

Resident and owner, Shanley Street
Kitchener, ON N2H 5N7

4 April 2018

Kitchener City Councillors and Mayor
cc: Waterloo Region Record, Kitchener Post, CBC radio Kitchener, neighbours

Dear city councillors and mayor,

I am writing to express my opposition to the planning staff's recommendation for approval of an Official Plan Amendment and Zone Change for Breithaupt Block Phase 3. Specifically, I strongly oppose the rezoning of 26, 43, & 47 Wellington Street North out of low-rise residential and into High Intensity Mixed Use Corridor. I believe that the zoning for these properties should follow the recommendations of the Parts Central plan, recently approved by council.

I am writing as a neighbour and property owner, but many of my arguments are drawn from my expertise as Professor in the School of Planning, University of Waterloo, and my expertise on the economics of residential land markets.

I am opposed to the zone change out of residential for the following reasons:

- I believe the change to a use that is incompatible with low-density residential will erode the integrity of that part of Wellington as a residential street. The project introduces a highly incompatible use that affects properties from three sides, on a corner with three existing heritage homes. These magnified negative effects will decrease the value of adjacent properties in residential use.
- At the same time, the rezoning creates a very dangerous precedent, which will lead to an expectation by owners of other properties on Wellington between Moore and Waterloo that their future rezoning applications will be accepted. This creates incentives for purchase of these properties for land banking, where properties are allowed to deteriorate (as low-quality rentals, or even empty buildings), until the perceived value of conversion is high enough to apply for a zone change. We have seen how "banked" properties negatively affect the neighbourhood already (Electrohome, Sacred Heart school, and 18 Guelph street).
- These combined dynamics leave additional residential properties vulnerable to decay and conversion. In Pac Man fashion, as neighbouring properties convert, the contagion of property value decrease and conversion risk spreads further into the neighbourhood. This effect has been seen in the Northdale neighbourhood in Waterloo over the last decade, where conversion of single-family homes to student rentals combined with construction of very high density residential has led to the complete deterioration of a single-family residential neighbourhood.

- These concerns are discussed in detail in the Parts central plan, page 21, section on "Conservation of Stable Established Neighbourhoods." This part of Wellington is identified as part of a stable residential neighbourhood. The PARTS plan notes that the inclusion of the stable residential neighbourhoods in the plan "recognizes their contribution and importance to the station area plan and provides a clear message that these lands are not the focus for redevelopment and intensification."
- The plan also highlights the importance of transitioning to protect low-density residential (p. 34) "Stepping back building mass should be used to ensure an appropriate built form transition between the higher density mixed use and the lower density residential."
- A block with a complete line of intact zoning, as recommended by PARTs is much more likely to be stable, as single-family residential homes would only be negatively impacted on one of their borders (and buffered by the laneway).
- Page 21 of the PARTS central plan also illustrates the maximum allowable height for its recommended zoning (14 meters for innovation employment and low density residential). The maximum heights recommended for approval exceed these by orders of magnitude.
- A different approach is possible for development in this neighbourhood, creating different incentives. For example the Zehr's groups Sixo proposal situates low-density residential along the stretch of Wellington that abuts the area recommended to remain in residential in the PARTs plan. This planned low-density residential has provided a signal to the neighbourhood that that section of Wellington will remain residential. Since that rezoning, several large heritage homes along Wellington and Walter have been undergoing renovation into high-end multiple apartment rentals, a housing product that research from my group indicates is scarce in the current market.
- The low-density residential zoning provides space for a housing product that is highly scarce in the current market. Research from my group shows that while many residential developers are planning residential development in the core, they are targeting young singles and empty nesters, and not families. Our renter's survey indicated high demand for medium-sized 3-4 high-quality bedroom rentals, especially for households with children. Finally, our interviews with Realtors indicate that the short supply of housing coupled with increasing housing costs has increased demand for mid-sized purchase options such as townhomes, row houses, and stacked townhomes. This location is perfect for such kinds of residential development, which are attractive to range of demographics.

This decision is critical for council, as it occurs at the transition between the Ontario Municipal Board and the new Local Planning Appeal Tribunals. Under LPAT it will be much more difficult for a developer to contest a decision that follows a municipality's codified planning and zoning. It will also be easier for neighbours to contest decisions under LPAT. However, if Council allows this rezoning, it will set a precedent that might diminish the ability of the City to make future decisions

consistent with PARTs and other collaborative planning exercises, and for neighbours to contest decisions that harm the integrity of their historic neighbourhood.

So far we have seen little explanation of why the planning department has approved a proposal that has substantial neighbourhood opposition and also contradicts its own collaborative planning process. Why would the city council approve a recommended plan, then turn around and almost immediately approve a proposal that contradicts this plan? And how can the city expect citizens to continue to participate in collaborative planning efforts, if the results of those efforts are ignored by Council?

Please vote to oppose the current proposal and to support the planning for these parcels that is recommended in PARTs.

Thanks very much,

Garett Stevenson

From:
Sent: Sunday, April 15, 2018 5:18 PM
To: Sarah Marsh; Frank Etherington; Scott Davey; Dave Schnider; John Gazzola; Yvonne Fernandes; Kelly Galloway-Sealock; Paul Singh; Bil Ioannidis; Zyg Janecki; Mayor
Cc: Garrett Stevenson; Della Ross; development@mhbpna.org
Subject: Responses to council and planning staff comments from April 9 plus proposed action items on Breithaupt Block 3 development
Attachments: BB_Phase3_Parker_15April2018.pdf; UW-LRT Realtor Report Final.pdf; UW-Renter Survey Report Final.pdf

Resident and owner, Shanley Street

Professor, School of Planning, University of Waterloo

Kitchener, ON N2H 5N7

16 April 2018

Kitchener City Councillors and Mayor

cc: Planning, Waterloo Region Record, Kitchener Post, CBC radio Kitchener, 570 news, Globe and Mail, MHBNA development committee

Dear city councillors and mayor,

First, let me express my appreciation to all of you for voting in favour of the proposed greenhouse gas reduction target. This vote reminds us that we all share similar core values and vision for our community.

I am writing to follow up on arguments offered in the April 9th city council meeting (**POINTS**) and to propose relevant action items for Council and planning staff.

POINT 1: Consultation with neighbours occurred that was appropriate and complete.

Planning staff excluded neighbourhood communication from consideration and communication to council. It appears that neighbourhood feedback that was offered at the January meeting and received in writing after that meeting was neither fully considered nor communicated to council. On my end:

- I clearly communicated my opposition to the rezoning of the Wellington street parcels out of residential at the January 9th meeting. This feedback was completely excluded in all communications and planning.
- Mr. Stevenson received my letter, forwarded here, from March 9th, which again clearly outlined my opposition to this rezoning and offered a potentially profitable alternative.
- My letter addressed to both you and Mr. Stevenson on April 4th was also ignored.

Other agency communication, such as from Scott Berry on March 9th, was included in the communication to council. *As neighbours we are now feeling that our feedback goes into a black hole.*

PROPOSED ACTION ITEM 1: The process should be revised such that all communications from neighbours are fully incorporated into planning and communication to council.

POINT 2: Some councillors, as well as planning staff, argued that the density and new zoning as employment-only was appropriate for this location, as such density would help meet provincial, regional and now local targets for active transportation access, which would contribute to carbon reduction goals. I offer the following points in response:

- The neighbourhood has also consistently supported higher density development at this location.
- In spite of comments to council, based on Mr. Stevenson's staff report to council, both neighbours and Mr. Stevenson recognize the applicability of the PARTS Central Plan, adopted by council, to this case. All acknowledge the plan's mandate that "stable residential neighbourhoods ... are ...not the primary focus for intensification." (Page 2-10,11,19)
- However, we have substantive disagreement regarding whether the proposed plan protects the stable neighbourhood. I argue that it does not.

Council may not be aware that the proposed bylaw change specifically excludes any residential use at the property now or in future. (page 2-13)

Special Use Provision 465U prohibits certain non-employment commercial and residential uses that are more appropriate for a mixed use corridor, providing further direction for innovation employment type uses. Prohibited uses include Commercial Entertainment, Conference or Convention Facility, Duplex Dwelling, Dwelling Unit, Home Business, Hospice, Hotel, Lodging House, Multiple Dwelling, Museum, Private Club or Lodge, Religious Institution, Residential Care Facility, Single

Detached Dwelling, Street Townhouse Dwelling, and Tourist Home.

In contrast, the "Innovation Employment" zoning proposed in PARTs says "In order to provide a transition between low-density residential land-use designation and Mixed-use and Innovation land designations, residential uses may be permitted on some lands, where it can be demonstrated that the residential use is compatible with the innovation uses" (page 24).

Why were residential land uses specifically prohibited on this parcel?

- The proposed zoning would prevent, for instance, Google from building accessible on-site housing for employees with mobility issues, or short-term housing for visiting scholars.

- If Perimeter group ends up selling this parcel and not developing it as planned, this highly restrictive zoning would reduce the flexibility, and therefore potential profitability, for another developer, potentially delaying redevelopment.
- *A mixed-use designation, including residential, would allow development of this parcel at a higher effective density without a height increase, as it would allow further reductions in parking. This would offer the best contributions to carbon reduction.*
- As I argued in my letter of March 9th, while 1-2 bedroom condos are not scarce, 3+ bedroom units are. This action removes land that would be ideal for, and highly profitable in, family-sized residential units and changes those lands to employment-only use. Families also deserve the opportunity to live in the CTC and use the transit system, rather than being banished to the suburbs. We do not need a more volatile residential housing market.

