

Planning Justification Report



**660 Belmont Avenue,
Kitchener
Mixed-Use Redevelopment**

Official Plan Amendment
Zoning By-law Amendment

July 2020



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1. Introduction

1.1 Background

GSP Group was retained by 660 Belmont LP (the “owner”) as the land use planning consultant for planning approvals for its site at 660 Belmont Avenue in Kitchener (the “subject site”). The owner is proposing an Official Plan Amendment and Zoning By-law Amendment for the subject site located within Belmont Village, on the east side of Belmont Avenue West north of Glasgow Street. The “site” for the proposed Amendments includes both 660 Belmont Avenue as well as the abutting portion of Belmont Lane East, owned by the City of Kitchener and for which the owner intends to acquire. The proposed Amendments would allow the site’s redevelopment for a 13-storey mixed-use building with commercial uses on the building’s ground floor and condominium apartment units in the building above. The proposed development was initially discussed with the Development Review Committee at a September 24, 2019 pre-consultation meeting at which the submission requirements were identified (see **Appendix A**).

1.2 Proposed Applications

The site is currently designated “Mixed Use” in the Kitchener Official Plan. The Mixed Use designation permits a wide range of uses including commercial and multiple residential uses, with a maximum Floor Space Ratio of 4.0 (or 5.0 with underground parking) and a maximum building height of 36 metres subject to performance criteria. An Official Plan Amendment (OPA) application is required for the proposed development to reflect the taller building height of 13 storeys (49 metres).

The site is zoned Medium Intensity Mixed Use Corridor (MU-2) Zone with Special Regulation provision 424R in the City of Kitchener Zoning By-law 85-1. The site is zoned MIX-2 Zone with Site-Specific Provisions 49, 128 and 142 in By-law 2019-51, the City’s new comprehensive zoning by-law that is currently under appeal and not in effect. Both Zones permit the proposed commercial and multiple residential uses, a maximum FSR of 4.0 and a maximum height of 8 storeys (24 or 25 metres). A Zoning By-law Amendment is required for the proposed development to address the proposed building height, following the Mixed Use designation, and the proposed parking supply.

1.3 Contents

This Planning Justification Report assesses the justification for the proposed development concept and implementing Official Plan and Zoning By-law Amendments. It provides:

- A description of the Site and its context within the surrounding community (Section 2);
- An outline of the proposed development plan for the subject site (Section 3);
- A summary of the supporting technical studies and their findings (Section 4);
- An assessment of the planning policy informing the proposed Amendments (Section 5);
- An outline and justification of the proposed Amendments for the subject site (Section 6);
- A planning opinion concerning the proposed Amendments (Section 7).

2. Site Conditions & Context

2.1 Location and Description

The site is located on the east side of Belmont Avenue West, north of Glasgow Street in the Cherry Park neighbourhood in Kitchener (**see Figure 1**). Consolidated, the site is 0.48 hectares in area and has a frontage of 77.7 metres on Belmont Avenue West. The site is currently comprised of two parts from an ownership perspective (**see Figure 2**):

1. 660 Belmont Avenue West, known legally as Part Lot 10 and Part Lot 13 on Plan 343 in the City of Kitchener, Regional Municipality of Waterloo. This property has two portions, divided by the Belmont Lane East right-of-way, and is 0.323 hectares in total area.
2. The right-of-way of Belmont Lane East. This 9-metre wide right-of-way is currently owned by the City of Kitchener and 660 Belmont LP is pursuing the acquisition of the abutting portion concurrent with the proposed applications. This area is 0.157 hectares in total area.

2.2 Existing Site Conditions

The site is currently developed with a one-storey building used as a commercial auto service shop (Dettmer Tirecraft). The site is currently accessed by Belmont Avenue West and has parking along the west and south sides of the building. Belmont Lane East provides circulation through the south and east portion of the Dettmer Tirecraft parcel. There is additional parking on the other parcel between Belmont Lane East and Iron Horse Trail. Belmont Lane continues north and circulates back to Belmont Avenue West prior to Union Boulevard.

There are thirteen trees on the subject site per the submitted Tree Management Plan, located along the eastern edge of Belmont Lane East under City ownership. Most trees will have to be removed for grading and construction purposes. The subject site is generally flat throughout with an incline of approximately 1 metre towards to west, although drops considerable towards the Iron Horse Trail.



