including comments, questions, and answers.

Site Walk

Planning staff attended a socially distanced site walk on March 23, 2021 as part of the engagement sessions. All attendees wore masks and all public health and City of Kitchener COVID-19 protocols were met. The site walk was led and organized by community members, and Planning staff attended as requested. The site walk was an opportunity for community members to identify their concerns, discuss their comments *in the field*, and to ask questions of Planning staff. No formal minutes were taken, however the discussion on the site walk is largely captured in Appendixes A and B.

Email and Telephone Enquires

Planning staff also provided additional information, and answered questions, by responding to email and telephone enquiries.

Next Steps - City of Kitchener Commitments

This report follows the City of Kitchener's commitment to provide a detailed engagement summary within 3 weeks of the last engagement event (site walk on March 23, 2021).

Any updated information or revised development concepts or additional materials will be posted to the City's website at www.kitchener.ca/planningapplications. An email will be sent to the distribution list when substantial website updates occur.

City of Kitchener staff will thoughtfully consider all written comments, questions, and feedback outlined in this report, as well as all comments received to date.

All interested community members that participated in any aspect of these applications who provided an email and/or mailing address, all property owners within 120 metres, and applicable Neighbourhood Associations will be provided a written notice of the statutory public meeting when these applications will be considered by the Planning and Strategic Initiatives Committee.

Attachments

Appendix A – Question and Answer Summary Table - Neighbourhood Information Meetings Appendix B – Small Group Summary Comments and Discussion Summary

660 Belmont Avenue West – OPA/ZBA Neighbourhood Information Meetings December 17, 2020 & February 5, 2021 ZOOM Chat and Q&A Responses

These questions were provided to the appropriate City of Kitchener staff as well as the Applicant to respond as applicable.

Q: How much of the project is affordable housing?

Applicant: The proposed building does not include any units that would meet a policy definition or threshold of "affordable".

Q: I view Belmont village as an important historical part of the city. This building is totally out of proportion with the scale of the rest of the area. It seems to be out of harmony with the low rise nature of the village. Do you have a relief view of the proposed building with all the other buildings in the village? This looks like the end of our village.

Applicant: Perspective views of the originally submitted building proposal are contained in the Urban Design Report submitted for the applications.

Q: Considering the need for underground parking on this site, there is going to be a need for major excavation and substantial pile driving to enable this. How will this project address the issue of damage that this will cause to homes in the surrounding neighbourhood have plaster walls?

Applicant: Zehr Group has constructed many projects in tight urban environments. Preconstruction inspections on the surroundings properties will be completed prior to construction starting. Shoring installation will be completed via vertical drill rigs vs. pile driving equipment.

City of Kitchener: Damage claims are a civil matter between the complainant and the builder. It is recommended that you take photographs of the existing condition of your property if you think you may experience damage during construction.

Q: What changes would have to be made to the annual Bestival as a result of this project, and what new objections might be raised to the Bestival?

Applicant: In 2021 Zehr Group will be donating the property to whomever wants its (including the Bestival) for festival/place making activities. In the future, the at grade landscaping is being design to work with festivals (such as Bestival), etc.

Q: Thank you for showing us how you arrived at a 13-storey design. If your proposal is ultimately denied, will you still proceed with an 8-storey building? If so, do you currently have an 8-storey design, and can you please share it so we can also consider this alternative?

Applicant: An 8-storey building design has not been prepared.

Q: At, say, 10 feet per storey, 13 stories and 130 feet is lower than the height permission which is being sought. How tall are the various stories of the proposed building?

Applicant: The submitted building plans include the following heights for the different components: 5.4 metres for the ground floor, 3.2 to 3.6 metres for floors 2 through 10, 4.0 and 4.2 metres for floors 11 and 12, and 4.0 metres for the mechanical penthouse floor (floor 13).

Q: Can't all of these great benefits you are sharing be viable with 8 stories - the only trade-off is profits? Applicant: The project is not viable as an 8-storey building.

Q: This project seems to be driven by the concept of maximizing the building square footage, forcing the proponent to go higher when increasing set backs. Would the project remain financially viable with a shorter building with the same building footprint as the 13 story concept?

Applicant: The project is not viable as an 8-storey building.

Q: Can a representative of the proponent speak to the financial viability of this project at a smaller scale.

Applicant: The proposed development has been designed since early concepts to achieve a balance between high quality urban design and project profitably. The project as it is currently proposed has been designed to achieve the financing requirements set forth by financial institutions.

Q: 49 meters (as I recall the requested height - sorry, going by memory as your slide is gone) is 160 feet or "16" standard stories. This relates to my prior question.

Applicant: This doesn't account for the taller ground floor height desired by the City of Kitchener Tall Building Guidelines, any consideration of taller ceiling heights of any of the floors throughout the building, or the fact the mechanical penthouse has to be included in instance (not required typically).

City of Kitchener: The City's guideline for a taller interior ceiling height for the ground floor is to provide flexibility for future commercial uses.

Q: The existing 8 story 24m / 12 story 36m is 3m per story. Proposal is for 13 stories 49m which is closer to 4m per story. Why so high?

Applicant: The reason for the increased floor to floor height of the building's residential floorplates is very simple: quality of life. The increased floor heights provide for higher ceilings in all units; even the smallest ones in the building, which brings more natural daylight into the suites. This brings real physiological and psychological benefits to the residents. We are also finding in our work in Kitchener that the current Zoning allocation of 3m per residential floor is insufficient to adequately accommodate current structural and HVAC systems ductwork sizing, which rely on pulling in and exhausting more natural air to and from the suites than older systems. We also use the additional height to bolster acoustic ratings in our floor assembles to better mitigate against sound transfer between units. The additional height at the ground floor is to provide high ceiling spaces in all commercial units and to encourage larger users who require additional height for their businesses.

Q: Increased height per story is an obvious benefit for residents but how is this balanced for the rest of the community. City will need to address this.

Applicant: From a city planning perspective, the Official Plan, Kitchener's long-term planning policy document that directs zoning, contemplates 12 storeys buildings for the building subject to satisfying criteria (noting the proposed 13th storey is not a full storey in the sense it is much smaller in footprint than the storey below and there are no residential units on the floor). Intensification along corridors and close to transit are core directives at the Provincial, Regional and City planning levels.

Q: The landscape pictures in the film only showed people sitting and walking around. Where was the parking lot?

Applicant: The extent of the surface parking area is shown on the development plans.

Q: Does the developer own more of Belmont? Is this the start of a line of high rise units? Approving this 13 storey proposal would be precedent setting - would it not?

Applicant: The applicant owns the abutting property to the north of the property subject to the proposed applications.

Q: I understand that Zehr Group also owns the adjacent (yellow) property. What are their long term plans for that property and, assuming this development proceeds, will we see an application for another 8 to 12 story building on that property?

Applicant: There are no plans at this time for the abutting property: it is an operating mixed office building.

Q: Are all the units considered luxury units?

Applicant: The proposed building provides for a range of unit types, sizes and amenities, so it will not be exclusive. Some upper floor units might be considered "premium" in terms of offerings, but this a small proportion of the total unit count. Many of the units are more typical one-bedroom and two-bedroom units that are more attainable, recognizing the overall is meant to be a high quality building.

Q: Are the units sold as condos or are they rental units? Applicant: The proposed building will be a condominium ownership.

Q: One bedroom units tend to attract single people and thus a higher ratio of cars to floor space. Were larger units considered?

Applicant: The proposed building plans do include a mix of unit types including larger twobedroom units. Based on experience and evidence, one-bedroom units cater to those residents seeking a unit but not a parking space.

Q: 13 story building would have 168 apartments.....would there be a balance of one bedroom and two bedrooms? Projected number for this size? Would the minimum number of cars to accommodate for 13. I assume the range of stories would be 8 to 13. What would be the number of apartments for 8,9,10,11, and 12.

Applicant: The submitted building plans for the applications contain 163 dwelling units with a general 70/30 split between one-bedroom and two-bedroom units. These floor plans continue to evolve though. Minimum parking requirements are applied per unit, so there is no difference between one- and two-bedroom units from a zoning perspective. There are no plans other than the proposed 13-storey building.

Q: WHO will own the units?

Applicant: The proposed building will be a condominium ownership.

Q: Green space in this area is still quite small in proportion to other Kitchener neighborhoods. While the community spaces demonstrated in the renderings look to be quite positive for the Village, what about green spaces? City of Waterloo actually purchased homes on Williams street in Uptown west in order to secure more green areas for the densifying neighborhood. Will City of Kitchener take a similar action? Could part of the site adjacent to the Iron horse be dedicated green space?

City of Kitchener: The city recognizes a gap in public park space surrounding this development. It's our intention to continue collecting the maximum allowable park dedication as a cash-in-lieu contribution to enable acquisition of other meaningful, strategic properties. The city is currently updating its Park Strategic Plan in 2021 through

2022, through which specific acquisition strategies will be proposed and vetted through both public consultation and City Council.

Q: Trio On Belmont has issue with residences using iron horse trail as smoking area - results in lot of litter and poor environment, what is City's policy on this given large population that will be adjacent to the trail with this development.

City of Kitchener: The Iron Horse Trail is one of Kitchener's busiest trails with a mix of regular commuters and other users traversing it on a daily basis. It is not intended to become an area of congregation that may impede flow of pedestrians and cyclists and the enjoyment of this space for residents. If this is an ongoing issue, Bylaw should be notified and Trio On Belmont / property management companies should notify residents of Regional smoking regulations. (Smoke-Free Ontario Act (SFOA) 2017). If further regulatory signage along the Iron Horse Trail is required to help rectify the issue, the City may look at installing these at appropriate locations.

Q: How many applications for past high-rise projects that have reached this stage have been rejected?

City of Kitchener: Public engagement is a fundamental part of the Planning process and almost every development application in Kitchener has been influenced by comments received through the process. Planning staff endeavor to find a balance of interests when making their recommendations to Council. Planning staff work to understand how a development application may change a community, and work with residents to manage change and to implement solutions to their concerns in the most appropriate way.

Q: How do we get the official plan changed to protect the destruction of Belmont Village?

City of Kitchener: The City of Kitchener's Official Plan was recently approved and the City is required to update it every 5-10 years to implement updated Provincial and Regional direction. The next Official Plan review process is unlikely to start until 2023. For this application, you will be informed of all future meetings regarding these applications. These applications will be considered at a future public meeting held by the Planning and Strategic Initiatives Committee and Kitchener City Council. You may attend as a delegation to each of these meetings. You will be informed when they are scheduled by mail or email.

Q: What is it going to bring to our area for those of us already here? More traffic (people and cars) larger buildings that encroach on our space? Can you give me anything positive?

City of Kitchener: Compact complete communities that utilize existing infrastructure in urban areas that are transit supportive help to meet the City's goals and requirements for directing and managing growth.

Applicant: On a broad city-planning and city-building exercise, the benefit to the community and city in general include an enhanced street activity with commercial, the addition of 300 residents on the doorstep of Belmont businesses, contribution to a better connection and interface with the Iron Horse Trail, and support for the GRT transit service including the ION.

Q: Have you looked at other similar villages like this in other cities to see what they have done? I know of one to recommend for you to look at .

Applicant: Ground floor commercial activities, spaces, and unit design have been specific looked at to what make such environments successful for the desired businesses and activities.

Q: Can the City please explain why one of their communications stated that only homeowners/residents within 120m of the proposed building were notified about this project? Residents of this neighbourhood who walk to and support the lovely businesses on Belmont come from farther than 120m.

City of Kitchener: The Planning Act requires that notice be provided to properties located within 120 metres of a development application and the City has followed this practice for this application. As part of the City's recent Development Services Review which included a review of opportunities to improve our public engagement practices, the City is exploring opportunities to expand the circulation radius for notice of development applications in order to provide more broad notice of future development proposals.

Q: Can the City circulate notes of this meeting with questions to residents within a reasonable and appropriate area surrounding Belmont Village.

City of Kitchener: The Planning Act requires that notice be provided to properties located within 120 metres of a development application and the City has followed this practice for this application. As part of the City's recent Development Services Review which included a review of opportunities to improve our public engagement practices, the City is exploring opportunities to expand the circulation radius for notice of development applications in order to provide more broad notice of future development proposals. A large neighbourhood notice sign was installed on site for passers-by to be made aware of the applications and there will be a newspaper notice when the statutory public meeting is scheduled. The date of the meeting will also be posted on the sign. The City provides current information on the City's Planning Application Consultation webpage. Councillor Johnston also shares updates on her social media and in publications (Kitchener Citizen column, etc). Planning staff also provide information to interested media representatives and have conducted interviews for these applications.

Q: What does compatibility mean to you?

City of Kitchener: The City's Official Plan defines compatibility as land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects, adverse environmental impacts or adverse impacts. Compatibility or compatible should not be narrowly interpreted to mean "the same as" or even as "being similar to".

Adverse impacts may include but will not be limited to: shadows over private amenity areas or on building façades for an unacceptable duration, issues of privacy, overlook conditions, negative microclimatic impacts, light pollution (such as light trespass or glare), odour, vibration, noise pollution urban heat island effects, visual clutter or obstruction of views and/or vistas.

Adverse Effects, as defined in the Environmental Protection Act, means one or more of: a) impairment of the quality of the natural environment for any use that can be made of it; b) injury or damage to property or plant or animal life; c) harm or material discomfort to any person; d) an adverse effect on the health of any person; e) impairment of the safety of any person; f) rendering any property or plant or animal life unfit for human use; g) loss of enjoyment of normal use of property; and, h) interference with normal conduct of business. Adverse Environmental Impacts are changes likely to arise directly or indirectly from development, redevelopment or site alteration within or lands adjacent to a Natural Heritage System feature that result in widespread, long-term, or irreversible degradation of the significant features or impairment of the natural functions of the designated area. The City requires studies and plans to demonstrate impacts of a development and compares those results against acceptable standards in the City's Official Plan, Zoning By-law, and Urban Design Manual.

Applicant: The City of Kitchener Official Plan provides an objective definition: "land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects, adverse environmental impacts or adverse impacts. Compatibility or compatible should not be narrowly interpreted to mean "the same as" or even as "being similar to"."

Q: How can 13 storeys possibly be considered compatible with adjacent areas?

Applicant: Tall buildings can "co-exist" with surrounding low-rise areas; they currently do in the area to the east and south near the Belmont Avenue corridor. "Tests" of compatibility include massing models, wind studies, shadow studies, and application of design guidelines, all of which were submitted as part of the applications.

Q: Most of the height of the building seems to have arisen as a result of the 4 times coverage of the space. Who decided that that was necessary? Why can't you make a shorter building with the friendly features that might have a lower coverage number?

City of Kitchener: The Floor Space Ratio (FSR) is a measure used to regulate building mass based on a lot area. A FSR of 4 means that a building can have 4 times the lot area (in building floor area) above ground. The City of Kitchener uses FSR as a tool to regulate building mass, in addition to zoning regulations (such as setbacks and height) and Urban Design policies and guidelines. The smaller the floor of each building only covered half of a lot, and at the FSR allowed is 4.0, it could be 8 storeys in height. FSR is only one measure of building size, which is why other regulations, such a building height, are used in the zoning. The City regulates FSR in the Official Plan and Zoning By-law and allows for a higher FSR for properties that are identified for growth and in locations that could accommodate additional density that are within a reasonable distance to the LRT, to support the commercial businesses in communities like the ones in Belmont Village, and to manage the City's growth responsibly with minimal adverse impacts to established neighbourhoods.

Q: The basis for the target square footage started with an assumption of 4 x coverage of the lot. As a starting assumption this doesn't seem reasonable. Shouldn't minimum setbacks be taken into account first before the building massing started?

City of Kitchener: The overall size of a building, and how much total floor area may be provided on a site, is regulated through zoning regulations (floor space ratio, setbacks, setbacks, height) as well as Urban Design Guidelines (design changes to minimize impacts). The maximum overall floor space ratio is a measure used to regulate the total building floor area based on lot size.

Q: Again, why does it have to be 4 times coverage?

City of Kitchener: The maximum permitted floor space ratio in the City's Zoning By-law is 4.0.

Appendix A – Question and Answer Summary Table - Neighbourhood Information Meetings

Q: Where does "Four times coverage" come from? Is it a developer's standard, or a City standard? City of Kitchener: The maximum permitted floor space ratio in the City's Zoning By-law is 4.0.

Q: The scale of the proposed development is alarmingly disproportionate to the rest of Belmont Village. The impact will profoundly affect our neighbourhood and future development in the village. By the City of Kitchener's own definition, this development is considered a tall building. The Current bylaw allows for an 8 storey building, four to eight times higher than current buildings on the street. How do you justify building a structure any higher than 8 storeys?

City of Kitchener: Official Plan policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. A Zoning By-law Amendment application is still required to increase the building height. However, despite the height of the buildings on the street today, since 2012 the zoning has permitted buildings up to 8 storeys and 25 metres in height.

Q: I don't think that it makes sense to argue that the development shouldn't happen; it is hard for anyone to accept change, and Belmont Village can't just cut itself off from the rest of Kitchener which continues to have significant development. I think the concern is really the number of stories. 12 is too high, given its location (proximity to street and trail) and the character of the rest of the village. Could the number of stories be brought down to 10 or less and still make sense for the developer?

Applicant: The Official Plan policy contemplates an increased building height of the greater of 12 storeys or 37.5 metres for this side of Belmont Avenue including the property, subject to satisfying the applicable criteria. The project is not viable at 10 or less storeys.

Q: Westmount/Belmont is a family community, how do 1 and 2 bedroom units fit into this area? My suspicion is the floor space of each unit will be suited to singles. Why are we not building units that might suit perhaps families or retirees/older residents from Westmount who want to stay in the area but not live in a tiny unit? Can you not please be creative, build a luxury development - both inside and out - not just another box.

City of Kitchener: Policy 4.C.1.12 of the Official Plan states that the City favours a land use pattern which mixes and disperses a full range of housing types and styles both across the city as a whole and within neighbourhoods. Smaller condominium units would be a different form of housing than is found throughout the adjacent low rise residential community.

Q: Does the 4.0 FSR depend on the Belmont Lane East being purchased by the applicant? City of Kitchener: No, the current zoning permits a maximum FSR of 4.0 whether the lands are consolidated or not. If the lane is sold to the Developer, the lane lands and the property to the east of lane are consolidated and that increases the overall lot area, which would increase the total building area (it would be four times the consolidated lot area). The development concept includes all lands (including the lane) in the FSR calculation.

Q: Why can't the parking be underground instead of above ground?

City of Kitchener: Underground parking is proposed. The plans received show residential parking underground and shared commercial/residential visitor parking at the rear of the building.

Applicant: Most of the parking (over 80%) is contained in a two-level underground parking garage. The remainder is on the surface for ease of access for shoppers and visitors.

Q: Belmont Village should have a full study done first to approve or reject any development of this type.

City of Kitchener: The City has no current plans to complete a Secondary Plan for this area.

Q: Has there been an area study of the whole of Belmont Village?

City of Kitchener: The mixed-use corridor land use designation was put in place in the previous Official Plan and brought forward in the 2014 Official Plan which implemented a new Urban Structure which confirmed intensification areas across the City. Belmont Avenue in this location is an intensification area in the City's Urban Structure.

Q: What is the city of Kitchener's long term planning intent for Belmont Village? Is there a "Master Plan? Citizens should be informed of this plan before "One off" amendments are considered.

City of Kitchener: The City has a planned Urban Structure – meaning that every property has policies and regulations that guide existing and future uses. The City's Intensification Areas are identified in a hierarchical manner. The hierarchy is intended to establish priority areas for intensification. These intensification areas serve different city, community and neighbourhood scaled planned functions and may be different in terms of character, scale, function, and potential to accommodate growth. The City is planned with intensification areas including a series of nodes and corridors and Belmont Village is planned to accommodate additional growth.

Q: Given that it has become standard development practice to request variances to "allowed" maximum heights on buildings and get them, my question is... Do PLANNING STAFF OR COUNCIL MEMBERS have any concerns that this practice ends up, in the long term, undermining citizen participation and creating a "why bother/the ink is already dry" attitude? Do we need a more "updated and honest" municipal plan?

City of Kitchener: Public engagement is a fundamental part of the Planning process and almost every development application in Kitchener has been influenced by comments received through the process. Planning staff endeavor to find a balance of interests when making their recommendations to Council. Planning staff work to understand how a development application may change a community, and work with residents to manage change and to implement solutions to their concerns in the most appropriate way. The City's current Official Plan was approved in 2014 and will continue to be updated as changes are made to planning policy at a Provincial and Regional level.

Q: I can see the benefit of this building and have faith in the developer to ensure the community needs are taken into account as they are members of the local community. My question would be directed at the City and what the residents /city/Belmont village can do to ensure that this does not set a precedent for future development this tall closer to Union on Belmont. (who may not have as close ties to our community

City of Kitchener: Planning staff review every application based on its own merit. The overall development proposal will be considered when considering additional height, and any future application would be subject to the same review. Planning policies, zoning regulations, and design guidelines apply to all development applications.

Appendix A – Question and Answer Summary Table - Neighbourhood Information Meetings

Q: Given that no pre-emptive Belmont Village plan is proposed, one would surmise that development simply will jump off the first precedent. Should your neighbourhood-encroachment parking assumptions not take account that there will probably be approved more buildings of the scale of this one?

City of Kitchener: If future applications request a parking reduction, justification would be required, and will be evaluated as part of that application.

Q: I don't understand how setbacks to allow for sidewalks/patios and/or a green space at the rear of the building warrants taking the structure higher than 8 storeys. Are not setbacks and required green spaces not mandated by the city? Does the City agree and support developers using the required setbacks as justification for a higher structure?