PROPOSED ACTION ITEM 2: Special Provision 465U be amended not to exclude residential uses on this property.

The neighbourhood feels that the proposed tower is too high. It is over 4 times the height of the PARTs recommended zoning and Breithaupt blocks 1 and 2. Therefore:

PROPOSED ACTION ITEM 3: 717R (b) be amended such that the height of the office tower be decreased to 48 metres, without increasing height and massing elsewhere on the property. This height would allow the same number of floor/total floor space, if floors were built at the standard 4 metre height. There would be no loss of useable employment space. If engineering studies supported moving more parking below ground, more opportunities to increase useable space could be found.

PROPOSED ACTION ITEM 4: Maximum height of the Perimeter Class A office space building at 345 King be increased by 15 metres in compensation.

(It is puzzling to the neighbourhood why the building on King Street is only 6 stories, whereas one in the middle of a residential neighbourhood is 12+).

POINT 3: Comments and questions by Council seemed to portray neighbours as NIMBYists who lacked a unified vision. This is absolutely not the case. As a neighbourhood, we support positive intensification efforts.

- SIXO has not faced the same opposition. While it is impossible to compare total numbers as we don't have them for this development, staff report that after the first SIXO public meeting, they received 5 requests for clarification, 2 in support, and 2 in opposition. In my view, SIXO is a better-designed project, with low-rise residential abutting residential, attractive and useable planned public space, attention to accessibility, and towers set back from the neighbourhood.
- From the staff report to council, counting both positive and negative comments, there were 6 supportive comments and 16 in opposition before the Jan. meeting. We also submitted 136 signatures of neighbours in the 4-5 blocks surrounding the development against BB3. *We are opposed to **this** development, not to development.*
- We know the McDonald's property is zoned for high-rise development. That parcel is a block further away from the residential, and a block makes a large difference for shadowing. However in consideration of this good point:

PROPOSED ACTION ITEM 5: Both shadowing and traffic studies for this development should be re-done, taking into considering all pending height and traffic impacts from other planned development adjacent to King from Victoria to Agnes.

Many reassurances were made that further concerns raised by neighbours, such as wind, noise, landscaping, and setback for the parking garage would be resolved at site plan time. We are not confident this will occur. Thus:

PROPOSED ACTION ITEM 6: A minimum setback established by the intersection of a 45 degree line from the rear/side property line of the adjacent resident residential properties to the maximum height of the parking structure be imposed.

- The current setback appears to be zero from the laneway border. We need only look to Midtown Lofts to see the negative effects of no setback from a laneway.
- A deeper setback would leave room for mature hardwood trees in the setback's landscaping. These would contribute to carbon reduction.
- The setback would preserve the opportunity for these residential landowners to develop their properties at comparable density in future.

PROPOSED ACTION ITEM 7: Neighbours should be engaged in substantive, good faith consultation at the site planning stage to address issues related to public space design, landscaping, wind, noise, and light pollution.

I will likely not be able to attend Monday night's council meeting, but I would welcome any other opportunity to speak with you further about these issues.

Thank you,

Dawn Parker

Begin forwarded message:

From: _____

Subject: Recent research of interest, plus suggestions for the Moore and Wellington parcel

Date: March 9, 2018 at 3:55:01 PM EST

To: cbeattie@perimeterdevelopment.com

Cc: sarah.marsh@kitchener.ca, Garett.Stevenson@kitchener.ca

Hello Craig,

I thought that you might be interested in recent research from my group related to rental housing markets and realtor perceptions. We also did a survey of residential developers in fall 2015, and I'm including a link to that research.

I have an alternative suggestion for the North part of the parcel at Moore and Wellington (the section currently zoned residential). As I'm sure you are aware, there is substantial concern about the proposed change of zoning for this parcel to accommodate office space. As someone who bought a house nearby, understanding the planned location of the intensification "yellow line," at that time, I'm really concerned. Before I elaborate on my reasons for that concern, I'd like to offer an alternative, that I think could be quite profitable and again identify you as a leader and innovator in the local land development community.

I suggest that the part of the parcel that is residential stay in that use, with a medium density residential designation, perhaps with a possibility for height bonusing in return for additional massing and/or accessible or other supportive housing units. This development could be connected to the office building behind it—essentially, the front 1/3 or so of the building would be residential, and the rest commercial. (This would also resolve issue with the loading dock location, as a residential building would not need loading dock service.)

What I envision is high-end, executive units for most of the development, with a substantial proportion of the units being 3-4 bedrooms and 1 1/2-3 baths. This is a product almost completely absent in the downtown market, and I have not heard of a similar development in the works. The units could be an amenity offered by the employer to attract and retain high-profile employees, as a way especially to assist relocating employees who have concerns about visas, foreign buyer taxes, or simply would like to get to know the area before buying a home. The location would leave them close to work, but also living in a (currently) lively and welcoming heritage neighbourhood, close to schools, shopping, and transit.

The strong message we are getting in all of our research is that there is a real scarcity of family-friendly housing, both rental and sales, in the core, especially in the mid-size, non-detached market. The interviews that we did with developers a couple of years back showed that few or none considered families to be their target market in the CTC. What we seem to be seeing now is a profusion of 1-2 bedroom condos in the CTC (perhaps to the point of being in danger of overbuild), but not the family-friendly units in the CTC—which the demographics of the area indicate are really desired. Our research also shows that, on the rental side, people are willing to pay more rent for units that are 3 bedroom and contain some private open space or access to high quality public open space.

Our research also shows (from 2016) a rental premium of about 7.5% in the CTC, as well as a sales premium of 3-4% for properties that border permanent open space.

For the development that I envision on your property, I think the premium would be much higher, as the park space on the North side of the parcel would provide rare frontage on park space in this neighbourhood. I can also envision a design of tiered units, perhaps in some sort of courtyard design, that would take full advantage of exposure to the park land, plus allow for private balconies and deck areas. (If it were me, I would also mirror the classic 1930s design of the brick apartments with deep, private balconies or perhaps the iconic art deco apartments on Margaret ave.)

Ground floor units could be accessible/visitable, providing a really attractive living option for Google or other employees with mobility issues, or providing an in-law suite for aging parents.

It goes without saying, as well, that if you were to provide some sort of affordable/inclusive housing as part of the development, the neighbourhood would be likely to view it more favourably, as this is a very high priority for this neighbourhood.

You mentioned that you didn't feel a development only on the back half of the parcel would be a large enough scale to attract the sort of tenant you hoped to market to. Again I suggest that you try to also acquire the McDonalds parcel. This could be developed with an over-road overpass to the commercial part of the Moore building, and perhaps another overpass to Google. That would also solve what is now a serious accessibility problem related to getting to the Google building from the new LRT stop. The grade is very steep and the turning angle also very acute. However, people with mobility issues could enter the McDonald's building, take an elevator up and cross over, and then exit the Moore building pretty much at grade to enter the current Google campus. (Zach Zehr's group is putting a lot of thought into how to deal with accessibility issues with Sixo, which is what brought the issue to mind for me.)

If the zoning is changed for the parcel and the office building constructed, it is predictable what will happen. First, in the immediate area, in Pac-man style, the existing residential properties will become much less pleasant to live in, and much less valuable. In all likelihood they will then be acquired by investors (who having seen one erosion of zoning will expect another to be allowed in future). These properties will be rented out for short-term income, but not maintained, as there is an expectation that they will be converted once there development value is high enough. The result will be that the heritage neighbourhood that is now so elegantly reflected from the Google extension will no longer be there. People working in these buildings will also be less likely to live in the neighbourhood, as they see it deteriorating. Therefore the value of your building as an employment location will also erode.

Heritage-character neighbourhoods like our are irreplaceable. We are happy to have the current Perimeter development in our neighbourhood, as it has increased the attractiveness of our neighbourhood and revitalized under-used heritage buildings. However, the success of this development does not justify the sacrifice of what remains of our neighbourhood. The city has done very careful planning, very recently, to establish the residential land use boundary. I'm offering a solution that would allow that to be maintained, while also allowing you to bring a unique product to the market, which would continue to position you as a leading innovative development, serving the needs of global companies, in the Region.

I would be happy to have a coffee some time to discuss more.

Thanks a lot,

Professor, School of Planning, University of Waterloo

<http://research.wici.ca/ugc/>

Resident, Shanley Street, Kitchener

Developer survey:

<http://hdl.handle.net/10012/11163>

Investigating realtor perspectives on the impact of the ION LRT on the real estate market in the Region of Waterloo

Justin Cook (j8cook@uwaterloo.ca), Dr. Jennifer Dean (jennifer.dean@uwaterloo.ca), and Dr. Dawn Parker (dcparker@uwaterloo.ca)

Executive summary

Researchers at the University of Waterloo School of Planning (Justin Cook, a master's student, supervised by Professor Jennifer Dean, overseen by Professor Dawn Parker) undertook an investigation into the perceptions of realtors regarding the impacts of the ION Light Rail Transit (LRT) on the real estate market in the Region of Waterloo. This qualitative research aimed to develop a deeper understanding of how the implementation of the LRT and changes in the central transit corridor (CTC) were affecting the real estate market in the Region of Waterloo. Real estate agents were identified and invited to participate in focus groups and interviews as key informants using a purposeful sampling technique, which sought to include the insights of Realtors from a diversity of client base, location, and brokerage affiliation. The qualitative methods employed in this study are intended to complement several of the quantitative research projects being conducted by the Urban Growth & Change Research Group. The findings of this research will ultimately benefit the Region and the research community by providing an understanding of the nature of the relationship between changes in built form, demographics and land value in the Region.