Above: subject site views from Belmont Avenue West (at Belmont Lane East), left, and from Iron Horse Trail, right.

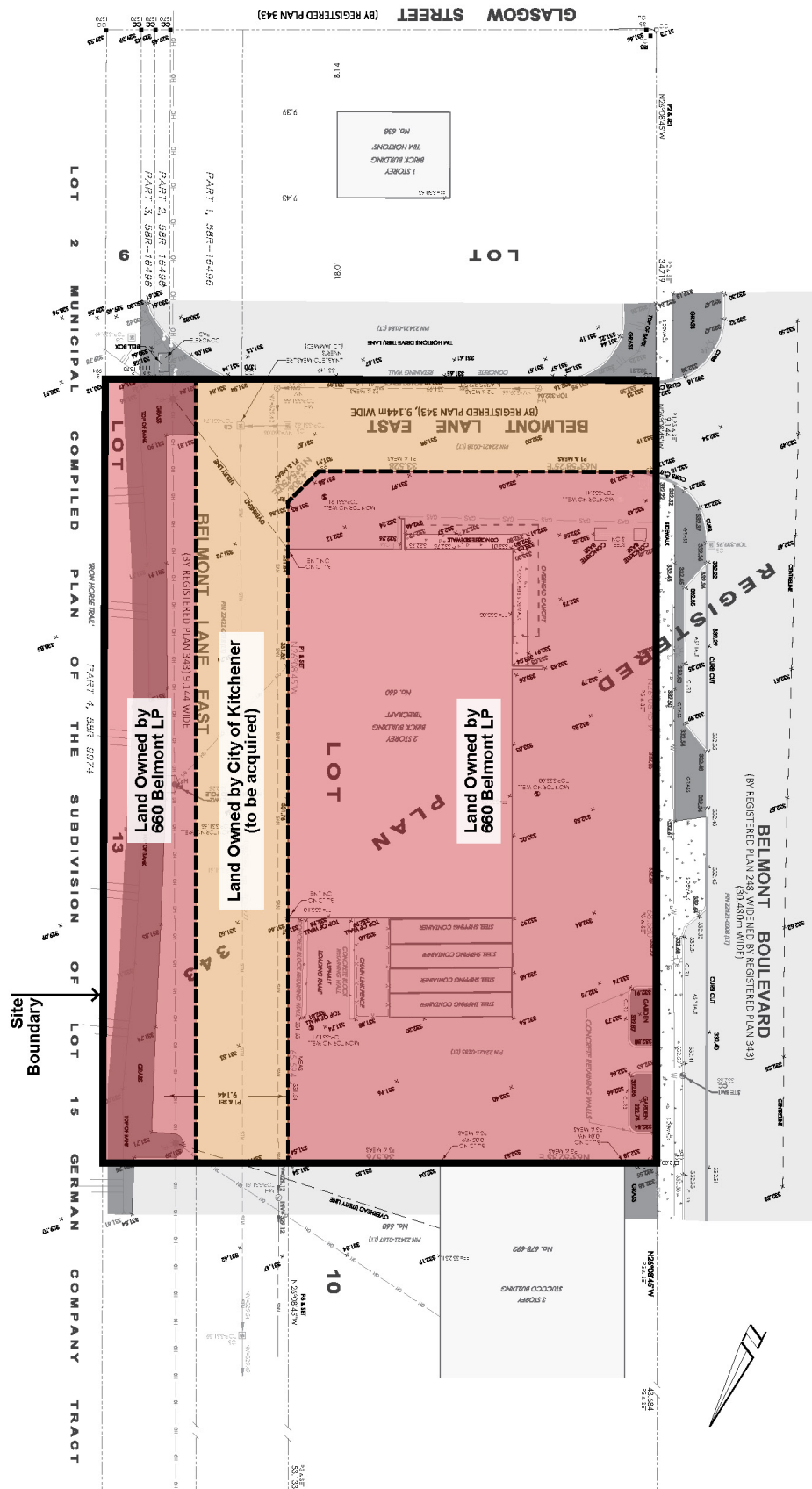


Site Context

Source: Google Earth (2020), Region of Waterloo (2020)

Figure

1



2.3 Surrounding Context

The subject site is part of the cluster of mixed-use fabric of Belmont Village, which includes restaurant, service commercial and retail shops lining Belmont Avenue and residential areas on either side of the corridor (**see Figure 3**). There are several taller apartment buildings to the south on Belmont Avenue and to the northeast of the subject site. Further to the east of the Site on King Street East is the Grand River Hospital and Kitchener Waterloo Collegiate & Vocational School.