City of Kitchener: Setbacks are required through the zoning process whereas green space on site is an Urban Design Manual requirement. From an urban design perspective City staff look at setbacks as well as step backs (a setback is the distance between a property line and a building, and step backs are the distances when a portion of the building is further set back from other portions of the building), wind and shadow impacts, building massing and angular plane to determine if they can support the proposed development as it meets acceptable design criteria. If the proposed development does not meet these criteria staff will not support the application until revisions to the development proposal have been made to ensure that it is within acceptable standards.

Q: Sounds like traffic and wind studies completed, are these available to public to review? City of Kitchener: Yes. The shadow GIF and the preliminary Pedestrian Wind Assessment report are posted to the City's Sharefile service which can be accessed from the link posted at www.kitchener.ca/planningapplications

Q: What is your definition of sustainable?

City of Kitchener: The City of Kitchener Official Plan defines "Sustainable/Sustainability" as the ability to meet the needs of both current and future generations by balancing cultural, economic, environmental and social elements through thoughtful, comprehensive and inclusive decision-making. A sustainable community is one that is robust, resilient and strives to live within its natural limits. Further, "Sustainable Development" is defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Q: How many apartments are in the building?

City of Kitchener: The proposal is for 163 residential units (including 115 one bedroom units and 48 two-bedroom units), and 1090 square metres of ground floor commercial space.

Applicant: There are 163 units in the current plans.

Q: Will there be any provisions to protect against units being used for short-term rental (eg AirBnB)?

City of Kitchener: The City currently does not license or regulate short term rentals.

Q: The location would be about 1 km from the closest lon station. This seems too far for a typical commuter to walk, reducing the likelihood that they will take the lon and commute. Shouldn't higher densities be close to lon line?

City of Kitchener: The City has a planned Urban Structure – meaning that every property has policies and regulations that guide existing and future uses. The City's Intensification

Areas are identified in a hierarchical manner. The hierarchy is intended to establish priority areas for intensification. These intensification areas serve different city, community and neighbourhood scaled planned functions and may be different in terms of character, scale, function, and potential to accommodate growth. The City is planned with intensification areas including a series of nodes and corridors and Belmont Village is planned to accommodate additional growth. The City's Official Plan includes policies that permit buildings designated as Mixed Use in Urban Corridors to be up to 8 – 12 storeys in height subject to the applicable policies. The scale of development envisioned in different parts of the City varies from the types of heights and densities permitted in the Downtown area, to the heights and densities for Urban Corridors, to the heights and densities in lower density, established neighbourhood as shown on the Urban Structure.

Q: How can a number of parking places that is smaller than the number of residential units be considered reasonable?

City of Kitchener: This site is located by the Iron Horse Trail, existing GRT routes, ION rail and is walkable for pedestrians, all of which promote alternative modes of transportation, which the City of Kitchener supports. The Applicant is also proposing to unbundle parking from the sale/rent of each unit, meaning that a parking space is an additional expense and that a residential unit can be leased or purchased without a parking space.

Q: On the parking front - why would you do a parking study on only 1 weekday and one weekend day in March - can you truly attest that's a sufficient study? As for the numbers - are you counting all the areas behind the stores on Belmont? Is that how come up with those numbers?

City of Kitchener: Counting one weekday and one Saturday is acceptable. Figure 4.1 in the Parking Study & Transportation Demand Management Plan illustrates the available on-street parking spaces in the area. The report can be found at www.kitchener.ca/planningapplications

Q: I live on Earl Street between Rock and Glasgow Streets in a residential neighbourhood. This section of Earl is already routinely used as a "cut through" to Earl or Belmont in order to avoid the traffic light at Belmont and Glasgow. ? 2 lane Glasgow is already often clogged from Westmount to Earl during peak hours. Given the increase in traffic that will result from this build, can we have assurances from city staff that you will pre-emptively and pro-actively address this concern.

City of Kitchener: Transportation Services could conduct a study along Earl Street between Glasgow Street and Rock Avenue to determine the number of vehicles per day, types of vehicles and speeds of vehicles. The counters are typically in place for 6 days. Once the data is collected a review and analysis can be completed.

Q: Are there plans for a traffic study (Glasgow and Belmont intersection very busy with Timmies and trucks for Catalyst). Also wind is a big probably on iron horse trail at Trio On Belmont, is a wind study planned for this development?

City of Kitchener: Signalized intersections are under the jurisdiction of the Region of Waterloo and they would be responsible for completing a traffic count at this location. A preliminary Pedestrian Wind Assessment report was submitted and can be found at www.kitchener.ca/planningapplications

Q: When was the traffic study done?

City of Kitchener: The traffic study was dated July 2020, however the data was collected earlier. There were two types of data collected by the consultant. On-street parking which was collected on March 5 & 7, 2020 and development traffic which was collected in Kitchener in 2017 to 2019.

Appendix A – Question and Answer Summary Table - Neighbourhood Information Meetings

Q: What does 44 trips refer to - please clarify

City of Kitchener: The 44 trips refers to the total number of estimated vehicles to and from the proposed site in the PM peak hour.

Q: Was the traffic study done in April 2020?

City of Kitchener: The traffic study was dated July 2020, however the data was collected earlier. There were two types of data collected by the consultant. On-street parking which was collected on March 5 & 7, 2020 and development traffic which was collected in Kitchener in 2017 to 2019.

Q: Yes during COVID time the study was done. That cannot be considered!!!!! It is not realistic City of Kitchener: The on-street parking data was collected on March 5 and 7, 2020 by the traffic consultant. The state of emergency for Ontario was put in place on March 17, 2020, by Ontario Premier Doug Ford, for the COVID-19 pandemic.

Q: People work more shift work these days. Traffic is going to change when we return to the new normal. Are you taking this into consideration?

City of Kitchener: We are anticipating that traffic volumes and traffic patterns will return to a more typical state, when COVID-19 lockdowns are not in place.

Q: Was parking study done post Covid - if so it would not be reflective of normal conditions? City of Kitchener: The on-street parking data that was collected by the traffic consultant was completed before the COVID-19 pandemic (March 5 & 7, 2020).

Q: Is it possible to obtain the daytime/weekday study showing 40% use. Was this study conducted during covid-19 pandemic when there could have been less visitors and patrons at the Belmont Village?

City of Kitchener: The on-street parking data that was collected by the traffic consultant was completed before the COVID-19 pandemic (March 5 & 7, 2020).

Q: With the number of new residential units being added, what is the acclimation for overnight guests or resident/owners who decide not to purchase a parking in the proposed building?

City of Kitchener: If a tenant decides not to purchase a parking space then they would be aware of that and there will be visitor parking spaces provided on-site.

Q: PLEASE answer when the traffic study was done. If during COVID it is not representative of what we usually experience.

City of Kitchener: The traffic study was dated July 2020, however the data was collected earlier. There were two types of data collected by the consultant. On-street parking which was collected on March 5 & 7, 2020 and development traffic which was collected in Kitchener in 2017 to 2019.

Q: The footprint for the proposed building is very small. Residents will have essentially no private outdoor space. The entire lot space is taken up by ground level parking. What provision is there for the residents of the 168 apartments to have space and not overwhelming the small local parks and the iron horse trail?

City of Kitchener: Balconies will be provided wherever possible within the design to allow for private amenity space. There will also be roof top outdoor amenity and indoor private amenity for the residents of the proposed development.

Q: What percentage of the units will be available for low income individuals?

Applicant: The proposed building does not include any units that would meet a policy definition or threshold of "affordable".

Q: How much of the proposed variance request is to support affordable housing? Applicant: The proposed building does not include any units that would meet a policy definition or threshold of "affordable".

Q: It's really not difficult to allot some affordable units. Some belong here. Neighbourhood is homogeneous enough as is. What kind of commitment is formally in place with Menno Homes? If not locked down, will it be as part of approval process?

Applicant: The applicant is currently in the process of finalizing agreements with Menno Homes. This agreement is not a case of providing affordable housing "in exchange" for the increased design and height ("bonusing") as part of the planning approvals process.

Q: One of the rationales for reduced parking is the connection to the active transport network, however the number of bike parking spots is only 10 surface level and only 82 underground. Many units will have multiple residents each with bikes. Is the developer open to a significant increase in bike parking?

Applicant: The MIX-2 Zone that currently applies to the property requires 6 outdoor bicycle parking spaces and 82 indoor bicycle parking spaces. The current plans satisfy these requirements with 10 outdoor spaces and 82 indoor spaces. These dedicated bicycle storage rooms are in addition to residents storing bicycles in units (preferred by many residents) or storage lockers.

Q: Belmont Village is a unique inner city destination for the waterloo region. it is the reason why we moved into this area. a building this big in the area diminishes the quality if living for our unique neighbourhood. The developers have given no indication to help in preserving our unique area with the design and height and understandably as their interest is to make more money. Can you comment on this statement?

Applicant: The proposed building has been designed to reflect the intent of the established policy in the City of Kitchener Official Plan, which sees the Belmont Avenue corridor evolve into a higher intensity, mixed-use corridor with active commercial activities on the ground floor. The future vision is not a low-rise, low intensity, solely commercial corridor.

Q: How does the developer propose that the village will benefit from their request for variance? Point to note that even Google has not requested something so out of line with by-laws.

Applicant: On a broad city-planning and city-building exercise, the benefit to the community and city in general include an enhanced street activity with commercial, the addition of 300 residents on the doorstep of Belmont businesses, contribution to a better connection and interface with the Iron Horse Trail, and support for the GRT transit service including the ION.

Q: Could you tell us whether construction will cause the closure of Belmont Street or of the Iron Horse Trail. What would the estimated closure times be?

Applicant: Closures to Belmont Avenue or the Iron Horse Trail are not expected for construction of the proposed building.

Q: Currently there are zero residential units on the site. Wouldn't 100 new units be sufficient intensification?

Applicant: There are project viability considerations associated with the number of units.

Q: What is the occupancy of the proposed building?

Applicant: The current plans included 163 dwelling units, which would be housing in the order of 300 residents based on current census patterns for Kitchener.

Q: The assumption that you must use the maximum 4X land area in floor space is not a valid reason for the height. The question about why so much height is why do you need to have so many units on this relatively small site? Lower buildings can also be profitable and improve the neighbourhood.

Applicant: The MIX-2 Zone that currently applies to the property allows a Floor Space Ratio of 4. The Mixed-Use designation in the Official Plan that currently applies to the site allows for a 12-storey height, subject to satisfying design conditions.

Q: The video on building massing seems misleading. The developer was never allowed to build on the entire site. The gradual movement of this massing upwards as a result of required setbacks and other restrictions seems to be an attempt to "justify" its height. But the setbacks and other restrictions were always there. Why is it reasonable to suggest otherwise and why do you feel this justifies building higher? Can you please elaborate further?

Applicant: The intent of the massing discussion was meant to describe the thought process that informed the proposed design. It progressed from the building setbacks and floor space intensity requirements of zoning, through the application of the City of Kitchener's Tall Building Guidelines, and onto architectural effects. Justification for the proposed height is addressed through the Official Plan policy that contemplates such height on the east side of Belmont Avenue including the property.

Q: Is the building intended to be built to a LEED standard?

Applicant: The proposed building would not be seeking a LEED certification; however, a number of the site and building elements that form part of the LEED rating system will be incorporated into the building design as part of normal practice.

- Q: Do you have concrete evidence of anyone interacting people on balconies in high rises? Applicant: In our experience, there are situations where interaction between balconies is possible; however, it depends on balcony configuration and design.
- Q: How are you going to put trees in the parking lot? These images seem.... not exactly literal. Applicant: Trees are intended along the edge of the parking area where in transitions into the sloped edges of the Iron Horse Trail.

Q: I thought development was removing trees at back of development and didn't see any requirement to add back in

Applicant: The intent as part of the development is to improve and naturalize the "back" edge of the property when it interfaces with the Iron Horse Trail. Subject to approvals from the City, this will involve removals and plantings of more appropriate native species in the space between the Trail and parking area.

Q: Does your plan include planting all of the mature trees you show in your illustrations, including on the boulevards on Belmont?

Applicant: The applicant would be responsible for the work and plantings in the back edge of the property towards the Iron Horse Trail, subject to approvals from the City. The applicant will be coordinating with the City to investigate opportunities for street plantings in the municipal right-of-way.

Q: How many units and parking spots in the original 8 storey building?

Applicant: There were no plans developed for an 8-storey building. The building concept ("massing concept") was simply to show what the FSR of 4 looked like as an 8-storey building.

Q: Why can't they build an 8 storey building and still make a profit? Why 12/13 ? Properties in the area are selling for 900 0004 plus so what would be the necessity for more stories? Applicant: The building is not viable at 8 storeys.

Q: Can't the developer show us a mockup of 8 storeys? It would be interesting to see what kind of opposition is then raised by the residents nearby.

Applicant: The building is not viable at 8 storeys, so modelling such an example is not warranted for the application process.

- Q: It's not the design, the mews etc. It's the height. Why can't the design work with 8 stories? Applicant: The building is not viable at 8 storeys.
- Q: Why can't the developer work within the current bylaw restrictions for this site? Applicant: The building is not viable at 8 storeys. The applicant is seeking to implement the direction of the City of Kitchener Official Plan, which allows a maximum height of 12 storeys subject to satisfying certain criteria.
- Q: Why can't you provide all of the ground-level so-called benefits with a 37 metre building? Applicant: The cost of the at grade benefits are significant. Without having additional density to support the costs the financial modelling for the ground level retail and associated people space(s) don't work. Going to 12 storeys allows for the density to be accommodated.

Q: Your pull-backs from total lot coverage to make a more human project are always to be compensated by increased height. Why don't you just make a human-appeal project and absorb the cost yourselves, rather than have the neighbourhood "subsidize" it with increased height allowance?

Applicant: The "pull-backs" of the building are designed to address the intent of the City of Kitchener's Tall Building Guidelines regarding separation and shaping of taller buildings. The height and design of the ground floor, nature of commercial activities on the ground floor, scale of the base podium, and relationship of the building the street proportions are more important considerations of a pedestrian scale.

Q: Can you not make 660 Belmont a people place with all the nice trees and cafes and pedestrian space without going 49 metres high?

Applicant: This depends on what the extent of the changes are, as there is a point where the project is not viable.

Q: I can imagine that the ceilings height has to do with how small the units are - the tall ceilings will give a sense of space. Is this a correct assumption? Perhaps quoting square footage of the one and two bedroom units will confirm my assumption.

Applicant: The taller ceiling heights are meant to offer more light into residential units for the quality of space. The taller building heights are not there to "compensate" for the floor space of smaller one-bedroom units as suggested, particularly given the upper floors that are predominately two-bedroom units have the tallest ceiling heights.

Q: If the developer chooses to increase the ceiling height, then why should they not be restricted by the 37 metre total height allowed, so that they can just include fewer storeys?

Applicant: The Official Plan policy contemplates an increased building height of the greater of 12 storeys or 37.5 metres for this side of Belmont Avenue including the property, subject to satisfying the applicable criteria.

Q: Are there to be two floors of penthouse units? Is that why we need to go so high? Applicant: The submitted buildings plans for the application have three upper floors where the building "step backs" from the building ends. The 10th floor is the same height as the building portions below; the 11th floor and 12th floor (the penthouse) are taller than the rest of the building.

Q: It's deceiving to describe this building in terms of storeys because the ceiling heights are at 12 feet. It would be fairer to list the height of the building (and indicate how much taller it is because of 12 feet ceilings instead of the usual 8 feet ceiling height). If the increased density argument is used to support this build (as is customary in our times of intensification), how could 12 feet ceilings possibly align with this?

Applicant: Both the Official Plan and Zoning By-law use both height in storeys and height in metres. The Official Plan policy contemplates an increased building height of the greater of 12 storeys or 37.5 metres for this side of Belmont Avenue including the property, subject to satisfying the applicable criteria. The proposed applications are not requesting additional density permission, but rather a height in zoning that reflects the policy permission of the Official Plan policy.

Q: Is the real reason the building is 13-stories because it would not have been a profitable venture for the Zehr Group if it was only an 8-story project?

Applicant: The project is not viable as an 8-storey building. The Official Plan, Kitchener's long-term planning policy document that direct zoning, contemplates 12 storeys buildings for the building subject to satisfying criteria. The 13th storey is not a full storey in the sense it is much smaller in footprint than the storey below and there are no residential units on the floor.

Q: Is it not disingenuous to indicate the plan with the assumption that the city sells the lane? What does the project look like without the lane?

Applicant: Belmont Lane East's inclusion in the development plans was required to demonstrate how the site functions with its inclusion. The subject applications will not approve a specific plan but rather approve a set of permissions and regulations to direct the future detailed design. The plans would have to be modified should the Lane not be acquired and form part of the site; however, its exclusion would not preclude the development of 660 Belmont with the proposed general scale and intensity.

Q: If the purchase of the lane is not necessary to achieve the proposed building size, why do you want to own it?

Applicant: The intent for the Lane acquisition is principally a site functionality reason. Currently, the main 660 Belmont parcel is separated from the back parking area strip along the Trail. Its acquisition allows for a more seamless design from Belmont to Trail, allows for an improved mid-block connection, and allows for "flexible: programming of the back area including the Lane.

Q: We understand that several "developers" have purchased other sites along Belmont. do you have the facts on this?

Applicant: We do not know any details of other property owners or plans.

Q: The designs looked like several of the parking spots are arranged as 2 car private parking garages with attached storage area. Is that correct, or did I misunderstand the plans (I am not experienced at reading these designs)? If correct, could you please speak towards the rationale for that design?

Applicant: The conceptual garage parking plans do show that option.

Q: Why can't the plan just dig down deeper to build a larger parking lot? ...3 hour parking on side streets is NOT a reasonable plan for the residents here (most of which have single lane driveways). And 27 parking spots isn't sustainable

Applicant: Underground parking garages are expensive to construct. This in turn affects the project viability. The proposed parking satisfied the zoning requirements for commercial uses.

Q: Please address how the previous parking assessments will take into account something like a grocery store also being in the building along with all the other concerns raised.

Applicant: The proposed building satisfies the parking requirements applicable to the property regarding commercial uses.

Q: The community space at the back of the building near the iron horse trail: is it there always or is it available to be created by clearing cars from the surface parking lot?

Applicant: The intent is that a portion would be always there and the other portion "converted" from the surface parking area.

Q: Is the public space at rear public or private?

City of Kitchener: A development concept showed the rear parking being repurposed for public space. It understood that this would be possible for special events but not all the time as this area is used for commercial/residential visitor parking. Access to privately owned public space would have to be secured through an easement.

Applicant: The intent would be for a private space that is publicly accessible.

Q: On your overhead diagram the total area is either concrete or asphalt with only green space being a couple of treetops. How does this fit with the cities Climate Emergency Strategy?

City of Kitchener: The City will require a sustainability statement as a condition of site plan approval. Compact complete communities that utilize existing infrastructure in urban areas that are transit supportive help to meet the City's goals and requirements for directing and managing growth.

Applicant: There is a limited amount of landscaped green space as part of the development, not dissimilar to most urban intensification projects. Sustainability and

preparing for the impacts of climate change go significantly beyond just green space. For instance, a more intense development close to rapid transit and existing commercial areas reduces automobile use and environmentally sustainable building practices complement this core goal.

Q: Has the RSC process been started yet?

City of Kitchener: The City has received a Record of Site Condition for both the east and west parcel. Copies can be found on the City's website at www.kitchener.ca/planningapplications

Applicant: The Record of Site Condition (RSC) has been received for the 660 Belmont property.

Q: Has there been a study on the effect of the environmental shadow cast to John street and affected Park, Earl street?

City of Kitchener: There has been a shadow analysis conducted it can be found in the Urban Design Brief at the following link: <u>www.kitchener.ca/planningapplications</u>

Applicant: Shadow impact modelling and analysis is contained in the appendix of the Urban Design Report for the applications. Shadows from the proposed building do not reach John Street or Park Street. The proposed building's shadows do not extend onto Earl Street on December 21, do not cast onto Earl Street from 7am to Sunset on June 21, and do not cast onto Earl Street from 8am to Sunset.

Q: It is my understanding that 4-5 hours of sunshine is typically not considered sufficient for vegetable gardens. Some of us on Earl St. made significant investments in vegetable gardens in our back gardens last summer. Is it possible to see what the shade impact would be and at what time of day on our specific properties?

City of Kitchener: There has been a shadow analysis conducted it can be found in the Urban Design Brief at the following link: <u>www.kitchener.ca/planningapplications</u>

Applicant: Shadow impact modelling and analysis is contained in the appendix of the Urban Design Report for the applications. There are no shadows from the proposed building onto the rear yard of Earl Street properties between 7am to Sunset on June 21 or 8am to Sunset on September 21.

Q: Plaza View: We don't see any parking spaces at the rear. Where are the loading docks, and the ramp to the underground parking?

City of Kitchener: A revised site plan has been received and posted online but this plan is not approved. The city requires a formal site plan approval process where all these details will be evaluated once detailed plans are provided. See www.kitchener.ca/planningapplications

Applicant: Access to the internal loading area and underground garage is on the rear (east) side of the proposed building.

Q: The plans presented by the consultants show many trees and nice greenery along the street. Is planting new trees behind and in front of the building part of the plan as well? All I've heard so far is that trees will be removed for this building.

City of Kitchener: Additional tree plantings will be required along the rear of the property adjacent to the Iron Horse Trail as per City of Kitchener Urban Design Manual standards.

Appendix A – Question and Answer Summary Table - Neighbourhood Information Meetings

Trees within the city right of way have not been discussed at this point in the application process.

Applicant: In the back, the intent as part of the development is to improve and naturalize the edge of the property where it interfaces with the Iron Horse Trail. Subject to approvals from the City, this will involve removals and plantings of more appropriate native species in the space between the Trail and parking area. In the front, the applicant will be coordinating with the City to investigate opportunities for street plantings in the municipal right-of-way.