A total of 25 agents participated in focus groups, and 5 agents participated in interviews to date; with data collection on going. There was a broad range of experience among the participant real estate agents, which included agents with 2 years of experience to agents with 33 years of experience. All the real estate agents who participated in the study were active as agents or brokers in the Region of Waterloo. While several agents mentioned also working in nearby municipalities, most focused on the City of Kitchener and the City of Waterloo, and the surrounding townships. Agents were recruited as key informants to share the perspectives of their clients but in a few cases where appropriate, they shared their own perspectives as buyers, sellers and investors.

The data derived from the Realtor's perceptions indicated that the implementation of the LRT and the development of the CTC were influencing change within the Region's real estate market in several ways. The real estate agents generally viewed the LRT as positive for existing residents, while also helping Kitchener-Waterloo gain status as a "world class" city. Of note, the development of the CTC was seen as attracting a wide range of investors, who saw the LRT as a key piece of infrastructure that would further develop on the success of the "tech hubs" and intensify desirable lifestyle amenities. The LRT was also discussed as shifting the perceptions of the Region as it was described as acting as a symbol of a "world class city". Lastly, while the Realtors described long term residents as becoming more favourable of the LRT, they raised concerns that suitable housing was not available for aging populations, who were seeking opportunities to downsize and would benefit from the CTC developments.

Findings

Encouraging Real Estate Investment

The LRT was perceived by participants as reshaping real estate investment decisions within the Region. Residents from the Region and individuals from outside of the Region were described as interested in the LRT as it represented an investment opportunity in a growing but relatively affordable housing market (in comparison to Toronto or Vancouver). The land value uplift that has occurred in many cities throughout the world as a result of rapid transit infrastructure implementation was referenced by Realtors as a primary driver of investors' purchasing decisions. Access to the LRT was seen as a central concern for investors, as proximity to the LRT was understood as being a key predictor of future property value. The LRT development was seen as a driving international investment in the Region; however, this represented a small subset of investors. Instead, local residents and Toronto residents were discussed as being the major drivers of investment in the CTC. Local investors were described as seeing the potential value of property in the CTC, but not wanting to live there themselves, leading them to often purchase second homes within the CTC as investments. Toronto investors were, on the other hand, described as being interested in residing in the CTC, but often not until a later time when they would be able to transition their life there from Toronto, or when regional transit connections between the Region and Toronto were more consistently available.

"We're seeing investment, local people that are buying in uptown, or downtown just for investment purposes. I think the families, the 30 plus demographic, that are now looking for more investment opportunities, they realize [the CTC] is something they can grasp and they realize that's an up and coming area."

Influence on Development

The LRT was described as "transformational" by participants, who saw it as a key piece of infrastructure contributing towards the larger process of revitalization occurring throughout the Region. The growth of the Region as a "Tech Hub" was seen as a long-term project, with the universities and innovation districts serving as central features to attract corporate offices and high-tech employers. Realtors felt that developing the tech hubs in the CTC was more advantageous than previous efforts, such as RIM Park, because of the centralization and rapid commercial growth in the CTC that drew in prospective residents who would be moving into the Region for job opportunities. The LRT implementation was seen as enhancing the success of the Cities and Region in creating a desirable place for businesses to operate and people to reside. Several participants described how the clients who were interested in living near the LRT were often employed in the innovation districts.

"The LRT line is just unbelievable. There is great demand, near the hub there at Victoria and King, where you have the school of medicine, school of pharmacy, Google, Communitel, D2L, and new office of Deloitte. That is really a hot area."

Regional Image

Realtors perceived the transformations occurring within the Region as positively enhancing the area's image as "world class". The LRT was a key symbol of the Region's progressiveness, likened by agents to other global cities such as Toronto, London, Calcutta and Hong Kong.

Agents shared a common perception that the Region's focus on developing a strong technology hub served to enhance its status as "the Silicon Valley of the north", and helped attract young professionals and foreign professionals. The development of the "world class city" identity was discussed as differing from long term residents' urban identities, who were seen as more car centric and focused on single family home life. While these differing perspectives were raised as concern towards acknowledging existing communities throughout the development processes, the opportunities afforded to residents by the development of the CTC were understood overall as positive for the Region.

"Waterloo is a bubble... a city unto its own; as was Toronto in 1976 when Quebecois went into power, as was Vancouver when Hong Kong was going back to Chinese rule, as was Calgary and Edmonton in the 70s and 80s when oil and gas exploration became an option. And I think Waterloo is next. I believe that we're the next power center."

Lifestyle Choice

People who relocated into the CTC were attracted to the lifestyle opportunities that were made possible by the centralization of services and amenities. Agents stated that young professionals in the technology and education sectors were most commonly driven by the appeal of an urban lifestyle. Specifically, the walkability of the CTC played a significant role, as amenities and services were available in close proximity to employment and housing. Further, the increasing development in the CTC was considered to provide access to many of the services and cultural amenities that these professionals were used to having in other cities, such as Toronto or Vancouver, resulting in the Region increasing its competitiveness in attracting these professionals.

"[The younger generation] are looking at lifestyle first, and they're looking at living quarters as just that; where they go home and sleep at night... With the LRT you can expand on that, because that's going to have a huge play in this overall weight of their thinking... With each station there will be a lot of condos starting to pop up; just like Toronto, just like the Young and Shephard line."

"The people coming from Toronto, or other big cities are a lot more open to, or interested in the idea of proximity to public transit."

"People are becoming eco-sensitive. If you go back ten years ago the idea was more garage the better... not such a priority anymore. Some condos in the CTC are offering one parking spot for their larger units instead of two or three, and that seems acceptable. More electric vehicles, LRT goes along with that. People are really buying into that lifestyle."

Aging Population Needs/Wants

Aging populations were discussed by Realtors as a population who were expressing interest in and could benefit from the intensification in the CTC. Like young professionals, the increased access to services within walking distance coupled with the lifestyle and amenities offered in condominiums, was discussed as desirable for older adults looking to downsize. However, realtors shared that the existing housing stock in the CTC were largely unappealing to older adults because they were seen as too small (e.g., single-bedroom condos) or too costly (e.g., in some cases equivalent to the price of a single-detached home). This provided little incentive for older adults to downsize, which according to some realtors, contributes to a reduced stock of

desirable single-detached homes outside the CTC, which was perceived as a contributing to an upward pressure on home prices and unaffordability in the Region.

"Maybe if condos were larger, but to move from a 2,500 square foot [home] to an 800 square foot condo is a big culture shock. [Aging populations] want that evolution of going to a 1,500 square foot bungalow, and then maybe a condo."

"Even some of the older demographics, I think they are really looking forward to [LRT]. They are definitely buying to be close to it, not right on it but somewhat close to it, within a block or two. So it will be really good. I think it will impact [the Region] in a positive way."

Local Perceptions of the LRT

According to realtors, long-term residents' perceptions of the LRT were shifting from negative to positive. Construction was a central concern for local residents but was diminishing as major portions of the construction were completed. Long-term residents living outside the CTC were reported as unlikely to use the LRT as a means of transportation with the exception of students (both high school and university).

"What I'm getting from my clients, not all of my clients, but... the people who were born and grew up here are just not getting [the LRT] because they're North American; the car rules, they have families, and they're never going to use it."

Many participants compared the negative reactions to the LRT as being similar to those expressed in reaction to the development of the expressway (Conestoga Parkway), which is now viewed as an essential piece of infrastructure for the Region. These comparisons showed how Realtors perceived the LRT as a long-term investment in the Region, the success of which would become more apparent over time as residents became more reliant upon it.

"The expressway system was the forbearer to what we have now and [the LRT] is just another inclination that the Cities will survive because of the intuitiveness to get this project moving."

"Well when they started building the expressway in 1965, it wasn't being built for the drivers of 1965 it was for the drivers of 1975 and 1980. And the LRT isn't being provided for anyone in this room."

Connecting the Region

The LRT was described by many participants as a piece of infrastructure that would help to connect the Region of Waterloo with the larger southern Ontario region. Specifically, the LRT was appealing to a new market of residents who could now easily access GO train services that would connected them to Toronto. Combined with the relatively lower housing prices in the Region, the ability of the LRT to connect residents in KW to their employment in Toronto was discussed as a major factor influencing the influx of newcomers to the Region.

"In a real estate perspective, all the condos, the Google building... the Zehr group building; those are only there because of the LRT. They're looking at it as it's not just a north and south train, it's connection to Barrie, Hamilton, Niagara. All these places are going to have LRT that lead to these fast trains that all spine into Toronto. That's what [people are] investing on."

Within the Region, the LRT was seen as helping to bring together Kitchener and Waterloo as a more seamless urban environment and diminish the perceived socio-economic differences that exist(ed) between the cities. The implementation of the second phase of the ION into Cambridge was described as an important next step to tie the Region together as a unified whole.

"These cities are so close together, [the LRT] will unite the cities. The tri-cities will become one, it will be great."

Conclusion

The findings of this research show how the implementation of the LRT is resulting in dramatic changes throughout the Region's real estate market. The intensification of the "Tech Hubs" associated with the development of the CTC is helping to attract employers, real estate investors, and newcomer residents. By ensuring that the development of the CTC is guided by planning policy that is responsive to the needs of long term residents, most notably the aging population of the Region, there is strong reason to believe that the LRT will be celebrated long into the future.

The continuation of this research project will seek to further uncover how the development of the CTC is affecting residents' relationship with housing, and how LRT access and investment considerations are affecting home choice decisions. The data will also be used to build upon and/or substantiate the findings of several of the other studies being conducted in the Urban Growth and Change Research Group, including the recent renters' survey, the forthcoming buyers/sellers survey, and previous work done on developer perceptions and hedonic modeling.