Belmont Avenue West in the area is a two-lane Arterial Road with a bike lane and on-street parking on the east side. Regional GRT bus route 16 runs down Belmont Street West with nearest stop on the corner of Belmont Street West and Glasgow Street. Regional GRT Route 4 runs along Glasgow Street with the nearest stops for the site at the corner of Belmont Street West and Glasgow Street. Further to the east, King Street East is a transit corridor in the Official Plan with GRT bus route 7,4 and Light Rail Transit “LRT” Grand River Hospital Station 1.0 kilometre, or a 13-minute walk from the property. Downtown Kitchener is located approximately 1.8 kilometres to the east of the Site.

The immediately surrounding context includes the following:

- **North:** the abutting property to the north (672-698 Belmont Avenue West) is also owned by the proponent and is a two-and-a-half storey commercial building featuring retail and office units. The property on the corner of Union Boulevard and Belmont Avenue West (115 Union Boulevard) are currently vacant, intended for future mixed-use development. The City of Waterloo municipal boundary is located just north of Union Boulevard, along with a residential area and further mixed-use properties.
- **East:** the site backs onto the Iron Horse Trail, a 5.5 kilometre multi-use trail, connecting Erb Street West in Uptown Waterloo to Ottawa Street South in Kitchener. “Gilder Green”, a public park, abuts the eastern side of the Iron Horse Trail across from the site and a low-rise residential area with several taller buildings throughout. Catalyst 137 (137 Glasgow Street) is a former industrial warehouse revitalized as a tech-hub, located 275 metres south-east of the Site.



- **South:** the subject site abut a drive-through only Tim Hortons (638 Belmont Avenue West) at the corner with Glasgow Street that contains. There is a noticeable grade change between 660 and 638 Belmont Avenue West. South of Glasgow Street is mixed-density residential and offices, primarily of medical and insurance use. South of Glasgow Street, the nearest portion of the Belmont Avenue West corridor close to the subject site has low-rise commercial and health-related uses on the east side and low-rise and high-rise residential on the west side.



- **West:** a craft store “Bead Boutique” (651 Belmont Street West), dental office (657 Belmont Avenue West) and ESSO gas station (200 Glasgow Street) sit on the west side of Belmont Avenue West facing the site. The area beyond to the west is a low-rise residential neighbourhood of principally detached dwellings.



Below: subject site looking north within context of Belmont Village corridor.



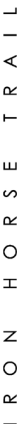


3. Description of Redevelopment Proposal

The proposed redevelopment will intensify a site within Belmont Village and within the station area of the ION Grand River Hospital station. The proposal is a 13-storey mixed-use development with ground floor commercial uses and residential units (condominium) in the upper storeys (**see Figure 4**). The building has a 3-storey podium base with a stepback from the Belmont edge of the building. The top of the building is sculpted with a stepback from the north and south edge of the building at the 10th floor. The small footprint of the 13th storey contains the enclosed mechanical penthouse and individual suite access to rooftop terraces for units on the 12th storey. Preliminary floor plans are provided in **Appendix C** of this Report.

