

July 7, 2025

Re: A2025-064 - 82 Brunswick Avenue
A2025-065 - 82 Brunswick Avenue

Dear Committee of Adjustment members,

As a long-time resident of Brunswick Avenue, living at _____ for 16 years, and only moving due to two untimely deaths resulting in a move to the family farm in 2024, I continue to be part of Brunswick Avenue community.

I offer the following submissions for your consideration:

1. Inadequate parking

- a. While living on Brunswick Avenue, the property directly behind me was a triplex located at 296 Ahrens Street West. The parking is at the rear of the triplex and each unit has one parking spot. I conversed with many of the tenants over the years. For the 16 years I lived there, with the exception of maybe a year, there were three vehicles using each of the three parking spots.
- b. Although the above units likely had one parking spot listed in their lease, I find it hard to believe that six units, each unit having two bedrooms, will only rely on two parking spots. Without the requested parking reduction, a six unit building with four parking spots seems more realistic.
- c. In 2014 the City of Kitchener piloted a project in Ward 5 due to inadequate parking throughout entire subdivisions. The pilot program permitted vehicles to park on city owned boulevards, i.e. at the end of a driveway. In 2019, City Council approved a further pilot project for boulevard parking throughout the entire City. Attached is a summary of the changes that occurred at City Council on January 8, 2019. As long as certain requirements are met, boulevard parking is currently permitted in Kitchener.
- d. To me, the above is a strong indicator that many developments in the City of Kitchener are being built without adequate parking.
- e. The entire east side of Brunswick Avenue does not have a boulevard. The east side is where 82 Brunswick is situated. There is no option to park on a city owned boulevard. This means that there are only the two parking spots for six units, and short of future paving over the front lawn, the site will be limited to two parking.

2. Street Parking Impact

- a. Street parking is currently permitted on one side of the street. Brunswick Avenue is narrow and according to the Geographic Information system (GIS) used by the City, the pavement width is 7 meters (22.97 feet).
- b. Without adequate parking on site, the street becomes more congested with cars being parked on the street and then by-law has to be called (as a last resort) to issue tickets when the street is used as a driveway. This is not a developer issue because they are likely out of the picture, this is left to the neighbourhood to manage.
- c. More importantly, vehicles parked on the street become safety issues and sight line issues for crossing the street. With Giant Tiger nearby, Brunswick Avenue's one sidewalk on the west side of the street is well used.

3. 271-273 Hartwood Avenue – four units with insufficient parking

- a. This is a recent development around the corner from Brunswick Avenue, this development has four units. The proposed development is six. I have observed on countless occasions six (6) vehicles on the driveway and front walk; the front walk is used as a driveway. If vehicles aren't in the driveway the vehicles are parked on the street using the street as a driveway. Attached is a picture of the property from Google Maps.

4. Lack of Amenities

- a. The design does not incorporate garages or storage areas at the rear or the side of the property for bikes, waste, snow shovels, toys, blue box recycling, etc.
- b. In March 2026 the Region is moving to a cart-based collection system. The default (large) garbage cart is 68cm wide and 69cm in depth. The small black garbage cart and green cart for organics are 48 cm wide and 62cm in depth. Where will these carts go? Attached are the sizes of the carts from the Region's website.
- c. The rear yard setback requests should also be denied because every bit of green space counts for two semi-detached buildings with six units on a space 50 feet wide.

5. Trying to put ten pounds of sugar into a five-pound bag

- a. The developer is simply putting too many units on too little space.

- b. The developer's response to this Committee will be that "we are in a housing crisis" and use the phrase "missing middle". My understanding of the term "missing middle" relates directly to home ownership, being single detached or semi-detached homes with a little bit of green space. The proposed development are rental units and are not solving the missing middle.
- c. The developer could explore a four-unit building, being two semi-detached homes each with a rental unit that could help with mortgage payments. Or two semi-detached units with four rentals in total.
- d. The developer could also explore a triplex or fourplex on a single lot, there are lots of good options that the neighbourhood can support.
- e. Drive around or take a walk around the neighbourhood and you will see there are many well done multiplex buildings in the area and we welcome a thoughtful design for our future neighbours.

Request:

- To deny applications A2025-064 and A2025-065 as the parking reductions do not fall within the existing zoning by-law and do not represent good planning.

There are meaningful ways the City can increase density, but these two applications only serve the developer in maximizing profits at the expense of the community.

Respectfully,

Cory Shantz

Attachments:

Press release from City of Kitchener's website – January 9, 2019
Google Map Street View – 2023 of 271 Hartwood and 273 Hartwood Avenue
2026 Curbside Collection Changes – Region of Waterloo website

Council approves one-year pilot project that allows residents to park on boulevards citywide

Posted on Tuesday, January 08, 2019

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KITCHENER – City council passed a resolution for a one-year pilot project that permits parking on the paved portion of a boulevard (driveway between the sidewalk and the road) in Wards 1-4 and Wards 6-10 from now until March 31, 2019.