Funding support from SSHRC grant # 890-2013-0034 is gratefully acknowledged.

Results of 2016 rental housing survey released by the Urban Growth and Change research group at the University of Waterloo

Dr. Dawn Parker (dcparker@uwaterloo.ca) and Xinyue Pi, MES (xinyue.pi@uwaterloo.ca)

Executive summary

Xinyue Pi's thesis "Exploring Rental Housing Markets in Kitchener-Waterloo, Ontario" is now published and available for download at <https://uwspace.uwaterloo.ca/handle/10012/12431>. Xinyue Pi completed her Master's in Environmental Studies in the School of Planning under the supervision of Professor Dawn Cassandra Parker. Dr. Xiongbing Jin served as committee member and Professor Kevin Curtis as external reader. From June to November 2016, we mailed invitations to a random sample of 2912 households renting in Kitchener and Waterloo to participate in a survey on residential location choice, renting experience and behaviours and perceptions towards the upcoming LRT, after which a total of 290 survey responses were analyzed. After a descriptive statistical analysis of the survey results, a multivariate hedonic statistical model was also developed to investigate the relationship between rental housing prices and corresponding household, residential, neighbourhood and behaviour characteristics. Such models statistically distill the independent influences of renter household, dwelling, and neighbourhood characteristics on rent. Chapter 8 of the thesis summarizes the main findings and discusses policy implications. We highlight some of the most interesting results of our study here.

The first lesson is that K-W renters are a diverse group. Our survey identified three cohorts, which have diverse and unique rental needs and preferences:

- **Families with children** are a target market for medium-low density dwellings, having a strong preference towards single-detached houses with a small to medium yard. These families both were more likely to live in single detached rentals, and also more likely to consider single detached homes as ideal. Further, their ideal housing size and number of bedrooms is higher than other groups. They prioritize school quality and accessibility to school in their location choices.
- **Retired households** currently in the rental market could be considered a target market for high-density dwellings. Most retired households survey respondents were living in apartment buildings at the time of the study. Generally, they prefer apartments to houses, and a patio, deck or balcony instead of a yard. (It is important to note that our other research identifies demand for ground floor units with some private open space for downsizers looking to buy rather than rent.) Important as rental price is, retired households are more concerned with residential characteristics such as central air conditioning, availability of parking and ease of maintenance. Ease of walking and minimal traffic noise are also regarded as important by responding seniors. Most senior households consider accessibility to retail and services, open space, urban center and distance to family/friends as important in their location choice decision.

- Most **student households** are aged 18-24 and living with a group of roommates. Similar to senior households, students are a target market for high-density dwellings as well. They generally prefer apartments to houses. They also prefer a patio, deck or balcony and small yard. While most 5-bedroom residences in the survey are occupied by students, student households generally prefer 2-bedroom and 3-bedroom residences. Students find ease of walking, school quality, accessibility to school and accessibility to bus stops very important. Student's high valuation of accessibility to transit and school is reflected in the concentration of student renters in the "Columbia/Lakeshore Neighbourhood", close to where two universities are located. Different from any other resident group, students are more frequent movers, and they account for most surveyed subtenants.
- Different household types are paying differential rents. Our survey data allowed us to add household characteristics to our hedonic statistical models. Results showed that families without children paid the highest rents, followed by households of roommates, one-person households, and households with children. Student households pay the highest rent, followed by employed households, retired households and unemployed households.

Some interesting results were seen across all rental groups:

- Affordability and safety were stated as important by all rental groups.
- In spite of the stated importance of affordability, many respondents reported that their ideal rent was higher than the rent they currently paid—across income levels. These renters generally desired larger units with more access to open space.
- There was demand for 3-4 bedroom units across all demographic groups.
- Renters did not express a strong preference to be surrounded by people like themselves in terms of income, education, or ethnicity. These results bode well for development of diverse communities.
- Most renters expressed neutral views towards the pending LRT—although many planned to use it, with the most frequently stated planned use being "social activities."
- There is a good proportion of renters who rent for convenience and flexibility and prefer just a balcony or no open space. In general, preferences for private open space are less for renters than we found in an earlier survey of owners of single-family detached homes.
- Interestingly, the vast majority of renters in our survey aspire to be homeowners in future, indicating increasing internal pressure on the housing market. Note this survey was 2016. We know that pressure is likely much higher now due to the inflation in the local real estate market. Many people who had hoped/expected to be able to buy a home in this last year find themselves still renting.

Further results related rents follow expectations:

- Higher numbers of bedrooms and number of bathrooms are associated with higher rental prices.
- A high-rise apartment is the most expensive to rent, followed by houses (single detached to row houses) and low-rise apartments.
- Rents were higher in the CTC by more than 7%, controlling for all other factors.
- It is important to note that the rents reported in this survey are likely considerably lower than current rents, as realtors report substantial rental price appreciation in the last year.

Collectively, these results indicate that a “one size fits all” approach to rental housing may not be appropriate. They also suggest that there may be unmet market needs for renters—in particular, rental offerings in the “missing middle,” that provide affordable, family friendly rental units of sufficient size with access to open space. Many renters may be willing to pay a premium for these offerings. For those renters, mid-density town homes or row houses near the core may be highly attractive. However, other renting families may be better served by more affordable mid-density housing outside the core, provided the options still have good access to services and schools.

Students, retirees, and working couples may all want high quality apartments—but the locations and amenities sought by these groups are different. For example, access to transit is currently critical for students, but less of a priority for seniors. Affordability concerns also differ between these groups.

What do we consider to be some of the policy/planning implications of our research?

- While still striving to protect heritage assets and existing residential neighbourhoods, consideration should be given to identifying opportunities to revise existing policies and zoning to increase the availability of mid-sized rental units (around 1500 square feet) with some access to high-quality open space. These opportunities could come in many forms—from facilitating more high quality duplex/income units, to finding opportunities to repurpose under-utilized land in the core areas for medium density housing, such as stacked town homes with common open space. Inspired examples of these housing forms already exist, inside and outside the core areas.
- If data could be compiled, it would be useful to examine the size and number of bedrooms of units currently in production. Given our research, it seems that smaller 1-2 bedroom units with little or no private open space may be currently oversupplied, relative to larger units with good open space access. It may also be worth investigating opportunities to transform some currently oversupplied housing types to those more in market demand.
- Beyond policy, high quality information generally improves the functioning of markets and allows adaptation to the forces of supply and demand. Our research is publically funded and is conducted in consultation with government and industry partners. We

hope that the information we provide will help contribute to a well-functioning rental market.

- The new LRT will certainly improve the quality of transit experience for those living in the central transit corridor. However, newly implemented and planned express bus services routes are also increasing accessibility and quality of transit experience outside the core. The survey results support current efforts to develop higher-density mixed-use nodes outside of the CTC. We believe that rental markets should look toward these opportunities to balance affordability with demand for larger units.
- In Professor Parker's view, although the research illustrates that many renters would ideally prefer to live in single detached housing, the results do not justify opening new lands for development. Separate studies by other authors show there remains sufficient buildable land, and the costs of further sprawl—high infrastructure costs, traffic congestions, and loss of agricultural land and ecosystem services—in her view far outweigh the benefits of new low-density housing.

It is important to note that our survey respondents had higher levels of education than average. "Less than high school" and "high school only" are underrepresented. This likely means that our survey does not reflect needs of the lowest-income renters. We know that our cities face a substantive rental housing affordability problem—but we direct the reader to other experts and studies to best shed light onto those issues.

Funding support from SSHRC grants # 410-2011-1340 and # 890-2013-0034 is gratefully acknowledged.

Garett Stevenson

From:
Sent: Friday, April 06, 2018 12:27 PM
To: Garett Stevenson
Subject: Breithaupt block

Hey Garett, I'm just writing you in support of the proposed building beside Google. We need to intensify downtown and save our farmland. I say build up!

36 Blucher St

Garett Stevenson

From:
Sent: Tuesday, April 10, 2018 1:15 PM
To: Garett Stevenson
Subject: Re: questions arising from Monday night meeting

Garrett,

I'm very disappointed that BB3 is so very different than what is included in PARTS after extensive public consultation. I wish that a smaller building had been negotiated.

I recognize that it is now too late and so will not be getting active on this issue. So don't bother answering my questions.

I do hope though that in the future PARTS plans can be more influential even before they become official.

Sincerely,

On Tue, 10 Apr 2018 at 3:39 AM,
< wrote:

rrrett,

I attended Monday night's meeting to listen and learn.

I've since read the report and I have some questions. I don't believe they are clearly answered in the report at least for a non planner. If they are, you could point me to that portion of the report.

1) What does the currently applicable zoning in place for the site allow to be built there? Especially in relation to height and FSR.

2) Why recommend the High Density Mixed Use? Why is that better than the Innovation Employment that is in PARTS Central? Or the Innovation District which covers the rest of the Breithaupt Block development? Or even a lower density mixed use designation?

Garett Stevenson

From:
Sent: Monday, April 16, 2018 6:14 PM
To: Garrett Stevenson; Sarah Marsh; Mayor; Scott Davey; Dave Schnider; John Gazzola; Yvonne Fernandes; Kelly Galloway-Sealock; Paul Singh; Bil Ioannidis; Zyg Janecki; Frank Etherington
Subject: Breithaupt Block Development

Hello Councillors and Mr Stevenson,

My name is . and I live in Kitchener's Midtown, a few blocks from this development. I am writing this email to voice my concerns regarding this development.