Q: What types of businesses are planned for the commercial units? Are any tenants already signed?

Applicant: The MIX-2 Zone for the property permits a range of commercial, retail and personal service uses. Tenanting has not been undertaken yet. The applicant's focus on retail and restaurant uses that provide activity to the street.

Q: What kinds of businesses are going to be located in the building? Has this been discussed? Applicant: The MIX-2 Zone for the property permits a range of commercial, retail and personal service uses. Tenanting has not been undertaken yet. The applicant's focus on retail and restaurant uses that provide activity to the street.

Q: You talk about the "character" of the Village. We need concrete examples of how you plan to maintain/increase it. You have a picture of a cafe in the plans. Is there truly one coming in or is this simply an "idea"?

Applicant: The applicant is designing the ground floor commercial space and corresponding outdoor spaces to attract commercial tenants that provide activity and animation along Belmont. This includes restaurants, cafes, coffee shops, small food stores, and similar uses. This street activity is one benefit from the existing tire dealership use; others include the addition of 300 residents on the doorstep of Belmont businesses, contribution to a better connection and interface with the Iron Horse Trail, and support for the GRT transit service including the ION.

Q: What kinds of shops? Bookstore? Small grocery store? Something that we the residents can actually use?

Applicant: The applicant's focus on retail and restaurant uses that provide activity to the street. A small grocery store is certainly a desire of the applicant for the ground floor.

Q: I was happy to see 40% of the units are two bedroom. It's a big problem when developments are proposed with too much focus on only 1 bedroom units. However, I was disappointed to see no 3 or 4 bedroom units. Families often need at least 3 bedrooms, particularly if they have a boy and a girl. Would the developer be open to reserving at least 10% of the units for 3+ bedroom units to better accommodate families?

Applicant: Three-bedroom units are not proposed for the building.

Q: what are the square footages proposed for the 1 and 2 bedroom units?

Applicant: Floor plans continue to evolve for the development concepts. Current plans generally provide for a range between 500 and 700 square feet for one-bedroom units to 1,000 to 1,200 for two-bedroom rooms square feet. Upper floor and penthouse units offer opportunities for larger unit sizes.

Q: Why can't there be 3-bedroom units for families, like in larger metropolitan areas? Isn't that where we are headed?

Applicant: Three-bedroom units are not proposed for the building for reasons of project viability.

Q: In addition to the shadow study, have you investigated how the visibility of the bulk of the building will affect "view planes" from nearby residential areas?

City of Kitchener: A view plane analysis has not been conducted as part of this application as view planes are typically created to preserve the view to a unique place or historic element from an adjacent location. With that noted views (i.e. terminal street views and skyline) to the proposed development will be considered through the review process.

Applicant: Building massing models are used as part of the design process to explore building profiles; however, there are no requirements for view impact assessments.

Q: Can you show a visual overlay of what the proposed building and parking will look like, on an overlay of the current google maps view?

Applicant: We can prepare such an overlay if it assists the project understanding.

Q: The building of the Bauer Lofts promised that wind would not be a problem, but anyone who has walked along the corridor that connects the Lofts with Vincenzo's and the Bauer Kitchen knows that this promise failed - it is an incredible wind tunnel. Why would this not occur with this project?

City of Kitchener: A preliminary Pedestrian Wind Assessment report has been provided and a detailed study would be a requirement of site plan approval to ensure that all outdoor/pedestrian areas are comfortable for year-round use. All recommendations of the approved wind study would be implemented by plans approved (i.e. building elevations and landscape plan) through the site plan process.

Applicant: A preliminary Pedestrian Wind Assessment report was completed as part of the submission of the complete application for the property. The Study models and assesses safety and comfort impacts from the proposed building. The Study demonstrated there are no unacceptable impacts on Belmont sidewalks, Trail, Gildner Green or the surrounding area.

Q: Your massing revisions are to "pull volume away" from the neighbouring property to the Union side, which seems kind, but this same developer owns that neighbouring property, right?

Applicant: The applicant also owns the abutting property; however, the massing revisions presented at the second Neighbourhood Information meeting were made to address the City of Kitchener's Tall Building Guidelines regarding separation distance, per the comments of City staff.

Q: Maybe the City could retain the laneway and make it into a city-owned promenade / green space leading to the trail, thereby increasing municipal green space. That would be nice.

City of Kitchener: At this time, the application is proposing a laneway that is required for vehicular through-circulation, however through the site plan process there could be an opportunity to create an extension of greenspace connecting to the Iron Horse Trail.

Q: So are the developers PAYING for a revamped greenspace?

City of Kitchener: Developers contribute for parkland based on the City of Kitchener Parkland Dedication Policy. If the developer chooses to install Privately-Owned, Publicly-

accessible Spaces (POPS), or creates parkland space to be conveyed to the City as part of the development, the collected development charges are used by the City to support these new public amenities. If no public parkland amenities are created as part of this development, these fees are retained by the City and re-invested into City parkland.

Q: Re: "activating" the green space to native species.... confused what green space that is and role of Zehr Dev..... is...Zehr and/or City re-activating native systems along the iron horse? Or is a sliver of the Zehr proposal?

City of Kitchener: The developer's intent is to remove any invasive shrubs and declining older trees species from their property as well as potentially within a portion of the Iron Horse Trail corridor, and re-vegetate these areas with appropriate native species.

Q: How will you ensure the green space will be protected when building?

City of Kitchener: All areas adjacent to the Iron Horse Trail will be delineated with construction/protective and silt fencing no grading or encroachment will be permitted on City owned lands without consent.

- Q: How does the absence of affordable housing support the City's EDI goals? City of Kitchener: The City of Kitchener recently approved a Housing Strategy. Affordable housing is a key priority for the City. Planning staff continue to work with the development industry to support affordable housing initiatives on every development application.
- Q: What is the benefit to the city of granting this variance?

City of Kitchener: The City will review the proposed amenities that are proposed as part of the development. Compact complete communities that utilize existing infrastructure in urban areas that are transit supportive help to meet the City's goals and requirements for directing and managing growth.

Applicant: On a broad city-planning and city-building exercise, the benefit to the community and city in general include an enhanced street activity with commercial, the addition of 300 residents on the doorstep of Belmont businesses, contribution to a better connection and interface with the Iron Horse Trail, and support for the GRT transit service including the ION.

Q: Why does the bylaw allow for a 25 metre high building when the City of Kitchener's Urban Design Manual clearly states "Built Form: Maintain low-rise, compact urban form in Upper Belmont (2-5 storeys with step backs for increased height). 660 Belmont is in Upper Belmont, which is Belmont Ave W from Glasgow to Union.

City of Kitchener: The City has a planned Urban Structure – meaning that every property has policies and regulations that guide existing and future uses. The City's Intensification Areas are identified in a hierarchical manner. The hierarchy is intended to establish priority areas for intensification. These intensification areas serve different city, community and neighbourhood scaled planned functions and may be different in terms of character, scale, function, and potential to accommodate growth. The City is planned with intensification areas including a series of nodes and corridors and Belmont Village is planned to accommodate additional growth. The City's Official Plan includes policies that permit buildings designated as Mixed Use in Urban Corridors to be up to 8 – 12 storeys in height subject to the applicable policies. The scale of development envisioned in different parts of the City varies from the types of heights and densities permitted in the Downtown area, to the heights and densities for Urban Corridors, to the heights and densities in lower density, established neighbourhood as shown on the Urban Structure.

Q: Isn't 8 storeys the max. why would a 50% increase be allowed?

City of Kitchener: Official Plan policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. A Zoning By-law Amendment application is still required to increase the building height.

Q: Maximum height is 8 storeys but 12 storeys is allowed. Why not just allow 12 storeys? These bylaws are clearly targeted to address the developer - not the people that live nearby.

City of Kitchener: The Official Plan and the Zoning By-law both regulate maximum building height by storeys and metres. Currently, the Official Plan permits a maximum building height of 8 storeys and 25 metres, whichever is greater, on lands designated Mixed Use as an Urban Corridor. However, increases in building height, up to 50%, are permitted for mixed-use buildings without an Official Plan Amendment (in this case, 12 storeys or 37.5 metres). The Official Plan Amendment requests to increase the maximum building height to 13 storeys and a height of 49 metres. The current zoning is MIX-2: Mixed Use Two which permits a maximum height of 25 metres and 8 storeys. The Zoning By-law Amendment Application also requests to increase the maximum height to 13 Storeys (49 metres).

Q: When did Zehr notify Dettmer that they had to find another location? As they advised us months ago they were moving I guess the Zehr group felt they could just go ahead without any problems and build what they want.

City of Kitchener: We are not aware of any discussions between the Developer and Dettmer Tirecraft.

Applicant: Yes, after purchasing the 660 Belmont property, Zehr Group gave ample notice and worked with the existing tenant regarding timing for vacating the building.

Q: So am I hearing you correctly - the City has already accepted/approved this will be minimum 12 storeys?

City of Kitchener: No decisions have been made at this time.

Q: Is plan section 15.D.4.23 UP TO 50 % density increase at the discretion of the City? What determines whether any % increase will occur. What determines the % increase in density that is allowed? (from 0 % UP TO 50 %)

City of Kitchener: Official Plan policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. A Zoning By-law Amendment application is still required to increase the building height.

Q: First of all, we are in support of the development of this site. However, the development of this strip of Belmont should be consistent from Union to Glasgow. We have difficulty accepting that this development is three times higher than the rest of this strip. There should be a plan that incorporates the entire strip and what is trying to be accomplished with respect to this unique area.

City of Kitchener: Both sides of Belmont Avenue are designated in the Official Plan as Mixed Use. The current zoning on the west side permits up to 14 metres and 4 storeys. The zoning on the east side of Belmont permit 8 storeys and 25 metres.

Q: The by-law provision that enables increase from 8 to 12 stories seems "circular". The by-law section is said to apply to mixed use development, then it says that increased height will be granted if the development has mixed uses. Please explain this provision in detail.

City of Kitchener: Official Plan policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. A Zoning By-law Amendment application is still required to increase the building height.

Applicant: The Official Plan policy contemplates an increased building height of the greater of 12 storeys or 37.5 metres for this side of Belmont Avenue including the property, subject to satisfying the applicable criteria.

Q: Mixed zone, if appropriate, seems to indicate 8 storey or 25 m is limit, why is a 50% increase allowed - doesn't make sense

City of Kitchener: Official Plan policy 15.D.4.23 allows the City to consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. A Zoning By-law Amendment application is still required to increase the building height.

Q: Why would the City even consider a development opportunity of this magnitude for this site when the City's Urban Design Manual (published in 2012), p. B-31 to B-34, recommends, for Upper Belmont Avenue (i.e. Belmont Village);

- Built Form: Maintain low-rise, compact urban form in Upper Belmont (2-5 storeys with step backs for increased height).
- Building Design: Maintain flat, or mansard rooflines in Upper Belmont with articulated rooflines (pitched roofs or tower elements) at gateway intersections. Emphasis on articulated facades and window openings in both sections.
- Parking: Maintain existing laneway access and locate parking behind buildings
- Specifically for the Dettmer Tire Property: "11. Redevelopment Opportunity: Underutilized 0.25 ha property. Encourage low rise (3-4 storey) mixed use building. Provide minor step back on top floor if over 3 storeys in height."

City of Kitchener: Part A – This section contains Urban Design Guidelines that were approved between 2017 and 2019. There are 13 sections that are applied based on the geography and planned function of a property (Downtown, Nodes and Corridors, etc) as well as based on the building typology (tall building, mid-rise building, etc). Part B – This section of the Urban Design Manual contains area specific guidelines are that are specific to drive through facilities, mix-use corridors and Queen Street Placemaking. The mixed-use corridors (now known as Urban Corridors) Area Specific Design Brief dates back to 2003. In 2003, Kitchener City Council supported the general principles outlined in the Mixed Use Corridor Urban Design Brief and directed staff to undertake a final public consultation process prior to their adoption and ultimate inclusion in the City's Urban

Design Manual. In 2005, Council approved the Mixed Use Corridor Design Brief, largely as it exists today. The current Mixed Use Corridor Design Brief was brought into the current UDM format in Part B in 2010 (last updated 2012) which is why it says "2012" at the bottom. Since 2005, the Planning Act, Provincial Policy Statement, Growth Plan, Regional Official Plan, Kitchener Official Plan, Zoning By-law 2019-051, and Part A of the UDM have been approved, and updated policy direction is not reflected in those older sections. Part C – This section contains specific design standards that are used to evaluate a specific proposal or plan (site plan, lighting plan, etc). This section was prepared by City staff and is updated as standards and regulations change, or when new requirements are established. This section is updated and reviewed by the City's Urban Designers.

Q: In order to go from 8 stories to 12 stories, what percent of the building needs to be commercial units?

City of Kitchener: Residential uses are not permitted on the ground floor and only permitted to be located within a mixed use building, and except for access, the ground floor shall contain at least one non-residential permitted use listed in the zoning that abuts the entire length of the street line façade.

Q: What is the cities position on the excessive building height?

City of Kitchener: Planning Staff will take a position on the applications once they are prepared to make a recommendation on this matter.

Q: Can the City refuse to sell the laneway to the applicant? City of Kitchener: No commitments have been made to sell the lane. The decision of whether or not to sell Belmont Lane will be determined by Kitchener City Council.

Q: I would like information on East Belmont Lane, please. There are utilities under the (sewer and water). At whose expense will they be relocated and will they be placed under Belmont Ave or at the rear of the properties? The lane, moreover, is currently public land and is being transferred to private ownership for the private benefit of the developer. What compensation will be provided to the neighbourhood for the loss of this public good?

City of Kitchener: There are two options for services; relocate the services in public road, or protect access with an easement. All would be at the Developer's cost. If the City's sells the lane; the intent can be maintained and all functions can continue and the City would not have to maintain the lane. The lane would be sold at fair market value.

- Q: What does the neighbourhood get in return for the laneway we're losing? City of Kitchener: The lane would be sold to the City at fair market value.
- Q: Why does the developer get to buy the lane over anyone else for example Tim Hortons? City of Kitchener: The City looks at purchase requests to determine if they are feasible. The City has not received a request from Tim Horton's.

Q: Why was the sale of Belmont Lane not discussed in the previous NIM or other City correspondence with the public?

City of Kitchener: The City received questions about the lane purchase request following the initial circulation and used the second meeting as an opportunity to provide additional information. The initial circulation letter did identify the lane purchase request and noted "The owner is pursuing the acquisition of the subject portion of the Lane through the proposed application process".

Q: Are these plans based on obtaining the lane from the city?

Applicant: The proposed plans as submitted do include Belmont Lane East as part of the property fabric. The plans would have to be modified should the Lane not be acquired and form part of the site; however, its exclusion would not preclude the development of 660 Belmont with the proposed general scale and intensity.

Q: How many people are attending this meeting? Why can't we see the number of concerned neighbours?

City of Kitchener: The Zoom report shows 97 different log ons for the first meeting and 154 for the second meeting.

Q: Would you kindly limit the applicants' representatives to 5 minutes each (the standard for residents in City Council meetings) so as to maximize the amount of time for residents to have their questions answered?

City of Kitchener: We can certainly appreciate that the virtual style of Neighbourhood Information Meeting used did not afford the residents the same ability to speak as the panelists. This model is temporary during the pandemic and used when there is a large number of residents attending to ensure we can try to address as many questions as possible during the meeting. Following the second Neighbourhood Information Meeting, the Planning Division held ten small group meetings with a maximum of 15 people in attendance so that everyone had an opportunity to speak and ask questions.

Q: Will there be an official gathering of names in opposition to this project? Petition?...

City of Kitchener: All comments received, as well as the "What We Heard" report and this consultation summary, will be attached to the final staff report. The City does not coordinate petitions on development applications.

- Q: gathering names in opposition is a good idea. will the planners facilitate this? City of Kitchener: All comments received, as well as the "What We Heard" report and this
 - consultation summary, will be attached to the final staff report. The City does not coordinate petitions on development applications.
- Q: We're running out of time. When will questions be answered? City of Kitchener: All comments received, as well as the "What We Heard" report and this consultation summary, will be attached to the final staff report.
- Q: Why are we being presented once again with a sales job and not discussing the concerns. ? City of Kitchener: This report includes responses to all questions received through the Q&A function from both Neighbourhood Information Meetings.

Q: Why are developers whose primary interest is making profit dictating to the neighborhood what is best for the area? All I am hearing is the marketing message for potential buyers as opposed to what the actual reality may be.

City of Kitchener: Planning Staff will ultimately make a recommendation on this matter to Kitchener City Council, who will make the decision on the applications.

Q: Who made this "official plan"? was there public input? we were certainly not aware of it in 2014 (or since).

City of Kitchener: In accordance with the provisions of the Planning Act, the City is required to prepare and update an Official Olan. The Official Plan is a legal document that contains

goals, objectives and policies to manage and direct physical and land use change and their effects on the cultural, social, economic and natural environment within the city. The Official Plan was substantially updated in 2014 and that work included a comprehensive public consultation process between 2010 and 2014.

Q: The brown area indicated on City zone map (Map 2) as Urban Corridor and would be zoned for 8 storey seems to end at Glasgow. Beyond that including 660 Belmont seems to be a Community area. Can zoning in proposed area be made clearer

City of Kitchener: On Map 2, 660 Belmont Avenue is within the grey hatched area, meaning it is part of the Major Transit Station Area (MTSA). However, the City has prepared a draft Midtown Secondary Plan which proposes revisions to the MTSA boundary to align with the Iron Horse Trail. These lands would then be identified as an Urban Corridor. Since the draft of the MTSA, the Region has prepared draft proposed boundaries around ION Rapid Transit Station Areas as part of the ongoing Regional Official Plan review.

Q: Being one of the closest neighbours can I protest this development?

City of Kitchener: You will be informed of all future meetings regarding these applications. These applications will be considered at a future public meeting held by the Planning and Strategic Initiatives Committee and Kitchener City Council. You may attend as a delegation to each of these meetings. You will be informed when they are scheduled by mail and/or email.

Q: How will you limit the number of residents who host visitors that need parking so that 27 spaces will be sufficient at all times?

Applicant: The proposed plan satisfies the minimum parking requirements for visitor parking as required in the Kitchener Zoning By-law.

Q: Would the public space/square be under control of city or developer? if developer then not truly public

City of Kitchener: A development concept showed the rear parking being repurposed for public space. It is understood that this would be possible for special events but not all the time as portions of this area will be used for commercial/residential visitor parking. Access to privately owned public space would have to be secured through an easement.

Applicant: It would be a privately-owned and publicly-accessible space in the rear of the site.

Q: Would allowing a 13-story building set a precedent for the Belmont Village area? Could we not expect a 13-story building proposed for the corner of Union and Belmont, site of a former gas station?

City of Kitchener: Planning staff review every application based on its own merit. The overall development proposal will be considered when considering additional height, and any future application would be subject to the same review.

Q: When will we receive a complete report of all of the questions asked at the December 17th meeting and also at this meeting? We want the complete text of all questions and their answers.

City of Kitchener: This report includes responses to all questions received through the Q&A function from both Neighbourhood Information Meetings.

Q: Out of the comments received to date, what percentage support and what percentage oppose? City of Kitchener: Comments received to date largely oppose the building height and other aspects of the development, but we need to consider the planned function of the area as well as the future residents of the City as well.

Q: Other than the Zehr big business are there other big businesses interested/involved in wanting to over develop the Belmont Village area?

City of Kitchener: The City has not received any other Official Plan Amendment or Zoning By-law Amendment applications for Belmont Village.

Q: I am at Gildner & Eden street an am one of the closest neighbours to this development and want to oppose this development how can I do this do I not have to agree or sign off on this ? I will not agree to this.

City of Kitchener: You are welcome to write in or speak at future public meetings but first we will respond to comments. The Planning and Strategic Initiatives Committee meeting has not been scheduled. There will be a public meeting and you will be notified by email and/or mail.

Q: Can the city refuse the amendment request for 13 stories and limit the developer to 8? City of Kitchener: Planning staff will make an independent recommendation on the applications. Council can support or refuse the application, or approve a modified version of the request.

Q: We have been to other planning meetings where re-zoning was requested, both here in KW and elsewhere. Those were genuine meetings with public input. I'm afraid that this one is nothing but advertising for Zehr Group. Is this what the Planning department really intended it to be?

City of Kitchener: Public engagement is a fundamental part of the Planning process and almost every development application in Kitchener has been influenced by comments received through the process. We can certainly appreciate that the virtual style of Neighbourhood Information Meeting used did not afford the residents the same ability to speak as the panelists. This model is temporary during the pandemic and used when there is a large number of residents attending to ensure we can try to address as many questions as possible during the meeting. Large scale meetings are effective in sharing information, they were supplemented with ten small group meetings between City staff and the residents.

Q: Is the City also considering the written submissions made last fall?

City of Kitchener: Yes. All written comments will also be attached to the staff report.

Q: What is the threshold the developer has to meet in order to be granted the amendment that's being requested? What kinds of things has the City considered for similar requests previously? Is the shadow animation publicly available?

City of Kitchener: Yes. The shadow GIF is posted to the City's Sharefile service which can be accessed from the link posted at <u>www.kitchener.ca/planningapplications</u>

Applicant: The animations have been provided to the City. All base shadow graphics for four seasons are contained in the Urban Design Report submitted for the complete applications.

Q: What would have been permitted at this site and on this stretch of Belmont prior to the CRZBY (not sure if that is the right acronym) rezoning project? Would this project have been acceptable

before? If not, was the city lobbied at the time of the CRZBY rezoning project by developers to make projects such this this be allowed on Belmont? In other words, did developers have influence on the Belmont rezoning?