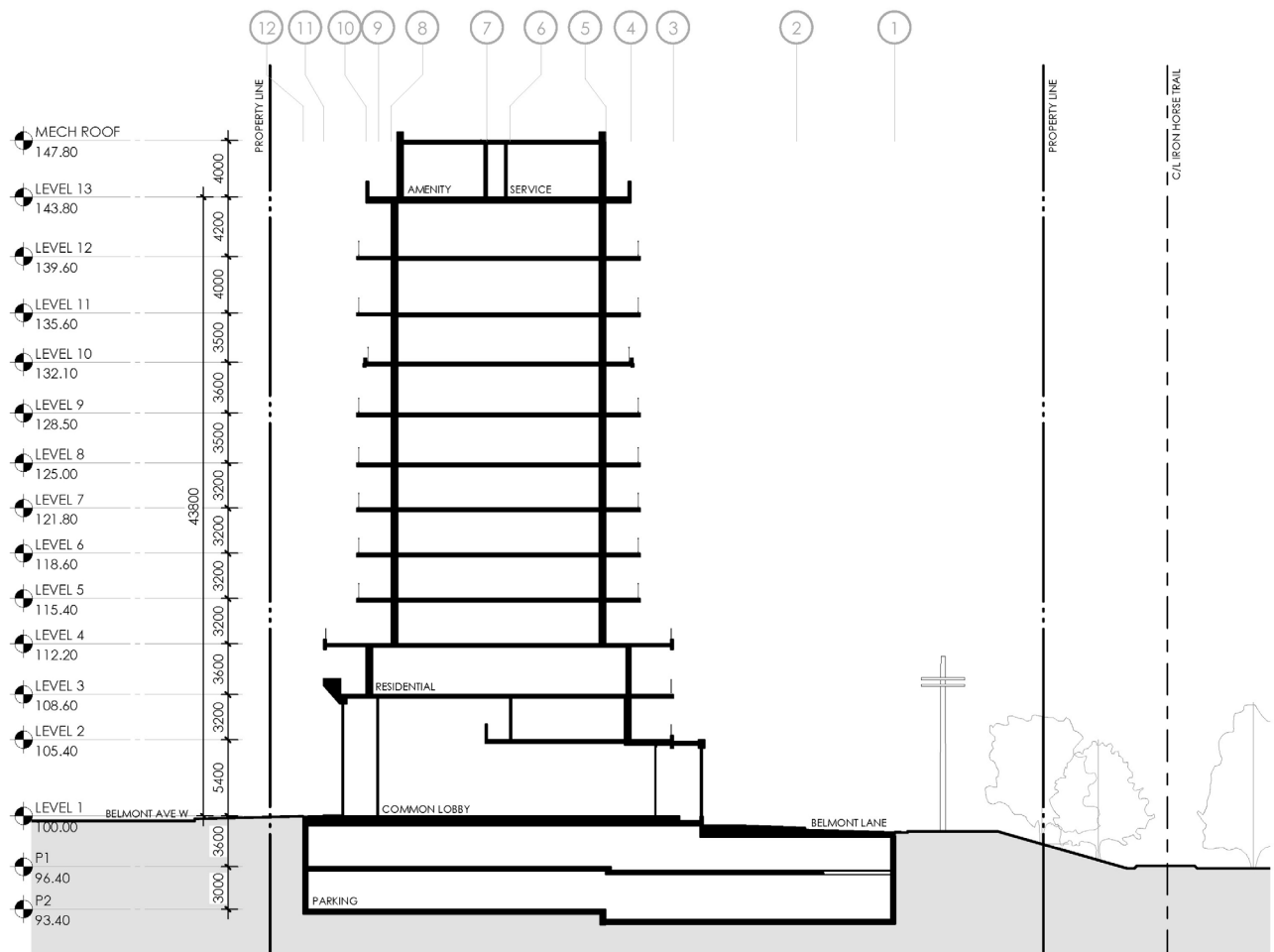
A summary of the proposed development details is below:

- **Access:** vehicular access will be provided from Belmont Avenue West, with the driveway through the Belmont Lane East area connecting to the rear surface parking area and underground parking garage ramp. area.
- **Commercial Uses:** the proposed building's ground floor has 1,090 square metres of commercial space. Individual commercial units will front Belmont Avenue West with a common lobby passing through the building.
- **Residential Uses:** the upper floors include 163 residential units, a mix of 115 one-bedroom units and 48 two-bedroom units. The residential lobby is accessed from the pass-through lobby as well as the surface parking area to the rear.
- **Car Parking:** there are 161 parking spaces, 30 in a surface parking area (including 5 barrier-free spaces) and 131 spaces within a two-level underground parking garage (including 1 barrier-free space).
- **Bike Parking:** secure indoor parking areas for residents accommodating 82 bicycle spaces as well as 5 bike racks (accommodating 10 bicycles) located near the residential lobby entrance fronting the surface parking area for commercial units and visitors.
- **Service Areas:** the ground floor also contains necessary garbage and loading functions which are situated away from the Belmont Avenue West frontage. Loading, garbage and emergency service vehicles will be accommodated through the surface parking
- **Interior Amenity:** a common amenity room for the residents is provided on the ground floor accessed from the common lobby and residential entrance.
- **Exterior Amenity:** 2nd floor residential units have individual unit terraces, the 4th through 9th floors have individual unit balconies, the 10th floor has a combination of individual terraces or balconies, the 11th and 12th storeys has individual balconies for most units, and the 13th floor has outdoor shared and private terraces for the upper floors.
- **Landscaped Areas:** enhanced streetscape design along Belmont Avenue including barrier free pedestrian paving design accessing building entrances, a variety of plantings to provide year-round visual interest, and site furnishings.