1. My understanding of the PARTS planning process was to help guide council in situations such as this. To help integrate development along the transit corridor for residential areas. My frustration comes from seeing council completely disregard it. What's the point in developing a process, spending time, money, and effort on it, if a guideline isn't going to be used.
2. The City put a planner on this project to work with the developer to create a plan that would fit with the look and feel of the current neighborhood. The point would also be to transition to residential use.... The tower is 4x the height of the max in the PARTS plan. How could that possibly be in the spirit of the PARTS plan? When you spend enough time working on something you will become biased about it. I believe that for Mr. Stevenson to even provide an opinion on this matter is actually a conflict of interest because he has a vested interest in seeing this development move forward. Moving forward it is my opinion that you should refrain from asking his opinion about its conformance to the PARTS plan because it is biased.
3. As far as i could tell, there has been absolutely no consideration to traffic planning. The streets surrounding this development can barely handle the current traffic load... this proposal combined with the development planned for the ODC land parcel will substantially increase the volume of traffic. Frustrated drivers trying to use the main arteries around the development will seek the path of least resistance - which would be the smaller roads. These smaller roads are home to hundreds of young children who play throughout this neighborhood, street hockey, easter egg hunts, cycling etc. This will pose a significant hazard and threat to their safety.
4. Our Councillor has declared a conflict of interest. This puts our ward at a great disadvantage because we no longer have a voice on council. No one to advocate for us. At minimum we should be appointed someone in the interim that can advocate for us and that receives the same voting authority as our Councillor would have. Without this consideration, I believe that the process is not democratic or fair.
5. As has been repeatedly voiced, the residents of this neighborhood are not opposed to development, but they want a development that makes sense for this neighborhood. One that transitions in use, and one that the people can be proud of. Instead of listening or even hearing our voices, council has turned away, and turned their back on their constituents. I am disheartened by this process. This is not the way to build civic engagement.

In closing, my only remaining belief is that Council is blinded by the revenue and the prestige of catering to Google. I believe you are selling out the people who live and work in midtown for people you don't even serve.

Thank you.

43 Delisle Ave, Kitchener, ON

April 16, 2018

Resident, Owner in Mount Hope
Waterloo Street, Kitchener N2H 3V9

Mayor Vrbanovic and Kitchener City Councillors
200 King Street West, Kitchener, ON
cc. Garrett Stevenson, Mount Hope neighbours

Dear Mayor Vrbanovic and Councillors.

I am writing this letter in response to the Breithaupt Block Phase Three (BB3) decision taken at the Planning and Strategic Initiatives Committee meeting on April 9, 2018. I will attend tonight at the April 16 2018 Council meeting to present this delegation in person. The comments expressed in this letter are based on a great deal of discussion and communication with neighbours over the past week.

I want to express my deep concern about the community engagement process we have experienced as neighbours over the past 7 months, which has highlighted some areas for improvement. Residents feel they were not heard and, as such, I recommend that Council direct Staff to conduct a full review of the BB3 engagement process, with respect to its own Community Engagement Framework. I recommend this review be conducted by a small group including staff, 3-4 residents and 1-2 Councillors.

Mr. Stevenson's staff report from April 9, p2-19 indicates that residents were engaged via the "Inform" and "Consult" levels of the City's own Community Engagement Framework. The third and fourth levels, as you know, are "Collaborate" and "Entrust". We identified some very specific challenges within each of the areas of Inform and Consult.

Inform = "We will keep you informed by providing information that is timely, accurate, balanced, easily understood and accessible."

1. Information that is timely

Yes, people received advance notice of meetings in October 2017 and January 2018. **However, we simply need more time.** New developments are a steep learning curve for many residents. It's a slow and tedious process that involves reading 100s of pages of documents, summarizing for other neighbours so that we can ask questions of clarification and so that we can share it through neighbourhood blogs and emails. It involves knocking on doors and dropping flyers in mailboxes. It involves fact-checking and conversations with staff & Councillors to interpret and re-interpret proposals and feedback. As projects change, it involves circling back to re-engage all of the same people to discuss changes, implications and impacts. We even use our neighbourhood

chalkboards (funded by a Love my Hood neighbourhood matching grant!) to publicize meetings and consultations. (they are very effective, by the way). It involves endless emails and gatherings of small and large groups to decide what, if any action people would like to take. This is messy work and it's never a linear process. A seven-month engagement period might seem 'long' to the developer but it is lightning speed to residents. As a result, neighbourhood responses may look uncoordinated or lacking in consistency, which is certainly not the intention.

2. Information is easily understood and accessible.

Planning and development processes are complicated. **However, we need plain language documentation of proposals and plain language presentations during neighbourhood meetings with planners and the developers.**

Documents for this project were not easily accessible. They were in multiple places on the website, sometimes buried in agendas and minutes, sometimes only found via a link provided in an email from staff. The recent Staff Report associated with BB3 was released in a time frame that left residents with very little time to read, get clarification, discuss and formulate responses. No one knew it was available to residents until shortly before the April 9 Committee meeting.

In addition, two 2-hour public meetings are woefully insufficient on a project of this significant.

3. Information is accurate. Information is balanced.

If by accurate, you mean technical, then yes, accuracy in spades! Let's keep the accuracy and find some more room for plain language. There are great examples to learn from in other municipalities.

Residents do not feel the Staff Report provided a balance or complete reflection of resident comments and feedback from the two neighbourhood/public meetings. See below re: Consult.

Consult = "We will inform you, listen to you, acknowledge your concerns, and provide feedback on how public input influenced the decision."

1. Residents do not feel heard.

As evidenced by the fact that some residents do not see their comments or emails included in the Staff Report. There is a selection of resident comments sheets from the October Neighbourhood Meeting included in the report, along with Department and Agency comments. However, some residents do not see theirs included. How many were not included? Who decides what gets included and what doesn't? Are emails to Councillors included or only the comment sheets?

As for the January Public Meeting, the Staff Report states "Responses and comments identified during that meeting were largely considered in a revised proposal."

The Staff Report does not indicate any stats on attendance at public meetings or the volume of feedback. We have no way of knowing, did Councillors ever see the full complement of resident feedback? What if there had been 400 individual pieces of feedback about this particular development proposal; how would Councillors know the accurate level of feedback received?

2. Feedback on how public input influenced the decision

It was made very clear that public input had an influence on some changes to the proposal. (Setbacks, stepping of the building, parkette) It was also clear that public input had no influence on the primary concern about the height of the building adjacent to an established neighbourhood and the concern

We can make this process better and less painful. We know there is more development coming in and around our midtown neighbourhood. We're going to be working together on new developments for the foreseeable near future. Improving the engagement process will help to re-establish trust between the City and the neighbourhood and make it better for other core and near downtown neighbourhoods.

The short story is this: We're not going anywhere; we still live here because we love it here. We are engaged. We are collaborative. We demonstrate leadership. We are supportive of compatible development.

In fact, the past 7-10 years alone, residents and the Mount Hope Breithaupt Park Neighbourhood Association have actively participated in no less than 15 municipal and regional planning processes:

- LRT & the Central Transit Corridor
- Weber Street widening & the Wilhelm crosswalk
- Electrohome building at 152 Shanley Street
- PARTS Midtown (where we even held a resident-led walk to engage more people in the process)
- We're a RAIN Smart neighbourhood (where the City is a partner together with REEP & have a volunteer advisory committee)
- RIENS (one resident on the steering committee)
- Sixo Midtown
- Tall Building Guidelines
- Spurline Trail
- Transit Hub
- Pedestrian access to the Transit Hub via Waterloo Street
- Love My 'Hood
- CROZBY
- Residents have started a development committee to help coordinate our efforts to track & engage with the fast & furious pace of development projects around us.

- For 9-10 years, residents have led Jane's Walks designed to facilitate walking conversations about our amazing neighbourhood. Last year's walk on intensification was led by two neighbours and our Ward Councillor, with guest appearances and input from the developers associated with the properties we visited. We are making efforts to engage directly with developers in a constructive, relationship-based way.

I want to re-iterate, **we are engaged** and **we are supportive of compatible development**. We also want to ensure that policies designed to protect established neighbourhoods in the core are used to their full effect by Staff and Councillors. We see it as our civic responsibility to hold our representatives accountable for the work that residents have also contributed to.

To close, our capacity and skill for organizing is improving with every process we work on. Other core and near downtown neighborhoods are drawing on our model to start their own development committees. Now is the time to establish better engagement for planning processes that are keeping Staff busy.

We look forward to working together today, tomorrow, next week, next month, next year and the year after. We're here.

Thank you for your time and thoughtful attention.

Best regards,

Garett Stevenson

From:
Sent: Friday, May 25, 2018 1:04 PM
To: Garett Stevenson
Cc: Sarah Marsh; Frank Etherington
Subject: Re: Breithaupt Block Phase 3 - Revised Development Concept

Hello Garett, Sarah & Frank,

Yes, indeed.

The minimally complete and accurate graphic depictions I have set out are required in order to fulfill the minimal ethical code standards set out by your profession to balance the community interest and individual interest in the evaluation of a proposal of this kind.

Please assure that these standards are met in the future submissions.

Yours sincerely,

On Fri, May 25, 2018 at 12:06 PM, <Garett.Stevenson@kitchener.ca> wrote:

Hello

The revised development concept on the website refers to the revised concept that was previously submitted to Council (revised from the original application). The updated revised concept, which is still being prepared, will hopefully be received and posted very soon.

I will send out another email to let everyone know when the website has been updated.

Thank you,

Garett

Hello Garrett, Sarah & Frank,

I have just now looked at the revised scheme.