City of Kitchener: The previous zoning was Medium Intensity Mixed Use Corridor which had a maximum height of 8 storeys and 24 metres. The mixed-use corridor and MIX zoning were City-initiated amendments.

Q: How do we get the zoning changed for the rest of that side of Belmont Village?

City of Kitchener: A site specific Zoning By-law Amendment application would be required. For more information, please see <u>https://www.kitchener.ca/en/development-and-</u> <u>construction/zoning-bylaw-amendment.aspx</u>

Q: You indicate 4 times coverage , why is that the minimum size to make a profit?

City of Kitchener: The Floor Space Ratio (FSR) is a measure used to regulate building mass based on a lot area. A FSR of 4 means that a building can have 4 times the lot area (in building floor area) above ground. The City of Kitchener uses FSR as a tool to regulate building mass, in addition to zoning regulations (such as setbacks and height) and Urban Design policies and guidelines. The smaller the floor of each building only covered half of a lot, and at the FSR allowed is 4.0, it could be 8 storeys in height. FSR is only one measure of building size, which is why other regulations, such as building height, are used in the zoning.

Q: Where does the "4 times coverage" derive from? Why 4 times?

City of Kitchener: The Floor Space Ratio (FSR) is a measure used to regulate building mass based on a lot area. A FSR of 4 means that a building can have 4 times the lot area (in building floor area) above ground. The City of Kitchener uses FSR as a tool to regulate building mass, in addition to zoning regulations (such as setbacks and height) and Urban Design policies and guidelines. The smaller the floor of each building only covered half of a lot, and at the FSR allowed is 4.0, it could be 8 storeys in height. FSR is only one measure of building size, which is why other regulations, such a building height, are used in the zoning.

Q: Regarding the cafe style seating along Belmont it was mentioned a few times it is the sunny side. What is the zoning across the street and how do you propose keeping this area sunny after future development?

City of Kitchener: The zoning on the opposite side of Belmont (on the east side) permits buildings up to 4 storeys and 14 metres. Belmont Avenue is quite wide in this location so shadows should not be of concern.

Q: What was the rationale in the original zoning designation limiting the height to 25m?

City of Kitchener: Mixed Use (MU) Corridor zones were applied to the entire Belmont Mixed Use Corridor in early 2012. All properties in the corridor were zoned as either Low Intensity Mixed Use Corridor (MU-1) or Medium Intensity Mixed Use Corridor (MU-2). No parcels were changed to High Intensity Mixed Use Corridor (MU-3). In assigning the Mixed Use Corridor zone categories staff had regard for the Official Plan designation for Mixed Use Corridors which emphasizes the importance of achieving a built form that is compatible with surrounding residential neighbourhoods. Generally, the MU-1 zone was applied in areas that abut low rise residential development. The MU-2 zone is proposed where development could be adequately separated from low rise residential development (along the east side of Belmont Avenue or larger development sites) or to recognize existing conditions (existing apartment buildings). The new MIX zones that were applied recently as part of the City's new Zoning By-law essentially brought forward similar permissions as the MU zones.

Q: Why is there no community consultation when zoning decisions are made?

City of Kitchener: Public engagement is a fundamental part of the Planning process and almost every development application in Kitchener has been influenced by comments received through the process. Planning staff endeavor to find a balance of interests when making their recommendations to Council. Planning staff work to understand how a development application may change a community, and work with residents to manage change and to implement solutions to their concerns in the most appropriate way. The Planning Act requires that notice be provided to properties located within 120 metres of a development application and the City has followed this practice for this application. As part of the City's recent Development Services Review which included a review of opportunities to improve our public engagement practices, the City is exploring opportunities to expand the circulation radius for notice of development applications in order to provide more broad notice of future development proposals.

Q: During construction, how many lanes of Belmont will be shut down for how long?

City of Kitchener: During the process of site plan approval, and prior to the issuance of a building permit, the City requires a developer to prepare a construction management plan to outline how construction will be managed in and around the development site while the site is under construction. The construction management plan is reviewed by staff in multiple departments including Transportation, Building, Planning and others, if required, to ensure that disruption to adjacent properties and the neighbourhood is minimized as much as possible. Applicant: Lane closures are not expected.

Q: Is it true that this proposed building will have less parking spots than units? Are there to be outdoor parking spots for visitors to the tenants of this building? Will this not challenge the already limited spots in the Village? Consider how the restaurants made use of the street for outdoor seating this summer (2020).

City of Kitchener: The City's Zoning By-law has geographic specific parking requirements based on established and planned public transportation routes. Generally, the more public and active transportation options available to a community, the less parking is required. For a mixed use building with in the MIX-2 zone, the parking requirement is 0.9 spaces per dwelling unit. The application requests to reduce the parking required to 0.8 spaces per dwelling unit. No reductions are being sought for commercial parking requirements. The Zoning By-law allows commercial and residential visitor parking to be shared for mixed-use buildings.

Q: What consideration is made for the additional traffic and parking needs of visitors of the tenants of this proposed development? It's fine to have ample parking for the tenants/occupants but they will surely entertain family and friends who come to visit.

City of Kitchener: Through the development process for this site, on-site visitor parking is being provided.

Q: Why did the parking study look at availability of on street parking within 200 metres of the proposed development if it was felt that the site itself could supply sufficient parking?

City of Kitchener: Off-site parking was reviewed and taken into account to demonstrate the various parking options available.

Q: Any thoughts about when we are back to "normal" the local yoga studio adds many cars parking and driving in the area from before 6 am until 10 pm. Earl street is already (even tonight) having them park there. Adding this development is not helping the local traffic issues.

City of Kitchener: Through the development process for this site, on-site visitor parking is being provided.

Q: What was the methodology used to determine the number of parking spots for the original bylaw compared to the methodology used in the new proposal wherein the number of units has an increase proposal but a decrease in parking spots

City of Kitchener: Some of the parking regulations in zoning by-law 85-1 are outdated. When the city reviewed the parking rates for the new zoning by-law, it was determined from a study completed by a consultant, that the City was over supplying parking and therefore, reduced parking rates were proposed.

Q: If each condo has an average of 1 parking spot, what happens when there are visitors? Side streets are quite narrow and it's already frustrating trying to navigate parked cars in the surrounding streets. The parking strain on side streets has been underestimated.

City of Kitchener: Through the development process for this site, on-site visitor parking is being provided.

Q: Parking and traffic is a very critical issue. In a non-pandemic area, it can be difficult trying to find parking when accessing a facility in the Belmont strip. Also increased traffic is a concern. The current traffic patterns cannot accommodate much more than what is currently happening. We live on Glasgow and can attest to the high traffic flow. What needs to be addressed is how increased traffic flow can be adjusted to deal with speed and congestion.

City of Kitchener: Transportation Services could conduct a study along Glasgow Street to determine the number of vehicles per day, types of vehicles and speeds of vehicles. The counters are typically in place for 6 days. Once the data is collected, a review and analysis can be completed.

Q: Impacts like parking overflow are only acknowledged as regards this particular project, but it is inevitable that there will be further like projects in this locale. Please acknowledge how cumulative impacts will occur and whether they will be appropriate.

City of Kitchener: Transportation Services review development applications on a case by case basis. Any potential parking reductions are also on a case by case basis and are accompanied by a parking justification report.

Applicant: We can only speak to the 660 Belmont project, which was the subject of a Parking Study that demonstrated the minor reduction of residential parking rates is appropriate.

Q: Is the intent of the City to install parking metres?

City of Kitchener: There have been no recent discussions at the City of installing parking metres along Belmont Avenue West or Belmont Lane.

Q: What contingency plans are in place in case the "confidence" your staff has in their traffic/parking forecasts turns out to be misplaced?

City of Kitchener: Through the development process for this site, the applicant has retained a traffic consultant and the consultant has provided justification for a reduced parking rate which the City of Kitchener has supported.

Q: There are 149 units and 131 parking spots and no visitor parking, so I am to understand that the builders 'intent and hope' is that we won't have 38 people plus their visitors looking for a place to park on residential street every day?

City of Kitchener: Through the development process for this site, on-site visitor parking is being provided.

Q: Why is a utilization rate for parking at 50% interpreted as viable for greater use? 100% of parking spaces used is not walking/child/family friendly. Rock and Earl already see overflow from existing businesses all through the day. Also, just imposing 3 hour limits has effects for the neighbourhood that may not be welcome - e.g., family visitors would also be limited.

City of Kitchener: 3hr maximum parking limits are general parking provisions that are applicable throughout the city. They are not signed and only enforced on a complaint basis. But it is a tool to control any on-street parking abuse. Overflow into the neighbourhood is not expected, but there is capacity should it occur. That said, a limited increase in on-street parking should not impact the walking, family atmosphere that the neighbourhood currently enjoys.

Q: It is hard to reconcile only 27 non-resident parking spaces with a grocery store. Care to comment?

City of Kitchener: The number of parking spaces are based on the gross floor area and based on the zoning by-law, 30 parking space are required and are being provided.

Q: How much extra traffic does your study show the grocery store will create?

City of Kitchener: Based on the current zoning by-law, the required commercial parking and visitor parking is being provided and shared in the surface parking lot. Shared parking means that parking spaces are shared by more than one user, which allows parking areas to be used more efficiently. Shared parking takes advantage of the fact that most parking spaces are only used part of the time and many parking areas have a significant portion of unused parking spaces. Efficient sharing of parking spaces allows for reduced parking requirements.

Q: Did the parking study reflect the construction on Earl Street for the entire spring, summer? City of Kitchener: The traffic study was dated July 2020, however the data was collected earlier. There were two types of data collected by the consultant. On-street parking which was collected on March 5 & 7, 2020 and development traffic which was collected in Kitchener in 2017 to 2019.

Q: Has the study looked at the increased parking on Earl Street, Rock Avenue that visitors etc will generate?

City of Kitchener: The parking study that was submitted did not look at Earl Street and Rock Avenue specifically. The study did look at the available on-street parking on each street.

Q: Has there been thought to the traffic impact on Glasgow by Westmount School, given the speeding and traffic issues already faced by that school?

City of Kitchener: Transportation Services could conduct a study along Glasgow Street between Westmount Road West and Dunbar Road to determine the number of vehicles per day, types of vehicles and speeds of vehicles. The counters are typically in place for 6 days. Once the data is collected a review and analysis can be completed. Q: When was the parking assessment on Earl St. completed? Was it during the pandemic? City of Kitchener: The traffic study was dated July 2020, however the data was collected earlier. There were two types of data collected by the consultant. On-street parking which was collected on March 5 & 7, 2020 and development traffic which was collected in Kitchener in 2017 to 2019.

Applicant: The Parking Study and TDM Plan submitted for the applications was based on site turning access movements counted on February 5, 2019 and on-street parking utilization counted on March 5, 2020.

Q: Can someone explain "Building Masing". It appears to be an architect's excuse to justify surpassing zoning building heights.

City of Kitchener: Building massing is the creation of boxes to define the volume of a proposed building. The boxes generated as part of massing review are non-descript in nature and do not have windows or finishes noted on them. The intent of this massing review is to create and assess different sized buildings in three dimensions and then test them for shadow and wind impacts and functional floorplates to determine if they meet acceptable standards. If the applicant feels that the massing is acceptable it is presented (along with other studies and drawings) to staff for review. Staff review the massing and associated documents and determine if it meets acceptable criteria and can be supported if not a revised massing review is required to address staff concerns.

Q: Is the document "City of Kitchener Urban Design Manual" dated 2014 out of date?

City of Kitchener: Part A – This section contains Urban Design Guidelines that were approved between 2017 and 2019. There are 13 sections that are applied based on the geography and planned function of a property (Downtown, Nodes and Corridors, etc) as well as based on the building typology (tall building, mid-rise building, etc). Part B – This section of the Urban Design Manual contains area specific guidelines are that are specific to drive through facilities, mix-use corridors and Queen Street Placemaking. The mixeduse corridors (now known as Urban Corridors) Area Specific Design Brief dates back to 2003. In 2003, Kitchener City Council supported the general principles outlined in the Mixed Use Corridor Urban Design Brief and directed staff to undertake a final public consultation process prior to their adoption and ultimate inclusion in the City's Urban Design Manual. In 2005, Council approved the Mixed Use Corridor Design Brief, largely as it exists today. The current Mixed Use Corridor Design Brief was brought into the current UDM format in Part B in 2010 (last updated 2012) which is why it says "2012" at the bottom. Since 2005, the Planning Act, Provincial Policy Statement, Growth Plan, Regional Official Plan, Kitchener Official Plan, Zoning By-law 2019-051, and Part A of the UDM have been approved, and updated policy direction is not reflected in those older sections. Part C - This section contains specific design standards that are used to evaluate a specific proposal or plan (site plan, lighting plan, etc). This section was prepared by City staff and is updated as standards and regulations change, or when new requirements are established. This section is updated and reviewed by the City's Urban Designers.

Q: What impact will the shadows have on the community gardens in Gildner Green?

City of Kitchener: Additional shadow impacts to Gildner green from the proposed massing will be limited as there is existing vegetation shadowing this location currently.

Applicant: On the June 21 measured periods, there are no shadows cast by the proposed building on Gildner Green between sunrise and 4pm.

Q: There are community gardens at Gildner Green. How will the shadows affect growing efficacy? City of Kitchener: Additional shadow impacts to Gildner green from the proposed massing will be limited as there is existing vegetation shadowing this location currently.

Applicant: On the June 21 measured periods, there are no shadows cast by the proposed building on Gildner Green between sunrise and 4pm.

Q: The shadows are illustrated for a September date which are thus slightly shorter than those at the equinox. Could they please show the maximum and minimum (i.e. dec 21 and June 21)?

Applicant: Shadow impact analysis is provided for June 21, September 21, and March 21 in the submitted Urban Design Report for the applications.

Q: The animation of the impact of shadows is very concerning...why is this considered to be "reasonable"? Are there documented standards you can share?

City of Kitchener: The Urban Design Manual references a cumulative total of 5 hours of sunlight as being acceptable for sidewalks, parks and trails, etc. Typically 4-5 hours cumulatively is used for rear yards on private property as well.

Applicant: Municipalities have different procedures for undertaking shadow studies and varying criteria for determining reasonableness or acceptability of impacts.

Q: Shadowing: Would like more information. From the brief provided it would look like many property owners to the east would be in shadow for all of the spring/summer fall evenings when they would want to use their back yards. Having full sun in the morning is little compensation

City of Kitchener: The shadow study provided does not indicate this. The applicant provided a shadow study within the design brief that can be reviewed by the resident for further information at <u>www.kitchener.ca/planningapplications</u>.

Applicant: The complete four-season shadow modelling and assessment is provided in the Urban Design Report submitted for the complete applications. For June 21, the shadows do not extend onto the residential properties to the east at any period; for September 21, the shadows do extend onto certain properties at 5pm, but to a certain degree overlap existing shadows.

Q: I would like to know if the trees in the Design Character are part of the plan. You mentioned the building would be 5 metres away to allow patio. But here there are patios, sidewalk and trees. This seems much wider than 5 metres. Can you address these distances and also whether all these trees on the sidewalks and in the middle of the road are part of the plan?

City of Kitchener: Trees will be required and will be shown on a Landscape Plan at the site planning stage.

Q: So 5 metres from the curb to the building? Based on the artist's rendering are you narrowing Belmont Avenue?

City of Kitchener: There is no intent to narrow Belmont Avenue as part of this application.

Q: Will there be any trees that will be cut down as noted earlier (10) approximately City of Kitchener: There are trees proposed to be removed the final quantity will be determined through the site plan process.

Q: Will the trees that have to be cut down on the Trail be replaced?

City of Kitchener: If trees are required to be removed compensation plantings will be determined on a tree by tree basis to the satisfaction of City Parks and Operations staff.

Q: Is the developer planting trees & gardens on the opposite of the street too as this slide portrays?

City of Kitchener: The applicant will not be planting trees or gardens on the other side of Belmont Ave.

Q: Are trees shown on street and boulevard part of development requirement or just to make a nice picture.

City of Kitchener: There are no plans to install a landscape boulevard at this time. Tree street planting will be required adjacent to this property.

Q: Is there a process that would seek other arborists opinions than just the one noted re: the state of the trees

City of Kitchener: Urban design, parks operations and forestry staff (comprised of landscape architects and arborists) will review and provide comments on city owned trees within the Iron Horse Trail and City-owned rights of way. Trees on site will be reviewed by Urban design staff in consultation with forestry staff as required.

Q: The high rises just south of Gage Street already make a wind tunnel for walkers on the iron horse trail. why would this be any better?

Applicant: A preliminary Pedestrian Wind Assessment report was completed as part of the submission of the complete application for the property. The Study models and assesses safety and comfort impacts from the proposed building. The Study demonstrated there are no unacceptable impacts on Belmont sidewalks, the Iron Horse Trail, Gildner Green or the surrounding area.
660 Belmont Avenue West – OPA/ZBA Small Groups Discussions Session 1 16-Mar - 1:00pm - 2:00pm

Issues Identified through RSVP Response to Meeting

Size of Building

- Size of Building.
- Like everyone else, my main concern is the height of the proposed building and how it will contrast with the rest of Belmont Village.
- Height of the building (high density) in an area that has enough of this already.

Iron Horse Trail

- Access to Iron Horse Trail.
- As you can for sure understand, it was a bit nerve wracking to hear the developer boasting about how important the building would be for improving Iron Horse Trail (what does a trail have to do with a 13 storey building?) and how nice it would look like (with pictures that only showed the building up to floor 6!). As a scientist, I thought these two logical flaws really frustrating and disingenuous and would love to hear some more logical arguments in a more personal meeting.
- Iron Horse Trail crossing at Glasgow is an accident waiting to happen with many trucks passing & Tim Hortons drive-thru. Assuming more people with be using the Trail, will this be addressed?

The Village

- If this building gets approved, will this be the open door for future development?
- How does Belmont Village look in 10 or 20 years?
- I'll want to talk about the impact of a looming apartment building in Belmont village. To the character of the village as well as the impact of that many people with no place to park.
- What does the Planning Division anticipate the impact of this development will be in triggering future development along Belmont Avenue? In the coming years does the Planning Division envision high-rises moving up the street and increased pressure from developers to change the zoning on the west side of Belmont Avenue?
- Undermining the unique character of Belmont village.

Housing

- Affordable Housing.
- Issues I'd like to discuss would mostly be around affordability and unit size (is there an opportunity to build some family-sized units here?).

Building

• How 'green' will this building be? Solar energy, charging stations etc.?

Streetscape

- Built form.
- Tree replacement.
- From previous meetings, I got the impression that there will be no upgrading to the streetscapes or enrichment of the facilities in parks, that are in close proximity to this proposed development, that are associated with this development. This is in spite of a

significant influx of totally new residents to the area, the substantial profit that the developer will make on the project, and the increased tax revenue that the City will receive from these new residents. I would appreciate a fuller explanation as to why Belmont area residents have to accommodate the implications of this development (increased traffic / bigger demand and wear-and-tear on public parks, sidewalks, etc.) without any attempt to offset these with appropriate upgrades?

Shadow

• Environmental affects, e.g. shadows over Gildner Green Park and houses in the neighbourhood

Damage During Construction

• Living just over a block away, I can only anticipate what impact the installation of pilings will have upon the plasterwork in the homes of this neighbourhood. What steps will the City take to require the developer to bear responsibility for damage to older, existing homes that will be an inevitable result of this construction?

Discussion During the Meeting

- Q: Have decisions have been made on the applications? Biggest issue is the size of the development too high. Do not want a big tower in the neighborhood, the building cannot support the parking, traffic concerns. Why does the developer need to go beyond the existing by-law?
- A: No decisions have been made. Kitchener Council will review the Zoning By-law Amendment and Official Plan Amendment applications. The Planning and Strategic Initiatives Committee meeting has not been scheduled. There will be a public meeting (Planning and Strategic Initiatives Committee) and you can review the staff report and participate. Anyone can request an amendment to the Zoning By-law through minor variance at the Committee of Adjustment or through a Zoning By-law Amendment application.
- Q: Did he come with an 8 Storey plan?
- A: The zoning right now would allow an 8 storey building. The application has always requested 13 stories.
- Q: Is it an automatic thing?
- A: The Planner will make an independent recommendation on the applications. Council can support or refuse the application, or approve a modified version of the request.
- Q: Stories and meters can mean different things. Height and built form: Impact of the building in the Belmont. Relationship between east and west side? There might be height concerns because it abuts the residential property. Site plan control will go with the Official Plan Amendment and Zoning By-law Amendment application? Or will it go separately? Will there be a comprehensive approach to planning or a secondary plan so we understand the relationship between the buildings around the area.
- A: The mixed-use corridor was put in place in the previous Official Plan. Belmont Avenue in this location is an intensification area in the City's Urban Structure. The west side of the street is closer to low rise residential and the east side is buffered by the commercial lands to the west and the open space to the east. There is no secondary plan for Belmont Village and there is no plan to undertake one. The proposal will go through a Site Plan application based on the outcome of the Official Plan and Zoning Bylaw amendments.