Building Massing Model and Cross-Section

Source: ABA Architects (June 18, 2020)



4. Supporting Studies

4.1 Functional Servicing and Stormwater Management Report

WalterFedy prepared the Functional Servicing Report (April 3, 2020) as part of the complete application requirements for the proposed development. The Report identifies how the development will be serviced, including water, sanitary and storm connections to the existing municipal infrastructure. It outlines the availability of the municipal system to accommodate the development and how the stormwater management design meets City criteria. The Report concludes that adequate water, sanitary and storm services can be provided for the proposed development, including the following specific conclusions:

- *A proposed 250-mm-diameter sanitary sewer service connection, at a minimum slope of 0.5%, can support the Site sanitary requirements*
- *A proposed 150-mm-diameter watermain service connection can adequately support the Site and provide both domestic water demand and fire protection, and maintain pressures within the constraints outlined by the Region of Waterloo.*
- *A proposed 250-mm-diameter storm sewer service, at a minimum slope of 2.5% slope, can support the*
- *Stormwater quantity control can be accommodated.*
- *Stormwater quality control can be accommodated.*
- *Stormwater retention cannot be accommodated on site. A fee of \$42,844.95 will be required in lieu.*
- *A construction entrance mud mat and catchbasin silt protection will be able to provide adequate erosion and sediment control for the Site, as required.*

4.2 Parking Study & Transportation Demand Management Plan

Paradigm Transportation Solutions Limited prepared the Parking Study & Transportation Demand Management Plan (July 2020) as part of the complete application requirements for the proposed development. The report outlines strategies for transportation demand management and provides the parking supply justification for the proposed development.

The Parking Study component assessed the proposed parking supply (161 spaces) as compared to the minimum parking requirement (185 spaces) in the base zoning to justify the requested parking reduction (24 spaces) in the proposed Zoning By-law Amendment. The assessment determined that the proposed parking rate is justified for the following reasons:

1. The assessment of maximum demand on three similar developments in surrounding area, demonstrating the maximum utilization between 0.54 and 0.85 spaces per unit. This rate results in a forecasted demand of between 88 and 139 spaces for the proposed 163 units on the subject site.
2. The assessment of maximum utilization of on-street parking within 200 metres of site that can be used for visitor purposes, where utilization was less than half on weekends and

about a third on weekdays (coupled with public parking lot in the vicinity that was no more than half utilized).

3. A review of vehicle ownership provided by the 2016 Transportation Tomorrow Survey and ITE Parking Generation Manual suggests that the site's parking demand will not exceed the proposed supply.
4. The calculation of an eligible reduction of 14% (or 160 spaces) under the City of Kitchener PARTS program for applicable TDM measures, resulting in the requirement of 153 spaces.

The TDM component identifies the proposed TDM measures for the building. This includes transit access, short-term and long-term bicycle parking, storage lockers, and unbundled parking from each unit purchase. The eligible 14% reduction noted above for the PARTS program relates to the mixed-use nature of the development, unbundled parking and underground parking. Additional parking reductions are possible for additional TDM eligible measures.

4.3 Environmental Noise Assessment

SLR Consulting prepared the Environmental Assessment (June 2020) as part of the complete application requirements for the proposed development. The Assessment principally considered impacts from surrounding roadways and stationary noise sources on the subject site. The Assessment concludes the following:

- *Impacts of the environment on the proposed development can be adequately controlled through the feasible mitigation measures, façade designs, and warning clauses ...*
- *Impacts of the proposed development on the surrounding area are anticipated to be negligible and can be adequately controlled by following the design guidance ...*
- *Impacts of the proposed development on itself are anticipated to be negligible and can be adequately controlled by following the design guidance ...*
- *As the mechanical systems for the proposed development have not been designed at the time of this assessment, the acoustical requirements above should be confirmed by an Acoustical Consultant as part of the final building design.*