“In 2014 council approved parking on the boulevard in Ward 5 which has helped address concerns with limited parking in neighbourhoods,” says Gloria MacNeil, director of bylaw enforcement. “Allowing parking on boulevards during the winter months reduces the number of vehicles parked on roadways which helps our operations crews clear the roads, and keeps pedestrians and cars safe.”

There are some areas where boulevard parking is not applicable as there is not enough space for vehicles to park. The following standards outline where parking on the boulevard can occur:

- Vehicles, if parked parallel to the road, must be facing the direction of travel.
- Vehicles must not park on the landscaped or hardscaped portion of the boulevard or access the paved portion of the boulevard by driving over landscaped, or hardscaped portions of the boulevard.
- The vehicle must be fully encompassed on the paved portion of the boulevard.
- All tires must be fully on the hard surface.
- No part of the vehicle can overhang the sidewalk or the curb/road edge.
- Residents with abutting driveways must not overhang the projection of the property line.
- No boulevard parking will be permitted within 15 metres of an intersection.
- Only driveways providing access to single family, semi-detached and street fronting townhouses are applicable.

Learn more about [Kitchener's parking regulations](#).

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<https://www.kitchener.ca/en/news/council-approves-oneyear-pilot-project-that-allows-residents-to-park-on-boulevards-citywide.aspx>





Region of Waterloo

2026 Curbside Collection Changes

Overview

In March 2026, the Region of Waterloo will be changing to cart-based collection for garbage and organics.

The Region provides curbside collection service to approximately 161,000 single-family homes, duplexes, and 3-to-6-unit buildings, as well as 8,500 multi-family units and townhouse complexes that meet truck-access criteria.

Currently, most of the collection is done manually, by lifting waste materials and placing them into the collection trucks. By switching to cart-based collection, the Region will improve worker safety, operational efficiency, and cut down on waste collection day litter.

Download the Waste Whiz app to receive notifications on the cart rollout.

Come see the carts!

Waste Management staff will be out in the community at various events throughout the transition process.

Upcoming events are listed below:

- Waste Discovery Day: Saturday, 9 a.m. - 1 p.m., 925 Erb St. W. Waterloo, Gate #1

Cart selection

When will residents be able to select their carts?

For garbage collection, the large black cart is the default size. Residents will have the option to choose the smaller size in June and July. There is no selection for the green cart, which only comes in one size.

When and how will the carts be delivered to residents?

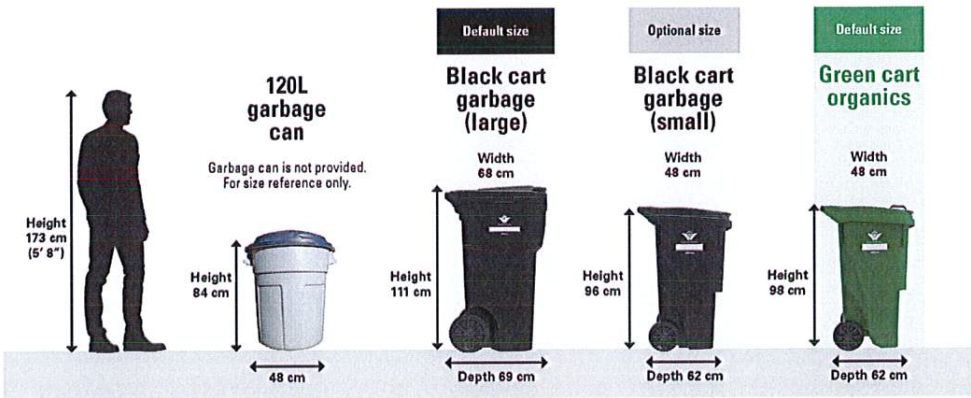
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Black and green carts will be delivered free of charge to all properties before March of 2026.

Information kits will be provided with the carts and include instructions and tips on cart usage.

Cart sizes

Below are the sizes and dimensions for the various carts available. The large black cart is the default size, and residents will have the option to choose the smaller size if they wish. There is only one size for the green cart and food scraps container.



The large black cart fits the equivalent of three full bags of garbage.

Measurements: 69 cm (D) x 68 cm (W) x 111 cm (H)

The small black cart is optional, and can be chosen by residents if they prefer a smaller size. It fits the equivalent of one full bag of garbage.

Measurements: 62 cm (D) x 48 cm (W) x 96 cm (H)

The green cart comes in one size.

Measurements: 62 cm (D) x 48 cm (W) x 98 cm (H)

The food scraps container comes in one size.

Measurements: 30 cm (D) x 22 cm (W) x 24 cm (H)

Food Scraps Container (Default)



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