- Q: If we go to 49 meters, the relationship will change dramatically. Can staff be more cognizant of the height?
- A: Mixed use buildings are more challenging to build and the main floor needs a taller interior floor height for the commercial uses. The 50% permission is to offer a height incentive for developers to construct mixed-use buildings. The increased height is part of the requested applications and will be evaluated through the staff report.
- Q: If it does get approved, does that mean that future development on the east side will develop more in the future?
- A: We look at every development separately. Allowing additional height here doesn't mean another development can do it as well. An evaluation of additional height in this location is important and will be documented in the staff report. The city must have 50% of all new dwellings constructed in the built up area of Kitchener– and we do not plan for substantial growth in existing low rise neighborhoods.
- Q: I feel like some points in the PowerPoint with the developer were not honest. The photos are beautiful. The trail does not benefit from the building. Cannot have shadow study based on one day in September only, do the whole year.
- A: The renderings by the landscape architect were a creative representation. Planners and staff look beyond the concept renderings and require detailed plans for review including shadow analysis at different times throughout the day and key days in the year (summer/winter solstice and fall/spring equinox). The Iron Horse Trail is an old rail corridor and parts of the trail do not feel very safe because development was historically back lotted to it. If the trail is more visible, it would allow more oversight from units facing the trail. We will provide a video showing the entire day for future concepts on this property.
- Q: I love the Iron Horse Trail. Does not have problem with 13 stories but would like to benefit from other things. How can these homes be more affordable? Is there room for discussion for 3-4 bedrooms?
- A: Developer has indicated at the last meeting that they do not intend to have affordable housing in this location. They do want to work with another affordable housing project that is outside of this development. The City is currently working on inclusionary zoning to require such things as you note. Council has asked the Province to have inclusionary zoning any place city-wide, not just MTSAs (Major Transit Station Areas).
- Q: I am concerned about traffic and sounds from the development.
- A: There is no obligation to protect traffic noises for existing buildings. However, noise mitigation is applied for new developments where mitigation measures will be required for any noises that are created by the building (like HVAC)
- Q: Why not? This building is already increasing shadow and noise. Not the neighborhood that I chose.
- A: As the City continues to grow, there will be traffic increases across the entire city. It is impossible to know where the traffic noise is coming is it existing traffic, new traffic from this development, cars passing through? There is a level of noise to be expected in a growing city as traffic increases.
- Q: Hopes the planning staff deeply understand the long-term implications of this development. As we see the coming years, there is east side of Belmont is that going to put pressure on planning staff for zoning requirements on the west side?

- A: At this time, the policy direction is to not have significant growth accommodated on the west side of Belmont Avenue– the maximum height is 4 storeys and 14 metres. The east side will have the ability to have accommodate growth due to better buffering, and larger and deeper lots.
- Q: Feeling frightened because it is not just one building, the building will grow taller in the future because there seems to be a consistent negotiation. Belmont Village is an intensification area but Belmont is different than Victoria and King because it is a village and would like to maintain the uniqueness. The tall buildings will take away the uniqueness of this village.
- A: Each intensification area has a planned scale. Ground floor retail, restaurant, and streetscape is different as well. So, the challenge is how to accommodate the growth with the current landscape. However, we must consider where we have already planned for growth.
- C: This building will set the tone for the village. Nice to have in the summer. Hopes that the City Council will genuinely listen to the neighbors and our concerns. Does not want to see a 13 storey building there.
- Q: Parking? What is allowable for mixed use? These developers did not allow the accommodated parking for this site. We want to ensure that residents have ample parking, not just parking on the streets.
- A: The by-law requires 90% of all units to have a parking space (0.9/units). They are asking for 80%. No commercial reduction is being sought. Visitor parking can be the commercial parking for mixed use buildings.
- Q: It is not accurate to force people to have bikes.
- A: Some people are in different stages in life that do not own a car and rely on other methods of transportation.
- Q: Buildings in the village should be similar, this building does not belong there. Should have stricter guidelines. Isn't this heritage?
- A: Belmont Avenue W. is not identified under the Heritage Act. Heritage designations are not a tool to stop change. Heritage designations and districts do not always prevent development, but guide change. Designation would have to meet the criteria in the Heritage Act.
- C: If full street pictures can be shown it would be fantastic.
- C: In Toronto, there are still villages, but they maintained it with low rises that have commercial at the bottom.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions Session 2 16-Mar - 2:30pm - 4:00pm

Issues Identified through RSVP Response to Meeting

Height

- Topics for discussion is the impact of this tall building on the village which is a unique part of Kitchener as well as the impact of increased traffic. We already witness prior to the Pandemic traffic backed up on Glasgow Street in the afternoon.
- The main topic is the building height, and the process by which the builder can increase the height as it pertains to the official plan.
- This is because, as I read the plan, the limits are 8 stories or a max of 25m in height. (Although according to the Zoom call the maximum height is dependent upon the height of the individual stories. This needs clarification.) So could they go higher than 25m without any amendments?
- Then if the builder asks for an amendment, by submitting a design that includes mixed use, that the planning department and Council finds acceptable, the builder can increase the height up to 12 stories (but the number of metres is dependent on the total height of the stories?)
- Following that if the builder wants more height they have to ask for an additional amendment, again with planning department acceptance and Council approval.
- If the zoning permits 12 storeys as stated in the meeting and presentation, the additional 1 storey penthouse floor would not seem to be out of context for the neighbourhood.
- The new proposed mid rise building has so much more community appeal to our family compared to a 20 plus storey complex.

Laneway

- At present the design plan includes a piece of property that they do not own. So obviously the questions arise as to what happens if the City doesn't sell them the property.
- In addition this is all mute if the builder does not have the sale of the laneway approved by the City as the design assumes ownership of that property.
- A design has been presented that needs several amendments and even a City land purchase to proceed. It is therefore very confusing to the community as to how we proceed in ensuring our concerns are addressed. Do we oppose the sale of the lane, to ensure the building height is restricted to the official plan? Would the builder will have to start over?
- The loss of City property

Application

- There is then the question of what exactly is the expectation of the City and the planning department when an amendment is granted. The planning department representatives seem to indicate that they were in favour of the builder and there was little indication that there would be anything expected of them other than some minor design changes.
- The first question for which I require clarification, is what is the order of the amendments that will be required for the builder to proceed or is it a global approval process where all the amendments would pass.
- I would like to know why current zoning regulations should be changed
- the precedent it would set would lead to further such "developments"

Building

- There is no inclusion of any "green design" features in the building. The architect specifically said in the call that there were no LEED certification considerations and did not suggest any "green" environmental designs inclusions that were being considered.
- Many buildings in the city and the Region of Waterloo have been and are presently built to these "green " standards, both commercial and residential builds. If the builder is looking for amendments that should be, in my view, a requirement.

Parking

- The amendment to the parking requirements appears to be a "green 'initiative from the planning department, but is confusing, considering the proposed occupants the builder envisions. Retirees and professionals moving into this area would be spending upwards of 3/4 to 1 million dollars. All of these individuals would likely have cars. They would have friends and visitors that have cars. The ION is close but not close enough for car use to decline. This isn't King Street where you can step out your door to access transportation. Studies have clearly indicated that retirees, particularly high income earners consider car ownership an essential. The point is that this will inevitably increase the use of side streets as parking lots. Even if the reduced parking spaces are achieved, the traffic patterns will change as well as people avoid the Belmont/Glasgow intersection and there will be more left and right turns coming off Glasgow reducing traffic flow and access. This will mean that cars will use Avondale, Dunbar and Earl as outlets to access Union.
- This happened when there was construction previously on Glasgow and traffic was problematic both in terms of number and speed.
- The impact on parking.
- I'm also concerned about parking on adjacent streets, especially Earl St. as we already have a fair bit of parking of non residents on the street.

Massing / Floor Space Ratio

- The architect also states that the site has a 4 times massing. Then goes on to state that means 164 units and then bases all further design changes on this premise, 164 residential units. Does that mean that the builder can build anything as long as it does not exceed 4 times the area of the site?
- When I asked if they could design an 8 storey building any achieve the "massing" or 164 residential units, his reply was that then the adaptations they had presented regarding the setbacks, connectedness to the trail etc., could not be facilitated. In addition, that if they cannot purchase the lane way then these features would not be included in their design (even if they are granted the mixed use additional height)"
- We are not opposed to adding needed residential space, but this proposal is not the way to do it.

Shadow

• Shadow Impact, This building does not fit the Belmont Village, Wind issues. Parking shortage, Excessive height of the building compared to surrounding area. Being a neighbour within 120M can I protest or stop this construction form happening?

Character

• The size (and character) of the proposed building would destroy the character of Belmont Village

- The proposed building will dwarf the rest of the village and destroy its character. Three stories would be fine (like the building just to the north of Dettmer). Perhaps slightly more than 3 would be acceptable, but 12 or 13 stories is way out of line for Belmont village!
- Converting a former tire and vehicle service outlet to a vibrant mix use commercial and residential building will only enhance "life" to the Belmont Village. A true improvement to the street scape.
- I am a strong advocate for intensification and for reducing urban sprawl and so appreciate the mix of needs you are needing to address. Belmont Village was a truly mixed use village when I moved into the community 19 years ago and is one of the reasons I choose to buy in this community. It has been disappointing to see so many of the core businesses leave, such as the bank, Ontario Service Centre, etc. I dearly hope we can maintain the sense of a village in Belmont rather than a condo strip and would like to know how we can protect the village from such an outcome.
- The plan to add restaurants, cafes, and potential food outlets will add such value and opportunity to the immediate neighbourhood. The added businesses will provide more options for local residents, and the design gives a more community feel for gathering and socializing.

Iron Horse Trail

- The harm to the Trail
- Nor should we be selling Belmont Lane to the developer or allowing them to tear down trees along the Iron Horse Trail.
- Zehr Group's argument about "access to Iron Horse Trail" is completely disingenuous! We use the trail all the time and the current access is more than adequate. From the Dettmer site it's only a few feet to either Glasgow or to the ramp in the Rexall parking lot. (We see people with walkers and wheel chairs on this ramp.) A superfluous new "access point" would just take away more trees.
- The forward thinking and concept of a pedestrian area at the rear of the property with direct connection to the iron horse trail in conjunction with the redevelopment of the site, is a true benefit to the immediate and outlying neighbourhoods
- Tearing down even more trees is the last thing KW needs! Nor does our neighbourhood need the pressure on parking space.

Official Plan / By-law Amendment

- We are also unclear where the City's new master Plan came from.
- We don't remember being consulted. Why can't it be modified?
- For example why should a height limitation of 8 stories be expandable to 12??
- but we're all hopeful this current discussion of 660 Belmont can at least to some extent
 be framed by a broader consideration of the City's long-term vision for the Belmont
 Village area.
- Is the zoning of other property along Belmont in the village such that we could have a string of high rise condominiums along the street in the future and therefore are we setting a precedent for high condo units?
- I'm curious about the rationale behind the original zoning of 8 stories.

Timelines

• I would be interested in the time lines of the balance of the process and when construction could begin.

Units

 I'm concerned about the need for more affordable, mixed housing, including family units in the Region versus so many higher end single or couple condos units in the downtown core.

Ownership

• I attended one of the information sessions. I thought I heard that the developer has also purchased other property on the street.

Wind Impacts

• I heard the planner stating that there would not be a wind tunnel created by the condo unit. When you walk between Vincenzo's and the new high rise condos near Vincenzo's, the wind tunnel is significant so I need more reassurance that we would not be creating one near a walking trail that is used be so many people.

Community Garden

• There appears to be a community garden in the park on the other side of the Iron Horse Trail from the proposed unit. What would be the impact on that garden?

Shadows

• I made a significant financial investment in raised bed vegetable gardens this past summer. I wondered if it might be possible to get an approximate idea of how much shade I could expect from such a high condo on my property at 10 Earl St. Four to five hours is generally not optimum for vegetables so I would like to plan accordingly.

Discussion During the Meeting

- Q: When will a recording will be made available of this session?
- A: Small group meetings will not be recorded. We are taking notes.
- C: Overview of project building can be 25 m in height according to current zoning
 - When project was presented, no indication of Belmont Lane being purchased
 - o 4x coverage based on lot, assuming ownership of Belmont Lane
 - Developer assumed purchase of lot
 - Massing does person who owns property have right to put 4 x size on lot, zoning bylaw allows 4x coverage
 - How are they moving forward without having purchased lane?
 - City of Kitchener has not yet committed to selling lane, elective representatives get to decide on sale of lane
- Q: Will planning committee make recommendation that the City sell the lane? The concept depends on is. Will you recommend sale?
- A: We have not made a recommendation yet. Consideration of the Official Plan Amendment and Zoning By-law Amendment applications and the sale of the lane will be presented in the same staff report at the same time.
- C: Developers looked at a map, found empty space and are developing neighbourhood gem, eyes filled with dollar signs. City planners should think of needs of community, needs are livability, City has plans to intensify, understand need for more residential space, plan doesn't make sense.

- C: This will set precedent if the City sells property and development allowed to proceed, others will want similar developments in the City, fear wall of high rises along Belmont.
- C: Important pieces where are we and what can we change? Can architect accomplish what they need in 8 storeys, developer said no; developer didn't explain that 4x coverage to get 163 units
- A: The City's Official Plan (OP) is the highest level City document for how we grow until 2031. The OP allows for these lands that if you have mixed use building, you can have height of 25 metres and 8 storeys, but if you do a mixed use building in an Urban Corridor you can do up to 50% more height – this would allow 12 storeys and 37.5m without an Official Plan Amendment. The Zoning By-law allows up to 8 storeys or 25 m. Any additional height requires a Zoning By-law Amendment. For design details, the developer will need to go through a site plan approval process, regardless of height. Toronto has completed an avenue study, and has identified area for growth and has height limitations in other areas. Kitchener's growth is planned along corridors and in nodes, as well as downtown and MTSAs. These areas are planned to accommodate growth to maintain large areas of low density residential area. That means that we can expect to see larger taller development in growth areas, to balance all the areas that won't change.
- C: There is confusion on heights proposed 49m. Felt like neighbours were being dazzled with trees hiding building, 5m back but drawing shows trees, sidewalk and patio but that doesn't add up; developers made a pretty plan but doesn't relate to community
- C: Belmont has value, feel proposal doesn't bring more value to community
- A: Typically, conceptual drawings are used to show elements of development but Planning staff have a wide range of expertise to review detailed plans, approvals are not based on conceptual drawings.
- C: We know that Belmont is commercial on ground floor, livable, walkable with patios, interaction with street
- Q: Is 5m back from street part of the plan?
- A: The revised site plan posted to Sharefile shows approximately a 5 metre setback from Belmont.
- C: Desire to have walkable feeling, is there a way to have density and growth, what does that look like? Do we lower interior ceilings?
- Q: Parking number of issues not providing parking for everyone even though they're luxury apartments, wouldn't people have 2 cars? Look to Vincenzo's for parking needs. Usually Earl Street is packed, parking will only be used 50% will lead to lots of parking on street, street can't accommodate extra parking demands cause visibility problems.
- A: Usual parking demand must be met on site. Special events like Bestival and other events lead to peak parking demand where street parking is needed.
- C: There was an article in Record about development near Victoria Park 12 Storeys, withdrawn and now doing low-rise?
- A: Planning staff are aware that a development proposal going to Council later in the spring that has been revised from a tower design to stacked townhouses.

- C: Parking assume retirees coming in and they will walk 3 blocks, great concept and may not be possible.
- C: Parking on street is common.
- C: The architect was asked about LEED and developers said no LEED, tons of developers using LEED initiatives. Developer just looking to maximize number of units to maximize profits. If you want to make change, institute building with LEED initiatives, blend in with community, not focus on profits.
- C: Couldn't believe height of proposal, building in village seems ridiculous. Too much shadow for a village in the city.
- C: Disagree with findings from traffic report. Glasgow full of traffic, not sure roads can handle flow.
- C: Shadow effects on Earl and Iron Horse Trail 4-5 hours /day of sun will be plenty but residents will be upset for decrease in sun.
- C: 8 storeys may make sense. Height storeys have 12 foot ceilings, 49m is equivalent to 16 storeys
- Q: Will planning enforce regulations in metres and not storeys?
- A: The Zoning By-law is written in storeys and metres, any amending bylaw or updated bylaw stated in storeys and metres. The zoning regulation is written as a maximum, so both storeys and metres are regulated.
- Q: If you do mixed use, you can apply for Zoning By-law Amendment to ask for an extra 50% in height?
- A: We need to look at planned function and how it is integrated. In Kitchener we require podium (bottom part) and tower (upper part) for a building, with stepbacks. Ground floor residential uses are not permitted here.
- C: Powerful to provide people with information in this type of platform, ask that we consider trying to plan conversations around the next buildings, can we get ahead of that and have conversation around larger vision in regards to executing master plan things you wish you knew ahead of time, building seems to be in isolation, no logical fit for this building yet.
- Q: Want to know are there criteria that justify original 25 metres plan?
- A: 25 metres comes from new bylaw regulations, used to be 24 metres. General residential floor height is around 3 m, which allows 7 or 8 storeys within 24 metres.
- Q: Were any shadows or parking issues brought up in original OP plan discussion?
- A: Wider buildings can cast bigger shadows. Typically for shadows, taller skinnier buildings are preferred even though they cast longer shadow, because they pass over faster.
- C: If you state this area has certain character, can we suggest future development has lower building height meet in the middle, lower height, developers still profit. Or offer incentives to build lower.

- A: The City does not have a program that exists like this. The City used to have financial incentive programs downtown but they are largely completed now. There have been recent changes to the Planning Act with respect to bonusing, a tool we used before to offer density increases as an incentive.
- C: Reality is they can't build what they want without the lane, lane must be offered to community at large, unless City can do a deal. Not a lot of confidence that City won't make this deal, City will trade land for something else.
- C: There will be increased traffic on side streets if main streets get busier, side streets can't handle more traffic. Traffic is biggest concern development of that size is a problem.
- Q: City isn't addressing issues regarding precedents set if development is approved. Development is too big and doesn't offer any solution for traffic.
- A: The City looks at every application based on its merits, but whatever gets approved the next developer will look to see what was approved here. If we look into height increase, we need to determine what justifies extra height, to set the expectation.
- C: Developers talking about traffic, it's been studied and won't be an issue but that's not realistic Glasgow is crowded in rush hour traffic.
- A: We know that more people and more development can bring more traffic. As the City grows, and traffic gets heavier, we plan to have other viable options. That is why you are seeing investment in LRT, improvements on Iron Horse Trail. If the City is walkable, bike friendly, and has improved public transit, this will appeal to more people who are not as interested in cars.
- C: We can't say we are moving completely from car dependency, will see gradual change. Not looking for commercial parking reduction, don't see people walking to grocery store. Will people have 2 cars/unit? More concerned about door dash drivers cutting corners and speeding.
- C: As business owner the prospect more people in village offset some concerns.
 - As far as door dash types, most people doing take-out are local, % of door dash is minimal
 - More people would be great, more people coming without cars would be great
 - Understand concern for neighbourhood
 - Lots of people looking to downsize, great location
 - o If 164 more people can live here, it's a win-win for restaurant and residents
 - Concerned about parking, closed off other portion of Belmont, did a great job bringing people to community, talked about doing it at our end, objected to that, already little parking in village, can't lose 12 more parking spaces
 - Hot yoga and others are parking on our end
- A: The City does not build housing; we rely on home-builders to build housing. And we also plan to certain maintain low rise areas in city, like your neighbourhoods. Generally, if there are more people surrounding commercial, it becomes more viable.
- C: Impact on Iron Horse Trail going back to presentation, they had no conception of neighbourhood, they said they were going to improve trail and provide access developer must not have known there is already access nearby. Believe developer will make trail worse by cutting down trees. Trail has become wind tunnel when you walk past buildings, if new building is approved, it will get worse.

- A: The Iron Horse Trail used to be rail corridor, now that it's a trail connecting the community, no eyes on trails may feel unsafe for some people, some people feel more comfortable with more access points. Seeing building from trail helps create safer environment.
- Q: What about hydro easement behind building?
- A: KW Hydro doesn't own the lands. An easement may be required. Initial estimate is that it is too expensive to bury hydro.
- Q: Shouldn't they have 163 parking spaces? Not 130
- A: Bylaw doesn't require visitor parking for mixed use visitor can also be commercial parking.
- C: Business owners more people obviously make for better business, but mixed use buildings with residential, many businesses don't have much lifespan, end up with fast food joints, has been drastic change in business profile. Look at red building that has had multiple clients. Grocery store idea is interesting but changes height requirements.
- C: There are spaces in Belmont Village available for rent (business) already.
- A: Economic Development works with business partners even before COVID, some of the most vibrant businesses, like restaurants and small businesses, are the most vulnerable to change.
- Q: Clearly we don't think 12 storeys is appropriate, in favour of 8 storeys what do we do now?
- Q: Is developer taking concerns seriously? Are they willing to compromise?
- A: The City is hoping to use these discussions to further dialogue, need more conversations to set expectations. Council will make the final decision on the applications. The Developer still requires lane sale which is also a decision of Council. The City has identified this as intensification area and it is likely there will be some increase over 25 metres for a mixed-use building.
- C: Councilor Chapman involved with Mill St. Project. What helped was people presenting at Planning and Strategic Initiatives meeting. Encouraged public to speak at meeting. For Mill Street, the developer is making changes before Council meeting.
- C: If you have parking on both sides of the side streets, can't have 2-way traffic.
- A: Traffic study not required for this development. A parking analysis was done and looked at 200 surface parking spaces, used data from other studies including Belmont Trio.
- C: We can ask City not to sell the lane? If they don't purchase property, they can't build this development. Can the City refuse this sale?
- A: Consideration of the lane purchase would be part of same public meeting. We hear community concerns about height. Need to find balance. If City doesn't sell lane, the Developer can only build on lot that they have, but can still do 8 storeys and ask for increase in height through the current applications.
- C: Community relies on Rexall, don't want developer to push Rexall out.
- C: Need a plan for Belmont.
- A: There are currently no plans for a Secondary Plan for Belmont Village.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions Session 3 16-Mar - 6:30pm - 7:30pm

Issues Identified through RSVP Response to Meeting

Height

- As the architect discussed during the meeting last week, storey heights have been increasing in recent decades. So I feel discussing planning permission around storey is meaningless. It's the height in meters that matters.
- The proposed 49 m height versus the permitted 36 m for mixed use is what concerns me. 49 m is out of scale with the rest of Belmont Village.
- My concern is strictly related to the additional height. I understand that the mixed use designation allows for the additional increase is height/storeys, but I do not support that for this development.
- The topic I am focused on is the height of the building being over 8 storeys and its overbearing scale on the street.
- Residents do not see the benefit to the community of allowing the additional height, so why are we considering it?
- height of the building (storeys vs metres high)
- Would like a little more engagement on the total height vs. number of floors.
- The primary one has to do with the height of the proposed building. If I understand it correctly, the Official plan allows for a building of 8 stories and 25 metres in height. If the building is classified as ""mixed use"", this can change to 12 stories and 37.5 metres without an amendment to the official plan. The proposed building is 13 stories and 49 metres. I feel that the application to go from 37.5 metres to 49 metres should be rejected by Council.