1. The shadow studies contain obvious glaring errors.

2. Two full block large scaled cross sections cutting through the proposed buildings and buildings existing on adjacent properties,

and streets - one from Moore to Waterloo looking east and one from Wellington to Breithaupt looking south are required

as standard, minimal, professional depiction of this proposal in its planning context.

Sincerely,

On Fri, May 18, 2018 at 11:52 AM, Michael Brisson <go.brisson@gmail.com> wrote:

Hello Garrett, Sarah & Frank,

It is always great news when a move toward understanding or compromise takes place.

Better communication always helps, but having made note of the motion passed at the last council meeting,

I would like to suggest an approach which I has been very useful and successful in resolving these situations

in my past experience: that of clear communication based on accurate, professional measurement and documentation.

Rather than so much a problem of a lack of the proponent and staff failing to present the proposal in "lay"

terms to citizens, what we have seen is a lack of clear documentation & graphic representation of the project

to a minimum professional standard by the planning consultant & a lack of staff either demanding a minimum standard

of fellow professionals or at least pointing out to council & citizens that the material presented is lacking in a minimum standard of completion, clarity & measured accuracy.

In concrete terms, no clear discussion of this or any urban design development proposal can occur without the **minimum**

professional documentation of :

1. Full Site & Site Context/Full Block Cross Sections at a large, detailed scale showing human, vehicle & plant detail.
2. Fully accurate & complete black shadow studies with date, time, altitude & azimuth specified on each.
3. Detailed charted floor area/site/parking & F.A.R. ratios on the drawings vis a vis bylaw revisions requested.
4. The project shown in the context of known proposed & zoning permitted possible other projects within a radius of 500 metres.

Clear depiction is essential to understanding. A lot of lost time & anguish has taken place, for no good reason.

Please do what you can to foster understanding at this next stage of your deliberations by requiring complete accuracy.

Sincerely,

Notes for planning meeting May 29, 2018

[why no mention]

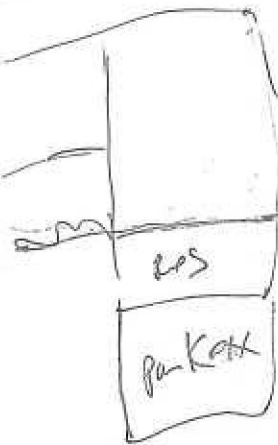
- Why does the proposed bylaw exclude all residential uses?
- What is the justification for the change of zoning for the Wellington parcels out of residential and into mixed use?

• ~~Scary~~ Crazy

Concerns/suggestions from others in the neighbourhood:

Assurance through the Site-Specific Zoning By-law

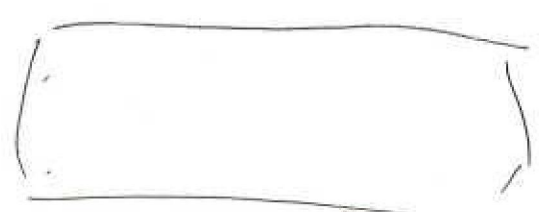
Site specific performance requirements (provisions) is the best way to give both the city and the public assurance about what will be built on the site. Garrett Stevenson/the City is recommending a number of these, including a cap on the building height, floor area ratio, and setbacks from Wellington Street. However, there are a number that we recommend be either revised or added for improved assurance and (more importantly) built form compatibility with the adjacent low rise area.



1. Reduce the maximum height permitted from 60 metres to 48 metres. We are not aware of another mid sized municipality where an 18-20 storey building is appropriate directly across from (and beside) lands with a maximum height of 10 metres (aka a designated low rise residential area). A more appropriate height transition based on best practices is in the range of 20 - 30 metres (or a 6 to 8 storey building).

2. Introduce a minimum building setback from the laneway. Although the current setback requirement is 0 metres, you can go out to see and feel what this is like at the back of the MidTown Condo project at Louisa and King. Its far too aggressive a setback from what is a low rise res laneway. The 0 metre setback was originally introduced to allow single family garages to be directly off the laneway. The intent was NOT to allowed 6 storey buildings (parking structures in this case) directly adjacent to the laneway! It means that during construction and for any future exterior maintenance to that building, they will encroach into and possibly block entirely the public laneway. This 0 metre setback should be increased.

3. Increase the building setbacks from Wellington to reflect those setbacks shown on the conceptual site plan that was submitted with the application. The site specific setbacks that staff has recommended from Wellington Street (being something like 15 metres for the first 21 metres of a building and 30 metres for any portion of building taller than 21 metres) are smaller than those on the plans. The setbacks should reflect the conceptual site plan, otherwise the building could be moved closer to Wellington Street and that open space 'parkette' could get much narrower.



4. The minimum landscape open space (LOS) in the MU-3 zone is only 10%. However, the conceptual site plan presented with this application shows much more landscape open space than that. We recommend that a site-specific landscape open space requirement be included that reflects the amount of open space the developer is showing to the public, and no less. We caution that if this is not included, the developer could legally reduce the LOS to 10%. Staff has said a number of times that this can be controlled at site plan, but unless its written into the by-law, it can be changed.

5. If in fact the developer promises the community a certain amount of community space within the building, again, write it into the by-law. Make it a legal requirement. Otherwise, the developer can simply back out of that.

Other Considerations not for the Zoning By-law

There are a number of other aspects of the proposal that we feel warrant at least a recommendation in the staff report to give further assurance that what will be built is consistent with what is discussed and/or shown on the plans.

1. Extension of a Public Laneway. Based on the staff report, we all are aware that the southern third of the laneway between Waterloo and Moore Ave is recommended to be deemed surplus and sold to the developer. However, no plans appear to be in place to require the developer to give the City a piece of their land for a public laneway extension (out to Wellington Street). The staff report should makes a clear recommendation (which Council should endorse) that the developer be obligated to provide an easement to allow public access over their land for that laneway extension, otherwise it simply might not be done. Waiting till the Site Plan stage to secure this easement is not a guarantee to the public. As a side note, the developer should also be required to resurface the entire laneway from Waterloo to the edge of the development. Its in horrible condition right now and would surely get worse after they are done with construction.

2. Public Access to the Parkettes. Based on the plans and the staff report, there are 2 parkettes proposed. The more substantial one is along Wellington Street. It is described in the staff report as being privately owned with public access. The staff report should make a clear recommendation that the developer be obligated to provide easements over these parkettes to give public access, otherwise much like the laneway easement, it might not be done. Again, this should not just be something that staff hope is secured at the site plan stage. There is no legal mechanism to require it. At least a staff report recommendation puts it on the record.

Garett Stevenson

From:
Sent: Thursday, May 31, 2018 12:24 PM
To: Garett Stevenson
Cc: Alain Pinard; Sarah Marsh; Della Ross; development@mhbpa.org
Subject: Re: When might the revised concept plans be available?

Thanks. Since you are likely busy re-writing a bylaw or such, here are just a few thoughts that have been percolating since our productive discussion earlier in the week.

I've been trying to think of a good solution to the problem of the re-zoning of the parcels on Wellington out of low-rise residential and into high-density mixed use.

My first suggestion is that these parcels get a different re-zoning than the other parcels. This should be feasible, while still allowing the nature of development that seems to be illustrated on the new concept plans (based on a quick scan).

It looks like (correct me if I'm wrong) the max height of the proposed developed up to the location of the current laneway is in line with what would have been recommended by a combination of the Parts (14.5 meters) and Crosby bonus provisions for similar parcels (with density bonus for blue/green infrastructure, which sounds like is something that is likely to happen, given the Leed Gold aspiration, and the hopeful involvement of neighbours in the parkette design.) So what I would suggest is a separate zoning bylaw for that parcel along those lines.

As I was walking home, I was thinking about my hope for a cafe like Public on Frederick. What is the zoning on Frederick between roughly Centre in the Square and Bruce? Whatever it has lead to the original housing built form being maintained in large part, if repurposed for small businesses. This would certainly be a reasonable outcome along Wellington, one which would provide appropriate buffering and protection for our neighbourhood. It would also allow some of the retail to be moved to the Wellington side (looks like it could be moved without loss of office floor area), which would support what I thought was a brilliant suggestion on your parts to have cafes/pubs with patios bordering the parkette. That would be an absolutely premium space for any food and drink establishment, and would be a prime location for people in the neighbourhood who have aspirations to open breweries and/or cafes to put in a bid.

To my mind the most important point from a neighbourhood protection perspective is that there is a clear signal given that Wellington zoning will remain low-rise, hopefully followed by a formal new bylaw for Wellington from King to Duke as soon as possible.

Hope these thoughts are helpful.

My initial reaction to the height reduction is positive. It seems to be in line with my suggestion before the last council meeting, which also was supported by a group of others in the neighbourhood (and came from someone other than me).

The lack of setback of the garage and relocation of the loading dock will likely be a point of disappointment in the neighbourhood, to put it in a Midwestern way. And I'm sure our professionals in the neighbourhood will have a lot of feedback after careful analysis of everything.

I have a short meeting with Craig tomorrow morning, too.

Thanks!

Garett Stevenson

From:
Sent: Tuesday, June 05, 2018 7:28 PM
To: Garrett Stevenson
Subject: BB3

Good evening
Thanks for the little open house tonight.

Overall I'm supportive of the revised plan.

I understand the concerns of my fellow neighbors and I might feel differently if I was immediately next door. It is difficult living beside a tall building.

I live a few blocks away and from my perspective I feel the building will be a good addition to the neighbourhood. I appreciate the quality and design of the building itself and recognize the need for higher density close to the future transit hub.