Official Plan / Zoning

- Years ago, when the mixed-use re-zoning exercise was conducted for this node/corridor (and I think 7 others?), I expressed my concerns with this additional-height-clause at that time. I recall that study was a comprehensive review from a planning, servicing, traffic, environmental, etc. perspective that allowed for the recommended 8 storeys. I cannot find it but I actually recall for this sub-node/corridor for Belmont Village North(?) the recommended scaling of the buildings was less than that (4 storeys) but I cannot find the study that made those recommendations at the time so I'll admit I might be misremembering. My concern is that planning recommendations that resulted from the comprehensive study that took place a few years ago should be maintained, and I do not think it is appropriate to approve the addition height through what is perceived as a loophole. I do not think the additional seven storeys and additional height are consistent with the surrounding community. I am concerned of the precedent that the approval of this development would set, spurring every redevelopment project in the Belmont Village area to expect a 50% increase in height because that will not be congruent with the intent of the node and corridor study, in manner that is not consistent with adjacent and surrounding land uses.
- Specifically, I refer to consultant's Planning Report that references Kitchener's OP:
- I believe the objectives of the Region's and City's OP, PARTS, and all other relevant planning and transit focused policies can be achieved by adhering to the strict zoning allowance of 8 storeys.

- Section 15.D.4.23 directs that "increases to the permitted building height of up to 50 percent of the permitted building height" may be considered "where a development or redevelopment provides a mixed use building containing residential units" and where it is demonstrated "that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied".
- The definition of an Urban Corridor that the City of Kitchener has assigned to Belmont Ave and what that means for future development.
- The official plan allows a building of 25 meters. If the building has mixed use, the building can be 37.5 meters (an increase of 12.5 meters or a 50% increase of height from the allowed height in the official plan). By allowing a building of 49 meters to be approved there will be an increase of 24 meters from the official plan (which is an increase of 96%). I view this as an extreme example of incrementalism that will establish a poor precedent for future development along Belmont Ave.

Parking

• The number of parking spaces per unit and the strain it will cause on the surrounding streets

Trees

- Removal of trees to accommodate the building
- This thought process of improving The Village and Iron Horse trail even extended to the fact that the trees that are to be removed are of non-native species and therefore the birds and bees and other natural beings would benefit by these being replaced by more appropriate trees and vegetation. I believe that this site will be completely clear cut of any trees to facilitate the construction and then these trees will be replaced by saplings which will take 10-20 years to mature. Artist renderings, such as the ones used in the presentation, do not accurately reflect reality.

Precedent

- Would granting developer exception for height lead to a precedence for other developers requesting increased height. Shouldn't this be dealt with via a city-wide zoning/planning update rather than on a single case by case situation.
- If this amendment is approved, I see no reason why other developers will not see this as a precedent and make similar or even more aggressive applications in the future. We will then see the adage of "give them an inch and they'll take a mile" being commonplace.

Character

• Would like to provide my support for projects such as these to appear on Belmont (specifically the mixed use portion), provided they are not exasperating a culture that prioritizes cars.

Construction Traffic

• Construction traffic and building overflow onto Belmont and surrounding streets

Development Concept

- The obligation of both the City and the developer to produce a project as shown in the drawings (in other words at the end of the project I want to see the public spaces and lovely trees, etc shown in the proposal and not a parking lot).
- Lastly, there is the concept of design and architecture, which I admit is subjective. When
 I listened to the representatives of the planners and architects of this project on the last
 Zoom meeting call, it seemed clear to me that they expressed the opinion that Belmont
 Village consisted of a number architecturally insignificant buildings and what they were
 proposing to build would be such an improvement that one might be of the impression that
 they were "saving" the village. I feel in fact that the proposed condo does not add anything
 of architectural significance or style to the area. It is really no different to what we have
 become accustomed to in the new builds in Kitchener or Waterloo.

Iron Horse Trail

• Would like to give some thoughts on the connection of the Iron Horse Trail to the front or side of the new building, things such as safety crossing a laneway, ways to prioritize pedestrians over cars (a pedestrian crossing of some sorts perhaps).

Master Plan

- I also feel that the City of Kitchener should develop a master plan for Belmont Village. Belmont Village is marketed and promoted as a ""village"" by the area's BIA. There is no question that Belmont Village has evolved over the years, going from being anchored by three service stations/garages along with a Beer store and Zehrs grocery store to a rather quaint mix of owner operated retail stores and restaurants and other commercial businesses. This type of commerce is unique and has been successful both for the business owners and patrons. It is very rare to see a business site vacant for very long. The same cannot be said for other commercial retail areas in Kitchener or Waterloo (ie. the Shops at Waterloo Square, Bauer Lofts or downtown Kitchener and Uptown Waterloo). New development is expensive and in order to make a profit the landlords need to charge higher rents which then trickle down to the more local, established and independent business owners. This is what has happened on King Street in Uptown Waterloo.
- I am not against development and intensification. I know that it is mandated by the province and it makes good sense on many levels, however, I do not feel that the only way to intensify is by building large towers. It just happens to be the easiest way. I feel that there is no reason why the City Councillors and planners can't take time and make decisions that will ensure that our city and region becomes known for being a leader in thoughtful human scale intensification. There are many examples of this and I know that as planners you study and research them. The ones that I have experienced such as Cook St. Village in Victoria, Wortley Village in London and Hess Street Village in Hamilton have created successful and enviable environments. Why not give it a try here?

Discussion During the Meeting

- Q: Biggest concern is population growth. How to leverage this community for the needs of the community to make things more affordable. Negotiating that the density is meeting the need.
- A: We plan for affordability as best as we can but market forces have been very strong.

- Q: What is the benefit of density?
- A: Providing additional housing supply. The City is working on inclusionary zoning that can be implemented in MTSAs.
- C: The 1-2 bedroom does not meet the need of affordable housing in the city.
- Q: Out of the comments received to date, what percentage are supportive and opposed of the proposal? Prior to CRoZBy, would this be supported?
- A: Comments are largely opposing, but we need to consider the planned function of the area as well as the future residents of the City as well. In 2012, Mixed Use Corridors (MU zones) were approved. The 2014 Official Pan implemented added the policy for a 50% increase in building height without an Official Plan Amendment. With either zoning by-law, a Zoning By-law Amendment is required for the requested height.
- Q: Central Neighbourhood Urban Design Guidelines Respect existing built form and other notions, it seems that 660 Belmont is contradicting. How could they ask for this?
- A: Anyone can request to amend the Official Plan and Zoning By-law. More than one section of the Urban Design Manual guidelines and policies apply, and we use all applicable sections that to apply the development applications.
- C: Concerned about size of structure. Comparing to City of Toronto not imposing the streetscape.
- C: Concerned about the height of the building. Are other properties that will be developed? Once the precedent is established, will there be a corridor of buildings. Can the City put a plan together? Aesthetic concerns with glass and concrete. The City should be concerned with the design.
- A: Detailed design review occurs at the site planning stage. The City can control the design and the massing of the buildings.
- Q: Opposed to the structure. New resident. Enjoys the Belmont village. 8 Storeys might seem to bring customers and people in the village which is great. But 13 stories seem unnecessary and have high ceilings. Concerns with the parking spaces since it went down.
- A 80% of the units are proposed to have a parking space. The City's requirement is 90%. Residential visitor and commercial parking are shared. Commercial parking is required at a rate of 1/35m2 GFA.
- Q: It should be difficult to not have a vehicle in Kitchener area. Although developer is selling about the LRT, it does not seem to be realistic. Would be disappointed to see the parking on the side of the street.
- A: There is a market for people who don't own cars, we have seen development applications downtown with little parking.
- Q: Height concerns. When you look at meters, 36m vs. 49m, it is a huge gap.
- A: Yes, it is understood that the request of 49m is close to double the 25m allowable.
- Q: Shadows on the trail. It will ice over.
- A: Development on the trail does allow more eyes on the trail. The corridor was formerly a rail corridor and there is a lot of back lotting now. People are intimidated to use it at night. Having development that faces the trail, and now that it is well lit, it would be safer. The Iron Horse Trail is one of the trails that is maintained in the winter by the City.

- C: In support of the building, would like to downsize. Live in the area (7 min away) with high rise, like the design and location. Love the idea of tying Belmont with iron horse trail. Convenient for him and his wife. Seen growth in the area, had parking concerns before but not anymore. Only during construction. Good walking distance and locations to nice shops. Had same concerns as other neighbors in the meeting but changed mind.
- Q: Concern about the 50% increase that was not known with 2012 mixed-use zoning. Support the 8 storey corridor study mixed use. The 50% does not fit in this case. Does not fit with other types of studies such as pedestrian transportation.
- A: The 50% increase is permitted by the OP but still requires a Zoning By-law Amendment. Staff are evaluating a number of factors in order to prepare a recommendation to Council.
- Q: Enjoys the neighborhood, does not want to live in the shadow. Concerns with shadow study and traffic studies. What benefits do neighbours receive? Shadows? Empty store fronts? Traffic and congestion? What are the benefits? How do developers live up with the promises made? The developer said on the recorded video that the street won't be closed.
- A: Construction may require the temporary closure of a lane. We think about growth as across the city, not just one part. We have to accommodate 50% all new residential units in existing parts of the city (the Built-Up Area). We have development pressures across the city, and most neighbourhoods are experiencing growth and change.
- Q: Character of the neighborhood and maintaining it. Does the City have statistics of the number of owners or renters?
- A: The City does not have a residential licensing by-law. We can check with economic development for any general questions. We don't fully know how many owners rent their units. The City plans for dwelling units, regardless of tenure.
- C: A lot of people are looking for smaller condos with one bedroom and can walk. That is why his wife and him are pleased to see the development. Whether you have 8 or 12 stories, you will still have a development. There is benefit in the community, the restaurant provided there.
- C: Agree with the concerns with height and shadows, will there be enough parking for the uses?
- Q: Concerns with the height difference between 12 stories compared to the ceiling height of each floor. (13m difference) Has the City considered apartments wanting these heights or is it a standard now? Or do we need to know that moving forward for other apartments.
- A: The 50% compromise is to get mixed-used buildings and get commercial on the ground floor. The trend is to have a higher ceiling height and it is also necessary for commercial uses.
- Q: Should the City decrease a storey if the ceilings are higher? How to purchase the laneway and prioritize the pedestrians while promoting safety. How can we promote the connection to the trail? How to make it safe for families walking through there and prioritize it?
- A: Best way to address safety for a pedestrian pathway is to have a design that makes a vehicle slow down to cross it.

- C: Secondary plan needed for Belmont to guide development there seems to not have clear guidelines for developers (we are reacting). Frustrated with lack of affordability in the city what would you be willing to give up giving back to the community?
- A: Inclusionary zoning is only allowed to be regulated around MTSAs. Council has requested that the Province allow inclusionary zoning in all areas of the city. Currently waiting to hear back if the province will consider a change to the inclusionary zoning framework.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions Session 4 17-Mar - 9:30am - 10:30am

Issues Identified through RSVP Response to Meeting

Units

• The unit mix

Bicycle Parking

- The bike parking
- Other TDM measures.

Traffic

• High residential density on the property with the associated traffic, parking

Shadows

- Building height/shadows and skyline.
- Building shadow Feb 25th meeting only showed September with stated minor impact. However, December's impact is significant. Any sunlight in winter is precious for wellbeing. According to the shadow analysis early morning shadow is about double for proposed 13 storey building than for an 8 storey building (over 500 m versus less than 300 m). As it happens our house all the way over on Union Blvd would be in that 500 m shadow. I like living where I can see a sunrise and do not want to feel I am behind a prison wall.

Public Spaces

- Increased use of local green space.
- Plaza North corner public space? If controlled by Condo Corporation then could be restricted and made private.
- Summer Building Sketches Images only show summer conditions. Ok for California however we have at least 6 months of wintry type weather. Building needs to be better designed for our climate as a year round destination. Such as on Belmont side of building have permanent extended covering/awning for easy enclosure in non-summer weather. Suggest the this is better location than cold north side breezeway.
- Rear Plaza Noise As this area is raised above adjoining trail and park there will be
 minimal muffling of plaza event noise thereby disrupting Mount Hope neighbourhood and
 leading to noise complaint enforcement issues. Public events should be limited to facing
 along Belmont as has successfully occurred with noise muffled by buildings and directed
 skyward rather than into neighbourhoods.

Building Height

 I would like to know what is the criteria that establishes whether the City can allow the height of this building to be increased by 50% (from 8 floors to 12 floors per 15.D.4.23), and to allow height of the street level floor to exceed 4.5m and the subsequent floors to exceed 3m to increase overall building height from 25m to 36m (allowed if City permission granted) to 49m (currently requested by the developer).

Laneway

• Potentially privatizing the of the public laneway blocking public access and privatizing the currently public parking area and allowing the property to sustain higher density (floor

area) than would be possible on the site at its current size. Sale of the adjacent laneway will have similar impacts on the adjacent site.

• Rather than going private could become truly public space and added to adjoining park green space which is lacking in Mount Hope/Westmount neighbourhoods.

Uses

• If day care was located as suggested in commercial space then this plaza would be required for its fenced outdoor play area.

Building Design

• Placement of plaza on north side of building rather than south side seems too much like Kitchener market building where outdoor market area was poorly placed on north side and as a result not used as intended.

Floor Space Raito

 Building Footprint - Process called, I believe, building massing has achieved no significant increase in green space to justify extra height. External parking lot is large and appears according to a drawing to be located above part of the underground garage. Instead the building should use all of building's footprint to reduce building back to 8 storeys.

Building Design

- Loading Dock Poor location for commercial use especially as suggested by developer at meeting for grocery store. Delivery transport trucks will have difficulty accessing and block parking. Such vehicles would be required to back in from Belmont creating dangerous situations for pedestrians and motorists.
- height/bulk/shade, by-law adherence, parking, traffic, Belmont Lane sale, precedent creation, preservation of Belmont Village character, spot amendment beneficiary

Precedent

• My primary concern is the precedent set for future proposals along Belmont (particularly the west side) if this development is approved as currently proposed.

Benefits to Community

• IF the City allows these changes, what compensation do Kitchener ratepayers, and the residents of the neighbourhood most impacted by the development get in return?

Discussion During the Meeting

- Q: Concerns about the status of the laneway. Has there been a formal request from the developer? If it's up for sale, is the Tim Horton's owner able to buy the laneway?
- A: It is under consideration now. City has not decided on these applications and Council will decide whether to sell the lane or not. We have not received any interest from Tim Horton's to buy the lane.
- Q: What if they put another application next year just as big for their other building? Can they do that if they buy the whole lane?
- A: They own the yellow 2 storey building to the north as well. They are requesting to buy the lane all the way to Claremont Avenue. We do not have an application for the adjacent lands at this time.

- Q: Concerns of loading dock safety. Loading dock is located where the transport trucks is backing in. Fundamental flaw for the laneway.
- A: The City will use software to determine if turning templates will work at the site planning stage. No site plan application has been received.
- Q: What about a having a one way lane.
- A: We will look into this and bring this idea to Transportation.
- Q: Congestion at Belmont near Tim Hortons, has that been looked at for truck turning?
- A: Typically look at that lane during site plan stage. There is no traffic study required. A traffic study is only required if there are more than 100 trips expected in the AM and PM peak hour.
- Q: What is the purpose of the two temporary parking spots?
- A: Loading, carshare, deliveries, Uber Eats etc.
- Q: Car share spot can reduce need for vehicle. Will it have it in the future?
- A: The City supports car share- spaces that are publicly accessible. The developer would need to have an agreement with a car share provider.
- Q: Some spaces look like they have two car garages. They should not have two bundling garages.
- A: The spaces have to meet the zoning requirements to be counted as a parking spot.
- Q: Why is this not an LEED building?
- A: There are green initiatives that are brought forward in each update to the Ontario Building Code. although City policies encourage and support sustainability, they do not require a certain type of certification. LEED certification has been historically incentivized through bonusing meaning a larger building.
- Q: Parking it's over the top of the parking garage extend to laneway? Are they justifying putting the height without greenspace? Buildings should not build with external parking lots, should be internal parking. Too much pavement. This is not California.
- A: In Kitchener, we try to have underground parking. We want to have active uses at the street. We don't want to have blank walls. There are some groundwater concerns. We don't want to infiltrate road salts on the ground in the winter.
- C: Bike parking should have more bike parking if parking is reduced.
- Q: Side streets with Belmont, has the City considered banning the parking on the street? If there is parking on both sides of the street, there will be congestion. Will the City widen the roads?
- A: Historically roads were designed for quick movement in a car. In urban areas we are looking to find ways to support all modes of transportation like bike lanes and wider sidewalks. There are currently no plans by the City to add additional lanes.
- C: Generally, this building is huge and too dense without greenspace.
- C: Need to look at the big picture and we need housing for newcomers.
- C: They are not affordable housing units.

- Q: The two applications that are filed Official Plan Amendment and Zoning By-law Amendment. Are those the only applications filed?
- A Yes
- Q: What are they doing for stormwater drainage requirements? Is that posted on the Sharefile?
- A: Stormwater information can be found in the Functional Servicing Report on Sharefile.
- C: The developer only wants singles and seniors here, does not seem to be good for families and not align with this area. Suggestion is to set aside 10% or so for families or affordable housing (3-4 units).
- C: This development is adding to the gentrification. Needs a building to be diverse.
- A: Larger units can be part of the ask back to the developer, but they will be the most expensive units. We have to accommodate growth for our city in order to preserve certain parts of the city like low rise residential neighbourhoods. We will have to find a balance.
- Q: There will be changes in the east side then there will be in the west side as well. Don't want a canyon.
- A: There is growth potential for the east side under the current zoning. The west side can have 14 metres or 4 storeys already. King Street between University and Columbia has been described as having a canyon effect. There is no street parking, limited street trees, and the buildings do not have podiums or increased setbacks for the tower. Kitchener requires setbacks and stepbacks and podium/tower designs that would not be a flat wall all the way up the face of a building.
- C: Shadow In December there is a significant shadow. The height is excessive.
- Q: Was LRT taken into consideration? Belmont is not close enough for people to get groceries. They are not walkable. Grocery store is not definite in the building.
- A: There are density incentives to have grocery stores in Downtown and in certain corridors. We plan so that each neighbourhood has access to a grocery store as part of a complete community.
- Q: Where will the snow be stored?
- A: A snow storage area is required to show on site plan.
- Q: How far long along is the application in the approval process?
- A: The applications have been accepted and circulated but have not been approved.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions Session 5 17-Mar 12:00pm - 1:00pm

Issues Identified through RSVP Response to Meeting

Height

- My major concern is the height of the building. I worry that if the building is approved for the increased height that is being proposed it takes away from the village feel and set a precedent for future tall buildings
- Height of building
- Why is there a consideration for a building of more than the approved 8 stories? What is the rationale for this?
- The height of the proposed building.
- I am mostly interested in the test the developer needs to meet in order to be granted permission to go from 8 to 12 stories. And then what is the test to meet in order to be granted the 13th story.

Units

- size of units
- affordable housing
- retail space/rents
- No family units (i.e. units with 3 or 4 bedrooms) when studies show there is a dearth of family units in Kitchener.

Traffic/Parking

- traffic spillover
- Traffic impacts
- Parking impacts
- Inadequate parking. Yes, the area is well serviced for walking and biking but most people will still own a car whether they use it much or not.
- Traffic congestion in the residential neighbourhoods. Already Gildner and York streets have had an increase in traffic from the Catalyst development.

Application

• further clarification about the zoning process and what exceptions are being asked for and what has already been granted

Public Space / Iron Horse Trail

- a clearer statement about the implications such a development might have on public spaces such as the Iron Horse Trail.
- a clearer statement about the implications such a development might have on public spaces such as the Iron Horse Trail.

Mitigation

 mitigation strategies to protect the surrounding neighbourhoods from the downsides of the development

Development Concept

- I can see a lot of exciting development possibilities for that lot and Belmont Village. Many
 of us agree that what happened in the village last summer was exciting and showed what
 it might become. But this development lacks imagination architecturally it sounds very
 generic, it will not lead to a diverse community, it is going to be placing demands on street
 parking which will mean we won't be able to experiment again with expanded patios that
 would support all businesses, and research seems to indicate that it won't be solving the
 actual housing issues that the region is facing (i.e. affordable housing for families).
- The lack of any green space around the building. i.e. The building has too big a footprint for the lot size.
- No recognition that we are in a climate emergency and need to build smarter. No attempt to implement any LEED green building strategies.

Laneway

• The sale of Belmont Lane property. does not benefit the common good, only the developer.

Official Plan / Urban Design Manual

• The proposed building does not follow the official plan for Upper Belmont as set out in the City of Kitchener Urban Design Manual. Why spend our tax money hiring planners and then not bother to listen to them or the community? This results in very disengaged citizens. Don't bother fighting City Hall because the developers always get their way.

Character

• The proposed building does not fit in with the unique character of Belmont Village. Many large cities value and protect their Urban Villages. e.g. Parkdale in Toronto."

Precedent

 If the by-laws are amended for this building it sets a precedent for creating a canyon of concrete all along Upper Belmont.

Shadows

• Also interested in what is considered reasonable in terms of casting shadows in a residential neighbourhood.

Decision

• Is there anyone independent going to be sitting on the decision committees?

Discussion During the Meeting

- Q: Parking is main concern and street traffic with young kids, side streets were busy in summer when other streets were closed. Feel a lot of issues could be fixed if development allowed more parking, can developers dig deeper?
- A: Underground parking is very expensive, especially if the garage is below the water table as significant de-watering would be needed. The City does not want an oversupply of parking and has added new parking maximums in the by-law. The Zoning Bylaw requires

0.9 spaces/unit. The parking report notes the use of street parking through neighbourhood and are requesting reduction to 0.8 spaces per unit (80% of units will have a parking space).

- C: In favour of grocery store, currently have to drive to get groceries, can't afford Vincenzo's.
- Q: Would on-street parking be too high for community events? Public transportation in the area is still about 1km away, will we see improved public transit access?
- A: If people don't have cars, they will likely use public transit, and as ridership levels increase, service improves. Need to find a balance; we are watching trends of car ownership and proximity to public transit decrease and we don't want an oversupply. The developer is requesting a change to bylaw to allow 0.8 from 0.9 spaces per unit. Developer is only requesting change of residential parking rate for their project. The By-law allows a shared parking arrangement, commercial parking can also be residential overnight parking or visitor parking. The commercial parking may not be used during special events if they are held on site.
- Q: If there is public benefit, we will need an easement to protect public space; will the City put this in place?
- A: Yes, if the proposal includes publicly accessible space, like the Mews, an easement will be required as a condition of site plan approval. 345 King Street downtown in an example of a Mews that allows the public to walk through the site between King Street and the lane.
- Q: Presentation is frustrating, felt developers were disingenuous; drawings removing trees and green space; don't believe they will introduce more native species; newest plan is now 11 storeys, close to 12 storeys but still have high ceilings that don't make much difference.
- A: The City will not rely on renderings, will only review detailed drawings and proposals, ensure plans have any approved details.
- Q: Why doesn't neighbourhood get to see plans that the City needs to review?
- A: Everything received to date in posted online. The site plan approval process is not a public process like the Official Plan Amendment and Zoning By-law Amendment applications, however, should someone request the opportunity to review the submission material for a site plan, we would provide it. A site plan application has not been submitted to date.
- Q: What tests do they run to determine if the additional floor is acceptable? Who decides?
- A: The decision will be made by Council (11 members of Council will vote), Planning staff make recommendations with considerations for city-wide planning objectives in mind as well as site specific. The Official Plan says mixed use can go 50% more without amending OP, 12 storeys or 37.5 metres. The policy speaks to mixed-use building, but there will be regard as what aspects are included in the proposal like affordable housing, public spaces, building setbacks for landscape, how it meets City design objectives.
- Q: The City has not permitted sale of lane; neighbourhood will be negatively affected; why are we spending time reviewing application but lane has not been sold?
- A: Council will consider the sale of the land as part of the overall consideration of the application. This section of the lane is currently owned by the City but only benefitting two properties, which are both owned by the Zehr Group.

- C: Function of lane allows building to come out to the street to make community more walkable; need to protect public access.
- C: Developer kept referring to condos down the street which have a dark feeling.
- C: Can see Sunlife building (19 storeys); this development is close in height to that. This is out of character.
- A: There are areas in the city that are planned to accommodate growth, which means a change to what is on the ground today. We grow downtown, in nodes and corridors, and in MTSAs to preserve the community and green areas, which cover more than ½ the City. The City needs to accommodate 50% of all new growth, in these limited areas (the Built-Up Area). We are in a housing crisis and increasing housing supply is important.
- Q: Would developer consider increasing footprint and reduce height? Could Tim Hortons go into new building?
- A: I am not familiar with any discussions with Tim Hortons but if more lands was purchased, that would increase lot area and building floor area.
- Q: There appears to be misinformation in local paper, talking about 18 storeys.
- A: The City ensures our information on the City's website is accurate and direct people there.
- C: Tim Hortons is not best pedestrian use, crossing drive-thru.
- C: Setting precedent in Belmont Village. The developer owns next door as well. Also, another developer in the area buying more property.
- Q: Can we have a study of Belmont future development? Secondary Plan?
- A: The City has no current plans to complete a Secondary Plan for this area.
- Q: How do you test proposals for shadow impacts?
- A: We review shadow with a 3D massing model. The City can create a video showing shadows for the future concepts. City standards are to focus on equinoxes, because in the summer everything is usually fine, and when looking in winter usually everything fails.
- Q: Can they only build 8 storeys according by bylaw, OP allows up to 12?
- A: Yes, but they are requesting permissions beyond the 50% policy requested height is 49m and 13 storeys (equivalent to 16 storey)
- Q: Shadow will cover one of the few parks in the area starting at 3pm popular park with gardens, accessible garden. Can the shadow study show a 25m building?
- A: The Developer has submitted that in Urban Design Brief available online to view (last 30 pages). Different colours show shadows for as of right and requested height.
- C: Area zoned for 8 storeys, great for business, want to maintain unique character of Belmont.
- C: Don't want to feed corporate greed
- C: Build 8 storeys right up to street level to get more units
- C: City and Councillors should be aware, City of Waterloo allowed high rises before they had a plan in place, we should put plan in place.

- C: Don't lose affordable housing view developer not in business of affordable housing.
- A: The developer did say they are not planning affordable housing at this location but want to work with an affordable housing provider elsewhere.
- C: We want to know those details. How much.
- C: Need bigger units for range of family sizes, majority of housing is directed to students or 1 or 2 bedroom for smaller families; area labelled urban corridor, not needing as much parking, would be nice to see component that satisfies affordable housing and access to public transportation. Developer not catering to population that will rely on public transit,
- A: Inclusionary zoning can only be done in Major Transit Station areas now, can state unit types and affordability criteria. The developer is asking City to change bylaw, so we can talk about a development may bring to the community, like affordable housing, green initiatives within reason.
- Q: If City declines proposal, can the developer appeal and Local Planning Appeals Tribunal make a different decision?
- A: Yes, the Local Planning Appeals Tribunal can revisit that decision if the applications are appealed.
- C: Recently in news, Mill St. cancelled development. Voices can be heard. Developer cancelled/altered plans, not the City.
- Q: In favour of 13 storey building. Used to dealing with city life. We need a plan for Belmont. What do the residents want? Affordable housing, larger units? Find way to advocate for those things.
- A: The City is in a housing crisis, the average single detached home increase significantly in the last year. The larger units will be the most expensive and may be out of a young families' budget. Many condo fees are based on square footage, and sales prices are based on square footage.
- Q: That is the timeline on the decision?
- A: We continue to have discussions and negotiations, not scheduled yet for a formal public meeting yet. When that occurs, we will notify everyone in writing.
- Q: Wind issues, constructing wall of building that will redirect wind, wind will be very strong around that building, snow drifts?
- A: We evaluate wind with high level study now, based on location of building, where are problematic areas? Downside of sharp corners of buildings at detailed design stage, look at different things that can slow down wind.
- Q: Does the developer need permission to construct within 120m of neighbours?
- A: The applicants are circulated within 120m and advertised in newspapers and with property signs.
- Q: Also ok with 12 storey development, but will have negative impact on Iron Horse Trail with shade and wind, can users of trail provide feedback?
- A: We don't consult with trail users in regard to local development, only with changes to trail itself. However, anyone can comment on a development application information is

available on the website for those interested. We post a sign on the property to help advise people in the community.

- C: Trail previously didn't feel safe with design of trail and sharp corners, love the new changes to the trail including lighting; if you don't feel safe, you won't use the trail.
- C: Disappointed about signalized guidance crossing Victoria, sign only says "Please Stop" don't know details of crossing.
- Q: We don't want 3 hour parking to be put on side streets, would be a pain for single lane driveways.
- A: There is a city wide 3 hour limit but only enforced when we receive complaints.
- Q: City spends so much money on design manuals and studies this is opposite of design manual for Belmont Village, stick to the plan and it would be more accepted.
- A: Planning is always evolving and we keep updating policies and guidelines. Part A of design manual is new part and applied to new development applications.
- C: Mill Street plan was modified, thanks to people speaking up, as this moves forward, please have your voice heard, present to Council to inform other Councillors of your thoughts.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions Session 6 18-Mar - 12:30pm - 1:30pm

Issues Identified through RSVP Response to Meeting

Height

- height of building
- Height of building beyond 25 metres
- consider what is the right amount of density to support a sustainable village culture (including the right building height and skyline development)
- •

Precedent

- Setting a precedent for tall buildings on Belmont
- diverse housing and employment live and work and shop in the community

Character

- changing character of Belmont Village.
- connected to natural environment and rest of the City's culture

Laneway

• Sale of Belmont Lane

Building Design

- No LEED certification
- what services and infrastructure are being planned to support this strategy (stricter parking, traffic, bike / pedestrian safety, increased natural environment connection via trees, parks, lighting, etc.)

Ownership

• I attended one of the information sessions. I thought I heard that the developer has also purchased other property on the street.

Official Plan / Zoning

- Is the zoning of other property along Belmont in the village such that we could have a string of high rise condominiums along the street in the future and therefore are we setting a precedent for high condo units?
- I'm curious about the rationale behind the original zoning of 8 stories.

Units

 I'm concerned about the need for more affordable, mixed housing, including family units in the Region versus so many higher end single or couple condos units in the downtown core.

Parking

- I'm also concerned about parking on adjacent streets, especially Earl St. as we already have a fair bit of parking of non-residents on the street.
- reduced impact of cars in the neighborhood become more increasingly pedestrian & Transit oriented

Wind

• I heard the planner stating that there would not be a wind tunnel created by the condo unit. When you walk between Vincenzo's and the new high rise condos near Vincenzo's, the wind tunnel is significant so I need more reassurance that we would not be creating one near a walking trail that is used be so many people.

Community Garden

• There appears to be a community garden in the park on the other side of the Iron Horse Trail from the proposed unit. What would be the impact on that garden?

Shadows

• I made a significant financial investment in raised bed vegetable gardens this past summer. I wondered if it might be possible to get an approximate idea of how much shade I could expect from such a high condo on my property at 10 Earl St. Four to five hours is generally not optimum for vegetables so I would like to plan accordingly.

Discussion During the Meeting

- C: This development has ramifications. Bylaws have to be met, why are we even doing this?
- A: The City must consider and process all applications.
- C: The proposed height doubles what is allowed, neighbours were not aware; first we find out the highest structure on avenue is 2 storeys, then we hear the bylaw says it can go to 25m, now we hear that it can go even higher developer being aggressive with proposal requests. The Outdoor amenities are only for those who can afford them. Parking spaces need to be purchased. Reduced parking request is not ok. Only see one accessible parking space in underground. Have they submitted any plans that adhere to current bylaws?
- A: No, the City has not received any plans that adhere to the permitted building height.
- Q: The developer is basing entire project on their belief that they will be able to put this 49m high structure with less parking than what is required but it is based on the purchase of public land; if they don't have Belmont lane, they can't erect tall building.
- A: Developer must do all studies that show this development can be supported; show us what development will look like; they invest in all the studies and reports without knowing if they will get approval of their Zoning By-law Amendment and Official Plan Amendment applications. No decisions have been made. Staff recommendations are often different from what is being requested need to find balance. It is not uncommon to see a number of revisions throughout the process.
- C: This is a unique community in the city. Developers requesting more than they need so they have room to cut back. If they get their approval, Belmont Village will have many condo buildings in 15 years. Will lose all benefits that village has, events, etc.

- C: Development will create wind tunnel, won't be able to enjoy patio as much with wind.
- C: Long-term residents are very attached to area walkability, feeling of belonging, great for mental health and businesses all will be lost if this goes through remotely closely to what is being requested.
- C: Developer seems persistent to get what he wants.
- C: Previously asked about laneway to be purchased City has perfectly legal obligation to not sell to developer. Must keep reasonable height limit
- Q: Seems novice to sell laneway without thoughtful consideration to future opportunities, Urban Design Manual recognizes Belmont Village as unique corridor, separates Upper and Lower Belmont - Upper Belmont allows up to 5 storeys, manual seems like it is being dismissed.
- A: The Urban Design Manual was prepared when the mixed use corridors were first established, since then we've done updated sections Part A is the newest section and include a section on Nodes and Corridors and MTSAs. The Mixed Use Corridors Design Brief was first established before LRT, but we did have a central transit corridor. The Council decision on the Official Plan Amendment and Zoning By-law Amendment can be appealed to Local Planning Appeals Tribunal but the Local Planning Appeals Tribunal cannot require the City to sell land. The idea of a lane, allowing parking in back, can still be achieved with private ownership. Zehr group owns this and the property to the north and is the owner landowner benefiting from this section of the lane.
- Q: The plan for current request shows multiple uses for laneway, having events and parking, loading, seems a bit much.
- A: The plans prepared by the Landscape Architect are creative. If we accept community space, like the Mews as part of the project, public access needs to be protected with an easement.
- Q: Character of Belmont is that we visit and chat on streets, not at the back of a building or alleyway. The mews is mostly private, seating will be available for customers, not for general public, takes away from Belmont village, nothing out front for neighbourhood.
- A: Public space would have to be public not a space you need to be a paying customer for. If there will be public seating, it should be provided in areas that have public access – the same way the City has installed public benches and seats for public use.
- Q: Has any attempt been made to make Belmont village a heritage designation?
- A: No. The City has not identified Belmont Village as a Cultural heritage Landscape. Belmont Village today is low rise, but it is identified as intensification corridor, so change is expected.
- C: Makes sense that we need to allow change, but amount of intensification needs to be reviewed; 6 or 8 storey is fine, 12/13 storey is not fine
- C: Can still have vibrant community in shorter building, most people were not aware of 8 storeys, weren't aware of 50% increase possibility.
- C: No one has said we are completely opposed to change.

- C: Strongly support intensification, chose home based on diversity of services, unique feel.
- C: Parking is significant on Earl, dilemma is that we have single driveways, park second car on street, don't want parking enforcement regularly enforcing parking.
- C: Concerned about shadow, negative effects on gardens at Gildner Green.
- C: If we approve this, can we reject further developments in the future?
- A: Each application is considered on its own merits. But if additional height is allowed here, the positive aspects of the building would need to be clearly outlined to set the standard if other applications are received.
- C: Not designed with LEED or green initiatives, not affordable housing, not a building that warrants an exception to the rule, doesn't have qualities that we are looking for
- C: Talk about housing for seniors, from planning presentation a few weeks ago, didn't see anything that suggested housing would be affordable, if you own house and sell house, not looking for affordable housing, want to draw other people in, not thought for affordability or accessibility, no mention of more than 2 bedroom unit which would allow family gatherings; 1 or 2 bedroom, expensive units, meets minimum accessibility requirements, lacks sensitivity to the community of seniors who still want to live here.
- C: The parking design speaks to lack of accessibility, decreased surface parking and eliminated 3 barrier-free spaces, and only 1 underground accessible spot. Seniors will need vehicles and will need accessible parking. Why is developer not being asked to provide sufficient parking, should not rely on on-street parking to meet their parking demands? Developer is looking for grocery store use, commercial units with staff, suppliers, customers, visitors, overnight guests, where will everyone park?
- A: Commercial parking must be accessible and should appear to be for public use. You can't have locking garage doors. The general public may not feel they can use underground parking, if that is proposed there would need to be signage or used by commercial staff. The commercial parking rate is 1/35 square metres. The site will also need to be the minimum accessible parking requirements. When land use and density is decided, the developer will need to go through detailed site plan process showing how all criteria is met.
- Q: What are temp parking spaces?
- A: Loading, ride share, Uber Eats, Skip the Dishes, etc.
- Q: What could continue to be built if this is permitted? Can City infrastructure support this growth?
- A: Yes, the existing services can accommodate this growth.
- Q: Lack of green space, shadows, top of list is Belmont Village walkability, friendly feel, range of businesses that support ranges of families. Rent is increasing, new builds at tall heights, we will lose village feel that is not found anywhere else in Region, not opposed to development, support LRT and intensification; have we met provincial standards on growth?
- A: Intensification targets can change with every update to Provincial policy must meet intensification target each year. We have met targets in recent years easily with all the projects downtown, but we will likely need to meet 50% of all new dwelling units moving forward.

- Q: There are problems with investors buying units and renting out.
- A: The housing market is complicated part of challenge is that people want to live here, there are jobs, and people like it here. Creating demand.
- C: Don't want Belmont Avenue to become a road of concrete buildings the reason why we were drawn to the area is how it is today. Feel sad about changes we are faced with.
- A: We know we have to grow. Growth is change, many areas in the city haven't had to change all that much. We are looking to grow within our neighbourhoods, but in order to preserve built form that people like about Kitchener and living in a mid-sized City, we are limited to key intensification areas. It's a balance.
- C: We don't want Belmont Village to be an experiment, we want stable plans, recognize need for affordable housing, must be change and better connection with parks, trails, culture, find uniqueness in village. Why has a formal study of Belmont Village never been completed? Felt dismissed immediately can't afford study, don't have time and don't have staff; when will we look at what Belmont Village
- A: There are no plan to do secondary plan or master plan or secondary plan for this area. We are doing a lot of engagement on these applications to understand the interests of the community. We also look at direction from City policies, planned function and intensification areas.
- Q: Why can't we halt all development until more study is done?
- A: There are no plans to do a study, if we had a plan to do a study, there are tools we could look at, but likely would not impact this application.
- Q: How will we be informed of steps along the way? 120m doesn't include many interested parties?
- A: We are building a list of anyone who has requested or provided comments, including 120m buffer.
- Q: Belmont Village is a destination place, is anything going to be put in radio or newspapers?
- A: Notice of the public meeting will be in the Record newspaper, and there is a sign on site.
- Q: We have 4 neighbourhood associations, can you circulate them?
- A: Yes. The initial circulation included the neighbourhood association for the subject property, typically there is only one where an proposal is located.
- C: Councillor Johnston will continue to update her own social media with notices.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions Session 7 18-Mar - 2:00pm - 3:00pm

Issues Identified through RSVP Response to Meeting

Parking

Parking

Height

• Building height and impact to neighbourhood

Precedent

• What this means for future developments in Belmont Village

Impacts

- environmental and societal impacts of this proposed project.
- Impact on neighbourhood and future developments
- former gas station site for sale

Traffic

• Did not see separate study, busy intersection already with Tim's drive through and Catalyst truck traffic

Discussion During the Meeting

- Q: Greenspace arborist did a study 5-6 years ago. Did a review of the tree canopy and concerns that the trees are not doing well. How is developer proposing to increase the canopy and greenspace?
- A: The City has lost some tree inventory from the Emerald Ash Borer and has been actively managing that situation. The City will require compensative plantings for any tree removed. Our standards require new trees as well.
- Q: Urban design in central neighborhoods? If the proposed building is too high, it can be negative for future development.
- A: The Urban Design Manual (UDM) is a guideline with flexibility for achieving the design objectives, and there are several sections that apply like Nodes and Corridors.
- Q: Is there encouragement given to developer for the proposal based on the size and height. Is the lane being sold because of Charlie West?
- A: It is Council's decision to sell the lane. I am not familiar with any arrangement linking this site to Charlie West.
- Q: What are the benefits to residents?
- A: There are big picture positive aspects to the city. Intensification growing and increasing density and not using farmland. This would add new uses and new housing options to the community. Developer will also have to pay development charges for growth related items which are used to pay for schools, sewers, etc. Commercial landscape is changing and

adding commercial will attract more people, and adding more people will support the planned and existing commercial uses.

- Q: Can residents have property tax reduction? Will property value be lower?
- A: There is no tax reduction program. It is unclear how this proposal could affect property value given its location.
- Q: What is the rationale for 15 storeys from the developer? Concern that is setting the precedence for other nearby properties. The east side: all the owners have been pushed out.
- A: To confirm, the proposal is for 13 stories not 15.
- Q: Traffic concerns. Can developers make something that is suitable for the area? Belmont is beautiful with little shops. Would be happy if they can have family housing. Harmony with the community.
- A: Larger sized units have been discussed in other group meetings and will be brought back to the developer for consideration.
- Q: Parking concerns due to the height and no parking study.
- A: The developer completed a parking assessment. A parking reduction is being sought for residential uses. The City's zoning by-law applies parking standard geographically. For a residential building with a MIX zone the requirement is 0.9 spaces per unit. The request is for 0.8 spaces/unit. No reduction for commercial parking is being sought.
- Q: With commercial parking, is it the grocery store at the base of the area? Vincenzo's spend 1.5 mil to compensate for parking on Caroline St.
- A: Parking on site is important detail and the developer is not at the detailed design stage now. Commercial must be publicly accessible – usually surface level. The City looks to limiting parking to encourage change. We do not want to see excessive parking. We want to also promote opportunities for public transportation and active modes like walking and cycling.
- Q: East side would be challenging for parking. Concerns will increase the problem (Earl). Neighbours should not be policing the parking. The developer is responsible for mitigating those problems. Costing the neighbourhood a lot of inconvenience.
- A: We have parking requirement to meet the typical demand. There will be times were demand exceeds supply like public events (festivals etc).
- Q: Belmont Village has wide streetscape. This area vs other parts of the city and towns. (Waterloo and Guelph) the area is unique and complimentary. This structure will dwarf the other existing buildings. The village will be gone if this goes up.
- A: It is part of the vision for the growth of the city. To preserve stable neighborhoods in the City, intensification areas have been identified.
- Q: Has the developer wanted to purchase the laneway? What is the length of the site that they want to buy? Relocation of the hydro lines what will happen to the services under there? What are the criteria for declaring land surplus? Would Tim Horton's buy?
- A: Yes, the applicant indicated they want to buy the laneway. All the way to Claremont. There are two options for services; relocate the services in public road, or protect access with an easement. Council's decision to sell. City will have to sell at fair market value. The City

looks at purchase requests to determine if they are feasible. The City has not received a request from Tim Horton's.