On the topic of public engagement I overheard a few people at the open house having a hard time understanding the subtle changes on the drawings. I don't know how you could show more -maybe they were too afraid to ask questions of staff.

There might be larger questions to ask about the whole topic of what a public engagement process could look like but that is likely something to chat about another time.

217 Waterloo Street

Garett Stevenson

From:
Sent: Wednesday, June 06, 2018 4:52 PM
To: Garett Stevenson
Subject: Re: Breithaupt Block 3

On Jun 6, 2018, at 4:48 PM,

> wrote:

Dear Sarah and Garett,

I have lived in this neighbourhood for 25 years. As mentioned before I have studied and made paintings of this urban neighbourhood for 15 years.

Firstly this project location is not on King St or Victoria where for me the height would be fine. It is surrounded by a residential area with a historical factory retrofit as its projects basis and beginnings.

The height of the proposed building will also cast a large, long shadow in winter for almost 2 blocks in the afternoons. I am a SAD sufferer in winter along with a few others that admitted this and asked for help in the meeting in January. Being in shade of this factory totem will affect me in winter. The repositioning of the tower is commendable but not really making a noticeable difference to us, the neighbours. . I suggest 6 floors maximum would solve a lot of the neighbours concerns.

The proposed factory high ceilings are not environmentally efficient, as the glass will let out heat in winter and the cool of the air conditioning. It also will let its interior light pollute the surrounding neighbourhood as we see the first Google building doing now. Except that this building will pollute into 3 sides of this residential area not just one. I don't understand why blinds to stop light pollution at night can not be installed. One person working was lights on the whole floor or staircase as in the Google building effecting the lives of many neighbours. I don't understand why this allowed in a building surrounded by residential houses.

The construction on King for the ION provided us with a lot of dust. The prevailing wind comes to us from the south, along Victoria, through the gap at Moore and King St. were we already experience high winds without a tower to accelerate it. Are there any wind analysis being presented with is project? Are there any dust barriers being considered to address the making of construction dust particulate?

Appreciate the opportunity,

Thanks,

83 Louisa St

Garett Stevenson

From:
Sent: Thursday, June 07, 2018 2:41 PM
To: Garett Stevenson
Cc:
Subject: Feedback, Brihtaupt Block Phase 3 - Revised Development Concept

Hi Garrett,

Thank you for hosting this consultation meeting Tuesday. I'm wondering if the city still looking to receive feedback from neighbourhood residents on the revised concept. I understand the purpose was to verbally discuss/negotiate changes at the event but I didn't see any opportunity for residents to provide their feedback in a more formalized fashion.

If written information is being gathered, we would like to indicate our support for a maximum building height of 6 storeys to better integrate with the height of the predominantly single home residential neighbourhood surrounding this property.

Kind Regards,

41 Louisa Street,
Kitchener

Garett Stevenson

From:
Sent: Thursday, June 07, 2018 7:24 PM
To: Garett Stevenson
Subject: BB3

I was looking at the site plan again in more detail. It would be great to see a bit of a setback in the laneway behind the garage in order to get a sidewalk as it will be a walkway for people but also there will be a lot of cars

A living wall would be super too.

thanks

217 Waterloo Street Kitchener

Garett Stevenson

From:
Sent: Tuesday, June 12, 2018 1:04 PM
To: Garrett Stevenson
Subject: BB3 feedback

Garett: I have looked over the proposed changes and am happy to see the height reduced. It is nice that Perimeter have made this effort. I have a few concerns:

1. the "crooked" lane from Breithaupt to King (I believe) shows two way car traffic but we know it will be used by pedestrians. So I believe it is important to have a safe sidewalk.
2. the garage seems the same as before. Rather monolithic. We have been told it will be "nice" but what does this mean? Some details would be "nice" to have.
3. The garage has an offset of less than a metre from the edge of the property. This is very small considering its height. Can we not reduce the size? One of the planners on our Development Committee remarked that the driving lanes in the garage looked very large. We were not sure if that was because of the illustration or was the reality?
4. The parkette, which Perimeter has promoted as such a boon to the neighbourhood, now has almost half of it taken up as the roof of the parking garage entry. I wondered if they could turn this into a feature. E.g. put steps or seats there. People could eat lunch outside. And you could have a small stage at the bottom for little concerts?

Garett Stevenson

From:
Sent: Tuesday, June 12, 2018 2:17 PM
To: Garrett Stevenson
Subject: Breithaupt

Garett,

thanks for our conversation. Having sections and elevations through the lanes and looking through and toward the parking structure will help me understand what is proposed, its height above grade, and how the proposal works across the ground plane.

Unfortunately I'm not able to answer residents questions about what is really being proposed, given the documentation to date.

Also, I understand City Staff will still be recommending acceptance of the Urban Design Brief, in an unrevised form. I have to say I disagree with that brief, and don't think it should be allowed to stand in its present form.

Let me know if this documentation can be made available with enough time to review it prior to the Council meeting.

Thank you for your consideration in this matter.

Garett Stevenson

From:
Sent: Wednesday, June 13, 2018 2:58 PM
To: Garrett Stevenson; Sarah Marsh; Mayor; Frank Etherington; Yvonne Fernandes
Subject: Re: Breithaupt Block Phase 3

Hello Garrett,

I'm not sure what the timeline is for submitting my comments on Perimeter Development's Phase 3 at the Breithaupt Block, but I imagine you're working now to draft a new zone change or Official Plan amendment, and so I want to share my thoughts as a nearby resident of the Midtown neighbourhood.

Overall, I'm happy that Perimeter has found a way to lower the building by two storeys. I still would like to see more done to help this project fit into the neighbourhood. These are big buildings, taller than or comparable to many downtown towers and parking garages. Being located in a residential neighbourhood, I think it's important to consider all and any ways to transition from the office tower's great height (and the 5-storey parking garage!) to the single-family homes right beside.

I would be happy to see the project a little smaller, simply because of how both the tower and the large parking garage will loom over existing neighbours on Wellington, Moore and Waterloo Streets. I realize I can't get everything I want, though, and I'd be happy just to see a few more changes to help this Phase 3 project become a welcomed, well-fitting addition to our neighbourhood.

If the office tower can't or won't be changed any more, I'd like to see some adjustments to the parking structure:

- Does the parking garage need to be as big as it is? Can there be efficiencies in parking space size or using one-way lanes to reduce the size and create more green space or setbacks?
- Can fewer parking spots serve these sites?
- Can another level or two of parking be put underground, out of sight? I realize this probably costs more, but it could go a long way to helping transition this project into the existing neighbourhood.

If a 50-metre building is allowed here, what might the city later permit at the former Sacred Heart school? At the former Electrohome building? Intensification along the new LRT route is important, but should be balanced by what the city apparently wants and recommends in its PARTS plan (buildings only 14 metres tall). I hope you'll consider the precedent being set here and the PARTS plan guidelines as this project moves forward.

Thank you,

14 Briar Ave

Garett Stevenson

From:
Sent: Thursday, June 14, 2018 5:20 PM
To: Garrett Stevenson
Subject: Additional comments on the BB3 revised plans

Hello Garrett,

For your report and the public record, here are some additional comments from me about the revision.

1) As I said before, having asked for a reduction to 48 metres, the planned height reduction of the tower is OK. The majority of people who I spoke with in the neighbourhood also felt the same way.

My view on this part of the parcel is that there are clear benefits to the proposed use, especially so close to the LRT, as long as sufficient buffering and transitional use is provided along Wellington, the residential on Moore, and Waterloo street.

2) If a viable space for creation of a private parkette is actually provided by the development, it seems like we have some consensus between the neighbourhood, Mr. Beattie, and hopefully the city that a small number of neighbours could be involved in consultations around the design of open space. If this really happens, it could create a showcase space that the neighbourhood would actually make use of.

3) The vast consensus of the neighbours who I have spoken with is that the design of the parking is still unacceptable. I share this view. We understand that it might be difficult or impossible to further reduce the number of spaces required, given current standards and the lack of the 2 way all day train service to Toronto.

However, the lack of setback of the parking garage is viewed as unacceptable by the majority of residents.

- If the space were another building, setbacks would be required.
- The current design leaves no space for a pedestrian/bike path along the laneway from Waterloo. This laneway is highly likely to be used as a pedestrian and bike through-way (as are all in our neighbourhood currently), especially as the underpass to the transit terminal will be along Waterloo. It will likely have high volume car traffic, meaning that shared use will be an accident waiting to happen.
- There is currently no room for snow clearance.
- The current plans may not provide the visual buffering required by bylaw (see below)
- It seems that it would be possible to fit the same number of spaces in a smaller footprint, if the traffic flow were redesigned to be one way, the lanes were narrowed, compact car spaces were included, and/or the standard stall length is narrowed. See technical notes below.
- A more compact lot redesign could result in the parking garage entrance off of Wellington being moved, creating space for an actual functional parkette and/or patios for food and drink establishments.
- Why couldn't more parking go underground?
- A cynical person would say that the developers are trying to establish a precedent for a large footprint now with plans of building another tower on that footprint in future. It's amazing that the footprint of the parking garage is higher than the footprint of the employment lands building itself.

We are asking for parking garage setbacks that:

- Would be at least as large as those needed for a building;

- Would have sufficient space for a shared pedestrian/bike path;
- Would have a sufficient green buffer for growth of mature trees.