- Q: What will it do to the characteristics of Belmont and future development? There will be opportunities for developers to use this as precedent for other areas.
- A: Planners will look at each application individually. Will look at the total development proposal before making a recommendation.
- C: When you walk down the Iron Horse Trail, turbulence will be significant high rises will create it. Developer should consider this impact. Shadow impact. It will be colder. Position of the building to the trail will have an impact.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions Session 8 18-Mar - 6:30pm - 7:30pm

Issues Identified through RSVP Response to Meeting

Height

- Zoning, better understanding of limit 8 storey and height, and ability to increase by 50% within zoning type.
- the height issue, especially adhering to the restriction of 25m in the Official Plan. If that were to happen, I'd have no problem with the development. I'm in favour of in-filling, but 49m is just too high!
- I would like to discuss the height of the building as my main concern and the future of possible more tall building being added to the landscape.

Wind Study

 Wind and shade assessments, basis and comparison to other developments, like "Trio on Belmont"

Trees

- Tree Management
- Removal and replacement of tree
- Developers discussion of ecological plant/trees on trial seems beyond their scope

Official Plan / Zoning By-law

• Zoning / City Plan for Belmont Village

Traffic / Parking

• Traffic / Parking

Future Development

• Future Development

Discussion During the Meeting

- Q: Frustrating at end of previous meetings as it seemed very one-sided. Main concern is height, building at 8 storeys is already much larger than rest of village, floors taller than normal, request of building height much larger than surrounding,
- A: Policies all mixed use buildings to be an additional 50% in height to allow for higher ceilings on ground floor. However, the additional height is not a guarantee still requires an approval from Council on the Zoning By-law amendment.
- C: Developers spoke about making space at the base which increased height. If we need to have a condo, which is out of character, keep it as small as possible. The perks that developers spoke of are not guaranteed. Commercial use will benefit community.
- C: Concerned about going from 8 storeys, amendments to allow 50%, plus more. Developers speaking of benefits to community, community would prefer to trade those benefits back

in order to keep height lower. Development benefit would be protected to ensure it remains in place forever

- A: As long as they have commercial on first floor, a mixed use building, the policies in the OP allows for 50% increase in height.
- Q: The development is 13 floors, not just regular height, all storeys with higher ceilings. Developers have bought a lot of land in this area, worried about this development setting precedent.
- A: Planning staff review every application based on its own merit. The overall development proposal will be considered when considering additional height, and any future application would be subject to the same review.
- Q: How can they ask for more than 37m? Why would City consider this?
- A: The City needs to process every application we receive. Just because an application is made, that doesn't mean it will be approved as requested.
- Q: Need to also regulate minimum number of storeys (King Street for example). Try to regulate what is happening in building. Is that in OP?
- A: The City's Official Plan is fairly new but provincial legislation has changed numerous times since 2014 and most changes have allowed greater densities, we will eventually need to update our Official Plan to match new provincial policies. We will continue to need to find additional areas for growth. Every 5 years, the City reviews the Official Plan. Region is updating the Regional Official Plan now, next year we will need to update our Official Plan to implement any required changes. The current Provincial Policy Statement says that 50% of all new units need to be in built-up areas. The Region will further regulate in the Regional Official Plan.
- Q: Where does growth go?
- A: The City has stable low rise areas that people enjoy in mid-sized cities. To preserve these areas, we need to focus on MTSAs, nodes & corridors, and downtown for growth.
- Q: Can condo ceilings have regular height ceilings?
- A: Yes, we can consider requesting that from developer. We will want to better understand that request from the developer.
- Q: Why would the developer make application if they don't know if it will get approved. What if the City says no to the applications?
- A: There are no guarantees in approval process, developers make assumptions, write applications based on assumptions. If the decision is no, the final decision could end in the hands of the Local Planning Appeal Tribunal if an appeal is filed.
- Q: Mixed use is areas where we want to encourage more than one use, is that the only permitted use in this area?
- A: Yes, residential uses are not permitted on the ground floor so the building must be mixeduse.
- Q: If application is approved, can they start building right away?
- A: A number of approval processes are in place including site plan approval which can take 6-8 months.

- Q: Parking is not 1:1, worse with more floors in the building, parking is already an issue, lost parking when streets were redone, businesses requesting parking to be 1-hour for customers; demographic of condo is not just directed to bike riders.
- A: The parking requirement is per unit, 90% of units require parking, they are requesting 80%. If parking is over supplied, you could end up with vacant parking, or you can undersupply and encourage other behaviours. We are seeing an increase in people who can't drive but don't want to live right downtown, some giving up cars because they want to change lifestyle or they can't afford cars.
- Q: The Urban Design Brief's vision for Belmont Village is 2-5 storey condos. There are 2 sections of Belmont Village, upper section with village feel, lower section for intensification.
- A: The mixed use corridor zoning considered the Urban Design Brief, but it was approved for up to 8 storeys. Nodes and Corridors, Major Transit Station Areas, and downtown are locations planned for higher density. Permissions on west side are lower than east side because the properties on the east side are larger and are better buffered.
- Q: Belmont Lane divides parcel in 2, developer assumed city will sell him the land, if he doesn't get the lane, he will not have as much land for development.
- A: The sale of the lane way provides opportunity to negotiate with developer, decision of sale lies with Council. The existing parcel, without the lane, still has same zoning 4x coverage, up to 8 storeys, and the Official Plan policy to allow 50% more height with Zoning By-law Amendment would be applicable. It would not necessarily be the end of the proposal.
- Q: This lane allows loading, parking, etc to happen behind building, keep that away from street.
- A: If the City's sells the lane; the intent can be maintained and all functions can continue and the City would not have to maintain the lane.
- Q: Negotiating and benefits what might sway you to support it?
- A: Have to consider all feedback from community and as well as overall planning objectives. What makes great urban places? Streetscapes, wider sidewalks, larger street setbacks, features like the mews, increased access to trail (increase trail safety). Affordable housing is so important. We have relied on bonusing before to allow taller buildings with more density if they included affordable housing. Inclusionary zoning – looks at different size units and affordable units and the City is developing those standards.
- Q: How long does it take to implement inclusionary zoning? Can we speed that up?
- A: There are a lot of parameters to consider if affordable housing is required for a development, we need to understand how to best integrate with our policies and regulations. The City has little control on house prices and rent costs. We know it continues to increase, demand for people to live here driving up prices, will more units lower the price? Need a lot of supply.
- Q: Where is inclusionary zoning?
- A: The Provincial direction is for Major Transit Station Areas only as of now.
- Q: Can you still offer similar perks but cap building height at 8 storeys? Is this out of the question as he would be giving up profits?
- A: I cannot answer for developer if they can build 8 storeys.

- Q: What kind of mixed use would be of value to community that would warrant the extra 50%? We don't need more office space, maybe would like grocery store
- A: We do not want residential on ground floor in Belmont Village, commercial is hard right now, especially during the pandemic. Eaton Lofts has seen many commercial vacancies. Building must be designed with commercial because it won't be added later.
- Q: What is timing on this? How is it moving forward?
- A: Next step finish these meetings, consolidate comments, discuss comments with developers. A formal public meeting will be held at Planning and Strategic Initiatives Committee which when scheduled, I will inform everyone with a letter/email.
- Q: Is there anything more we can do to express our hopes of what the decision might be? Is this enough?
- A: You are welcome to write in or speak at public meetings but first we will respond to comments. Planning staff will advise of you of future meetings by email and mail.
- Q: The Neighbourhood Planning Reviews project recommends a mixed use with reduced height, lowering heights? Is that a proposal the City will make?
- A: The Neighbourhood Planning Reviews looks at Central Neighbourhoods, just east of Iron Horse Trail, part of station area planning which is being done to plan how we will meet minimum densities, coming up with new secondary plans to plan for change, mixed category to provide transition from abutting residential to other uses.
- Q: Are they looking to remove trees along trails? Will trees be replaced?
- A: If the trees are City owned, they will need permission to remove them, and will need to replace them. Replacement depending on species, need to look at purpose of trees (holding slopes), want trees to protect trail. Landscape architects can suggest species (slow growth and faster growth).

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions Session 9 19-Mar - 8:00am - 9:00am

Issues Identified through RSVP Response to Meeting

Development Concept

 look, design/style, building materials, energy sources, landscape proposed for 660 Belmont

Character

• chain stores, cafes or independent (small local) ones

Public Space

• space for cultural events

Height

• Building height - on what basis does "Building Massing" conclude the building should be 49m high. The architect couldn't explain this.

Bicycle Parking

• possibilities for bike traffic and parking

Belmont Village Mater Plan

• broader future vision of Belmont Village

Traffic

- The 'traffic calming' measures over the past few years in THIS IDENTICAL AREA of our neighbourhood have been substantial. This development will increase traffic in the immediate neighbourhood and it will be significant at specific times of each day. Why is the City & Region's transportation/traffic department not opposed to the size of this proposed development? Or have they not had any input into this? If not, will they?
- I would like to discuss the impact of the development on neighborhood parking and traffic.
- Belmont is a dead end street ending in a residential community. It does not "want" more traffic. The traffic report was done before Belmont was reduced to 2 lanes from 4 for bicycles

Precedent

- Will this development by the Zehr Group, if permitted, then set the precedent for the height
 of future developments along that side of Belmont? Especially since the same developer
 owns the immediate adjacent stretch of property, extending to the next corner across from
 Rexall Pharmacy. I.e. will the City/Region subsequently assume this will be an acceptable
 height for all future developments along that same side of Belmont? [we understand and
 have been informed the opposite side (backing onto Earl St) has a height limit of 4 storeys]
 In fact, we believe a height of 8 storeys is plenty for this declared 'urban corridor' since it
 is NOT at the same level of urban design as King St or other main streets are.
- We do not wish to see the Zehr Group 'back away' from this development as we believe they will do an outstanding job with it. And it is much more attractive to have a local developer involved on Belmont, than someone from out of the city, or worse, out of the

province. But we would like to see some 'give' on the height OR assurance, in writing, the height of 13 storeys will NOT be permitted anywhere else along Belmont.

Notification

Other than those who attended the Feb. 25 meeting, how is word of these discussion/focus groups being advertised to neighbourhood residents? Since the initial communication last August 2020 was only sent by the city to residents within 120m of 660 Belmont, which is VERY FEW residents, thus virtually no one knew of this, unless we were customers of Dettmer Tirecraft. That is how many of us learned of the proposed development. We believe it is only fair for all residents who walk to Belmont and use the business services within Belmont Village, should be notified. That would mean notifying residents from William to Park to Gage to Westmount

Parking

- Reduced parking for an upper income facility is a contradiction in logic. Two working adults probably need 2 cars.
- Grocery Store the "secret" and after the fact idea of having a grocery store on the lower level comes after the results of the 2018 traffic report and requests for reduced parking.

Laneway

• sale of the laneway property, size of the building and the negative impacts on neighbouring properties.

Official Plan / Zoning By-law

• Zoning - how is it that what we decided in 2012 and 2016, in the zoning, is no longer relevant

Public Spaces

• Green space - the aerial diagram of the property shows all concrete and asphalt with 2 or 3 potted treetops

Development Concept

• Climate Crisis - Kitchener has declared "Climate Change" to be a crisis. Seriously, how is this monstrous building helping reduce GHG by 8% by 2026. They didn't even consider LEED criteria.

Affordable Housing

• This is a rich person's housing. We have an affordable housing crisis. This increases the problem; it changes the income distribution in the Belmont community. It is condo purchasing, not rental housing.

Shadow

Parks and back yards are places people go to enjoy the sunshine and /or garden. How is
reducing an already expected and used natural resource for individual profit in the public
interest and contributing to community.

Discussion During the Meeting

- Q: Setting precedent of Belmont area. Are there plans that are limiting the other developments in the neighborhood?
- A: Each application will be looked at individually. The additional height will be looked at for example, positive aspects that it brings to the community.
- Q: Storey count is not a full measure of height. It is double the amount that is allowed (height). Residents who live on the East side there are shadows that will be affected.
- A: Yes, the application is for 5 more stories, but also double the height.
- C: Community gardens: important to others, need to consider.
- Q: How high is it compared to the neighbourhood tall buildings.
- A: Buildings around 50 metres in height are Queen/Margaret and the tallest tower at Belmont Trio.
- Q: Supporter of condo development. The City is in demand for supply in terms of housing. What is the goal in the number of condo in the area? How do you get there? Is it aligned with that?
- A: The City is not a home builder, so we rely on private sector to provide. We allow multiple dwellings at different scales across City. DTK tower it is 39 stories because the zoning allows high growth for residential. We identify Belmont on the east side because it is identified for growth. All together these different growth areas will accommodate growth in the built up area existing neighbourhoods.
- Q: It is hard to visualize this building. Neighbour has a software tool. A building near-by was 47 metres, just a couple metres shorter than the Belmont. The land is comparable because the land is lower.
- A: Queen Margaret building and the tallest Belmont Trio building are similar.
- C: Soft impact, there are mature trees.
- C: Doesn't blend in with the neighbourhood. Does not fit the area.
- C: 49m building is double the permitted height, too big to compliment streetscape. Concern about selling the laneway, for traffic entering and exiting the site. Inflating the height and mass of building. Insufficient parking. Site needs to be self-sufficient. Removal of 10 existing trees. Overwhelming negative reaction in the neighbourhood and majority of people are opposed.
- Q: There are errors in the Zoning By-law. Gildner Green has R-5 zoning, same as rest of the neighbourhood.
- A: The Neighbourhood Planning Reviews project for the broader neighbourhood will update the zoning to reflect the park use.
- Q: How long has the R-5 been in place.
- A: It was put in place with the Secondary Plans, likely in the early 90's. R-5 is a low density zone.

- Q: Errors in the By-law don't reflect the use of the properties. Are they mis-zoned? Please explain what you mean by Neighbourhood Planning Reviews project? Expected timeline? Request that the City strictly enforce 85-1 and remove the height allowance that threatens Belmont Village.
- A: The Neighbourhood Planning Reviews project is the larger planning project to update secondary plans and zoning for Major Transit Station Areas. The project website will show proposed land use designations and policies and zoning. The project is on hold until the Regional Official Plan review is completed showing new Major Transit Station Area boundaries.
- Q: Significant area concern is traffic. Have transportation staff reviewed? Are they in favor? Opposed? Input?
- A: Transportation staff have reviewed the application and report. There was not a requirement for a Traffic Impact Study, would have to exceed 100 trips in AM/PM hour. Since the developer has asked for parking reduction, they submitted a parking justification report.
- Q: Since they changed the crosswalks, there are issues (speeding, passing the light). Given the pre-existing issues, shouldn't there be some warrant for this? Major concerns on the development for the traffic. But in favor of the development.
- A: The City also conducts ongoing traffic calming and traffic monitoring programs for existing conditions.
- Q: Climate change concerns Kitchener 5 major projects. City wants to reduce GHG, so how is that implemented here? This development is not proposing LEED certification.
- A: The UDM has a micro-climate guidelines that will have to be addressed at the site planning stage. We require sustainability statements at site plan. We cannot require LEED.
- Q: Sewer system along the Iron Horse Trail. Present proposal, will the underground parking be an issue with the sewers? Will the drainage become an issue?
- A: The City's new storm water management criteria will come into effect with any new development. Clean roof top water is often infiltrated into the ground. Clean water may be infiltrated. Dirty water will be in the sewer system. There aren't any known capacity servicing issues. The geotechnical evaluations showed that only the elevator pit will be below water table.

660 Belmont Avenue West – OPA/ZBA Small Groups Discussions Session 10 19-Mar - 3:30pm – 4:30pm

Issues Identified through RSVP Response to Meeting

Building Height

- Building Height and Compatibility with the Neighbourhood & previous Design Plans
- the height of this development,

Traffic

• Traffic & Parking

Public Spaces

- Sunlight/Shadow
- Specifically, do your models that look at flows and number of spaces depend on returning back to normal (i.e.: no extended patios in Belmont?). I thought the provision to allow for more space for patios was a huge success this past summer and I think it's something the City should allow the business to do indefinitely.

Planning Process

- Overall direction of City Development & Process used to make development decisions.
- the development process,
- lack of accountability on the part of the City planning department.

Parking

• The key thing I'd like to talk more about is the parking + the extended patios for COVID.

Discussion During the Meeting

- C: Impact on gardeners due to shadows. Proposed driveway entrance is directly in front of Rock St., If I wanted to avoid the light at Belmont and Glasgow, I would use Rock St., traffic will be added, and parking as well on residential streets. Parking on site is not handled well. With COVID, we closed streets and had vibrant community, would love to see that more in the future, extended patios, remove parking; that idea will remove parking that developers are relying on.
- C: Concern with development is just too physically big for this site, in terms of impact on rest of village; 13 storeys is too high, base footprint is too large. In Toronto lots of fun small stores, other retail moved in and pushed interesting shops out; fear that happening in Belmont Village.
- C: Don't feel City is representing neighbours living in development areas, felt insulted at presentation.
- Q: Traffic/parking buildings have to deal with their own parking on site, assumption can't be made that side streets will deal with parking, want to understand requirement for new builds to provide parking; parking requirements of Commercial vs. Residential.

- A: New development requires parking on site that meets their demand. Minimum parking requirements are set out in the Zoning By-law as minimums. Commercial parking is 1 space /35 m2 of floor area. Residential parking is calculated by the unit. In the MIX-2 zone, requirement is 0.9 spaces/unit. The developer is asking for 0.8 spaces/unit.
- Q: How will the City deal with the issue due to insufficient parking? Will neighbourhood have to do parking policing as bylaws are complaint-based?
- A: Overnight visitor is allowed to be shared with commercial. Transportation staff review if parking reduction is appropriate and didn't feel parking would be issue.
- Q: How many stores? How much commercial parking will be provided?
- A: Depends on size; roughly 30 commercial parking spaces based on the proposal. Many parking spaces are below grade, most people may not know to park underground as a visitor so surface spots work well for commercial and visitor.
- Q: Height 13 storeys is unreasonable, can City tell us what they are thinking?
- A: We have received two applications. An Official Plan Amendment to allow 49m and 13 storeys and a Zoning By-law Amendment to allow the same. The Official Plan allows increase in height of 50%. The application is requesting 5 storeys more and almost 2 times the height measured in metres. We need to look at planned function of the City's Urban Structure.
- Q: Urban Design should be part of review; review Upper Belmont 2-5 storeys; how will you use these documents to guide your position?
- A: Urban Design is a guideline for implementing zoning. Urban Design helped to guide the Official Plan and new bylaw, but urban design is a guide, not a set of rules. Urban Design Manual not part of Official Plan, it is an implementation tool but it is separate, they are related but manual has sections we use to evaluate any development, compatibility to determine adverse effects shadow, compatibility.
- Q: Compatibility has a lot of room for interpretation. What do you look at?
- A: Must look at all policies and all interests and planning consideration before making a recommendation. Permissions exist in intensification areas that are needed to meet growth targets. The challenge is that many lands in neighbourhoods include low rise residential uses that are planned to remain, so we have Nodes and Corridors, MTSAs, and downtown which are intensification areas.
- Q: The pattern is the City to go along with every exception that developers ask for, only tiny changes happen. Only Mill St. is where a developer listened to concerns.
- A: Planners influence changes on almost every application through the development review process..
- Q: Why are there guidelines and planning documents when developer can make request for exemption? Assuming we are not upholding our criteria.
- A: We review all documents when we make recommendations. We have to think about the people that live there today and future residents. We need more housing and the City doesn't provide housing, private sector supplies housing.
- Q: How can developer make application in absence of land, reduced parking, over height requirements, no affordable housing, no LEED in climate crisis?

- A: The City addresses all applications where someone wants an exception to rules, we try to work together to find a balance. Planning staff work to process applications and influence changes based on comments and feedback.
- C: Developer is already selling these units before decision has been made.
- C: Developer owns low rise building just north of 660 Belmont, will we be back again when he wants to demolish those to make larger buildings? This building is first step in destruction of what we like about Belmont Village.
- Q: Does the City have plans to encourage development of Tire Factory on Strange St.? It is a huge parcel that could provide many units.
- A: We can apply land use designations to allow for redevelopment opportunities through the Neighbourhood Planning Reviews project. For example, the City introduced Official Plan policies, zoning regulations, and incentives to encourage growth downtown. There are site specific intensification opportunities to accommodate more density.
- C: City should encourage developers to reuse other locations that don't have such adverse effects to existing neighbourhoods.
- Q: What are next steps?
- A: We will prepare a fulsome response to comments, will write summary of all meetings with answers to all questions that were brought up.
- Q: Decision timeline?
- A: No meeting scheduled yet, need to see how things go with discussions. Members of Council will hear application recommendation at public meeting, you can speak at that meeting, will inform all of that meeting, hoping in about 3-4 months,
- Q: What are Councillors feeling? Will they support. They need to represent to us. Will you oppose?
- A: Councillor Chapman would not support this application as it is today, hoping developer will hear comments and adjust. Encourage you to speak as a delegation at the Planning and Strategic Initiatives Committee; email Councillors and they will pass that to other Councillors.

Councillor Johnston – hearing many comments, know where community stands, hoping for changes to development; looking forward to seeing staff report before deciding.

- Q: What staff report?
- A: Planning staff will prepare a staff report which will contain a recommendation on the applications and will present to Council. Ultimately Council will make a decision on the development applications at a public meeting.