I also strongly urge the city to have the parking ramp off Wellington moved into the building, so that a functional greenspace could be built. The current ramp fragments the space, making it difficult to create functional public spaces. Further, there would be little or no opportunity for ecologically functional green space on the ramp. Mature hardwood trees contribute most to climate mitigation (above and below ground carbon sequestration, heat island mitigation, and stormwater management from increasing storm water events. (All this is described in the city's outreach materials on trees). Trees also provide an appropriate buffering/transitional use from our neighbourhood, which is known for its mature tree canopy. You can't plant trees on a parking ramp. Turf grass, the likely cover, has minimal ecological value.

The current ramp entrance is also likely to lead to traffic back-up onto Wellington as well as very high concentrations of air pollution on a residential street. Concentrated air pollution is also inappropriate for a public open space, especially one that might be used by kids.

The neighbours and the developer have struck a compromise that preserves what everyone agrees is a good—the employment space. Surely we can all find a solution to minimize the bad—parking. Not a single one of us is excited about parking—it's a disamenity.

4) Finally, as I mentioned previously several times, it is essential to maintain the Wellington frontage lots in low-rise zoning, to provide an appropriate transitional use and protective buffer for the neighbourhood. A hybrid proposed zoning by-law is possible given the current building design—with additional massing allowed in response to density bonusing features that will be provided as part of this Leed Gold development.

Finally please see additional technical comments from another neighbourhood resident.

Thanks for your attention.

-Section 6.1.2 b) of the Zoning By-law outlines that all off-street parking facilities shall be provided with adequate means of ingress and egress to and from a street or lane and shall be arranged so as not to interfere with the normal public use of a street or lane. What is the setback proposed for the underground parking ramp from the lot line abutting Wellington Street? Concerned that the proposed location could result in vehicles spilling over onto Wellington Street during peak times due to the proposed location and setback of the entrance to the parking garage. It is encouraged that alternate locations are considered for access to the parking garage through the site plan process.

I found that the definition of Outdoor Area within the by-law is -" means any portion of a lot which abuts a street, is not used for parking or access to parking, has no building situate thereon at ground level, and is not occupied by a loading dock, waste storage, utility or mechanical equipment or other similar facility. In the case of a lot which abuts a lane only, the outdoor area shall abut the lane. (By-law 92-232, S.3[e])

I am not sure if anyone has any insight on what the last part means but although this lot does not abut a lane only- it abuts a lane and public street. However it is requested that an outdoor area abut the lane.

Section 6.1.2 a) of the Zoning By-law states that where a parking lot is situate on a lot which abuts a Residential Zone, a visual barrier shall be provided and maintained along such abutting lot line in accordance with Section 5.11 of this By-law. Section 3.4.1 of the Zoning By-law outlines that unless otherwise shown a lane shall be included within the zone of the adjoining lot(s) on the side thereof and where the lane serves as a boundary between two or more zones, the centre line of such lane shall be deemed to be the boundary between zones.

Therefore section 6.1.2a) of the zoning by-law is to be applied. Due to the small size of the lane and minimal setback applied this would reduce the impacts on abutting properties. It is requested that confirmation is provided that this will be required through the site plan process and that the visual barrier be landscaping (instead of a fence or wall and that the parking garage structure not be considered an appropriate visual barrier) that is a minimum of 1.8m in height in accordance with section 5.11 of the Zoning By-law. Which requires any trees or shrubs to have a reserved width of planting that is appropriate for healthy plant growth so that the vegetation achieves a minimum height of 1.8m and is continuously unpierced within 3 years of planting.

-Although the current zoning by-law does not require a separation distance between a laneway and structures, the proposed setback does not provide sufficient space for excavation or building the structure on private property, or sufficient space for the required screening and does not allow for sidewalks etc that could provide safe pedestrian access to that portion of the site.

-Could reduce the size of the parking garage by reducing the access aisles to 6.1m for two way traffic or at minimum reducing the 7.3m two way access aisles to 6.7m. Could consider doing one way access aisles in the parking garage to further reduce the overall size and control traffic flow.

June 15, 2018

Re: Breithaupt Block 3 (BB3) Consultation

To: Garrett Stevenson

As a result of the public dismay at the city's consultation efforts on BB3, city council has ordered a report into the planning process - I can't find the minutes where this is detailed. For a council that has a heightened awareness of residents' displeasure with its planning process, I thought more effort would have been put into consulting residents during these seven weeks.

When council deferred a decision on the BB3 development in April, I expected that members of the community would convene with the developer and city planners, to discuss alternatives.

However, the city and developer have proposed alternative plans without resident consultation. You suggested the developer had heard plenty from residents at the planning committee and council meetings, to incorporate feedback into a revised plan. This has two key flaws:

1. Residents who spoke at those meetings were not very familiar with the proposal, and were not aware of what others at the public meeting would say. Using those preliminary comments does not represent a cohesive understanding of the residents' concerns. Consultation should be meaningful.
2. Resident concerns have been simplified into one key message: "opposition to building height." There were in fact many concerns raised about this development. The revised proposal doesn't address:
 - Putting a high rise in the midst of a low-rise residential area with historical and cultural significance, with no regard to transition
 - Inconsistency with the city's own urban design manual
 - Inconsistency with previous resident consultations on development around rapid transit stations
 - Obstruction of views
 - Increased traffic
 - Night-time light pollution
 - Lack of neighbourhood amenities such as community meeting space, seating areas, public art, waste disposal, improvements to pedestrian and cycling infrastructure
 - Loss of residential lands in core area

Unfortunately, I didn't take notes at the meeting, because I thought it would be available for viewing afterwards. However, the meeting was never televised and has not been made available to the public. Additional concerns were raised.

To improve public consultation on development projects, I believe there are 3 important components:

1. **Meaningful materials that non-experts can understand.**

This Includes:

- non-jargon descriptions
- North arrows, streets labelled, and neighbourhood context. on materials. Show pedestrians, cars, cyclists and related infrastructure. Some pictures looked like castles floating in the sky. How

could anyone oppose that?! This is not a greenfield development, include the neighbourhood context

- Accuracy and consistency across all graphics.
- Easy access to the rules that apply - whether this is zoning laws, planning policies, etc. Put them where people can easily find them.
- 3D for the non-technical person is something we can touch and feel. Think lego ... show us what will it will look like

2. A clear before and after

- What is there now, and what will be there if this goes ahead?
- If changes are made to the design (like in this case) what was first proposed, and what changed? Show visual before and after.
- We hear a lot of ideas tossed around, verbally. Put into writing the concrete changes that are being considered.
- Consultation prepares us for what can be built. Residents beside the Midtown lofts were told the lofts would be 6 storeys on King St, and step down to 2 storeys in their alley. But they got 7 storeys in their back yards, instead, resulting in a complete loss of privacy to the backyards for residents on Shanley street.

3. City impacts

The city will live with this development long after the developer. Show us how it fits into and will change the neighbourhood. Beyond the site itself, we want to know:

- Traffic impact. This is huge, given all of the development in this small part of the city. And everyone's consulting on it, but not working out a plan. The Region is consulting on the traffic hub, Perimeter is here tonight. Six-0 is consulting. And several others. What is the expected impact of all of these plans?
- Pedestrian impact: What is the pedestrian access to Transit Hub? Where will people get dropped off? The region says they will come to Breithaupt and Waterloo. The city says, no. There should be a coordinated plan.
- Impacts on other areas of municipal services.

Please consider these points in developing future consultations. I have seen the Citizen's guide to neighbourhood development. It's a good start - I suggest that the city involve some citizens that are not professionals in the development industry to improve the next draft, and incorporate information design and visualization principles.

Thanks for this opportunity to provide feedback.

3 Dekay St, Kitchener, ON

Garett Stevenson

From:
Sent: Friday, June 15, 2018 3:43 PM
To: Garett Stevenson
Subject: BB3

Good afternoon Garrett,

First of all, I want to thank you for the information you provided regarding the Midtown Lofts.

My main concern for BB3, is the setback from the lane. I don't understand how they are having less than a metre allowed for the setback.

Midtown Lofts have a 3 metre setback and I think that is more reasonable. Our property value will be affected for future development.

and I would like to be part of final site plan process.

Thank you for consideration in this matter.

59 Wellington St. N.

Garett Stevenson

From:
Sent: Friday, June 15, 2018 10:52 PM
To: Garett Stevenson
Subject: Phase 3

I must register my absolute dismay and disappointment with the total disregard for the residents on Wellington St in the block adjacent to Phase 3. I've heard comments that the developer has compromised, but in reality they have given up very little if anything. The fact that their initial proposal of 12 stories which in reality is equivalent to 20 stories, in an area that is zoned for only 6, seems to be lost on everyone. There has been no compromise on the parking garage which seems incredulous to me when on one of the first city hall meetings, the city voted to commit to reducing the carbon footprint. It is recognized that with all the other developments in the area and Wellington becoming the new main artery, there will be major traffic congestion in 5 to 10 years. It appears that there was a suggestion that it could encourage more walking, cycling or transit use, but by whom? If the developer's clients or potential clients believed their employees would be walking, cycling or using transit, than why the need for 600+ parking spots. And what makes you think it will be 5 to 10 years from now? What about the immediate increase of traffic and noise when the construction begins? If we've allowed the developer to totally disregard the zoning bylaws, why would I believe that the city would monitor and enforce the noise level bylaws and construction starts and stops. Wellington is narrowest right in the block adjacent. Are there now plans that have not been divulged to the Wellington St residents to expropriate land and widen the street? I've invested heavily in the downtown Kitchener - I lived, raised my family and worked for most of my married life in the downtown, long before it became trendy. Quite frankly, I'm feeling like I've just been thrown under the proverbial bus.

72 Wellington St N
Kitchener

Sent from my iPhone