4.4 Pedestrian Wind Assessment

SLR Consulting prepared the Pedestrian Wind Study (June 2020) as part of the complete application requirements for the proposed development. The Assessment investigated the potential wind comfort and safety conditions resulting from the proposed development, based on wind tunnel testing of the proposed development under existing and proposed conditions, and recommends mitigation measures as necessary. The Assessment finds the following in respect to proposed wind conditions:

- *Wind conditions onsite, including at the entrances, are generally expected to be comfortable for the intended usage with the proposed development in place. Wind mitigation features are recommended to improve wind conditions on the retail patio on the south side of the building.*

- *Wind conditions on the surrounding sidewalks, as well as the Iron Horse Trail, Gildner Green Park and the nearby transit stops are generally expected to remain comfortable for the intended usage. To improve wind conditions on the sidewalk at the southwest corner of the building, wind mitigation features are recommended.*
- *The wind safety criterion is met at all areas at grade on and surrounding the development in both the Existing and Proposed Configuration.*
- *However, the wind criterion is exceeded on some of the above grade private terraces. Wind screens are recommended.*

4.5 Urban Design Brief

GSP Group prepared the Urban Design Brief (July 2020) as part of the complete application requirements for the proposed development. The Brief assesses the design of the proposed development per the relevant design-related policies of the Kitchener Official Plan as well as the relevant sections of the Urban Design Manual, particularly in respect to tall building performance standards. The Urban Design Brief concludes that *“the proposed design is well-designed and supports the intent and spirit of the Official Plan policies and relevant guidelines of the Urban Design Manual as it:*

- *Provides a compact, urban intensification on a site well-served by public transit, commercial activities and community facilities;*
- *Accommodates the bulk of parking within an underground parking garage for residents with a small surface parking area for commercial uses and visitors;*
- *Links the site, entrances and functional areas through a safe and connected circulation pattern for pedestrians, including direct connections to the Iron Horse Trail;*
- *Accommodates opportunities for landscape treatments that reinforce the public streetscape quality and appropriately edge the Iron Horse Trail corridor to the rear;*
- *Establishes a pedestrian-scaled base defined by an intimate relationship to the street, upper step backs to distinguish, and an active and transparent commercial ground floor;*
- *Positions the building’s tower portion (9th storey and above) respecting the separation guidelines for tall buildings, recognizing the mutual ownership of the abutting commercial property to the north of the site;*
- *Sculpts the upper storeys through building setbacks on both the building’s sides and ends as the building rises, reducing the perception of mass and providing a refined building shape;*
- *Does not create unacceptable micro-climatic conditions from a wind and shadow perspective, as concluded by supporting studies; and*
- *Will establish a clean, contemporary architectural aesthetic featuring masonry and transparent glass, which will be explored and refined through the detailed design stage.”*

5. Planning Policy Analysis

5.1 Policy Framework

5.1.1 Planning Act

The *Planning Act* R.S.O. 1990, c. P.13 (“*Planning Act*”) establishes the policy-led land use planning system for Ontario that outlines matters of provincial interest for statutory planning processes in Ontario. Section 2 of the *Planning Act* identifies the breadth of matters that are of provincial interest and that a municipality must “have regard to” in carrying out its responsibility under the *Planning Act*. The following matters are relevant for the site’s redevelopment, which are captured in more detail through the policy statements and provincial plans issued under the Section 3 of the *Planning Act*.

- (d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) *the supply, efficient use and conservation of energy and water;*
- (f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) *the minimization of waste;*
- (h) *the orderly development of safe and healthy communities;*
- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (k) *the adequate provision of employment opportunities;*
- (l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- (o) *the protection of public health and safety;*
- (p) *the appropriate location of growth and development;*
- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) *the promotion of built form that (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- (s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

5.1.2 Provincial Policy Statement

The 2020 Provincial Policy Statement (the “2020 PPS”) provides land use planning policy on matters of provincial significance. The 2020 PPS came into effect on May 1, 2020, replacing the 2014 PPS. The principal modifications affected policies concerning housing supply, intensification and transit-supportive development resulting from the review process emanating from Ontario’s Housing Supply Action Plan (“More Homes, More Choices”) that was passed by the Ontario government in 2019. The overriding vision of the 2020 PPS states that “*the long-term prosperity and social well-being of Ontarians depends on maintaining strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy*”. Section 3(5) of the *Planning Act* specifically requires that municipal council decisions regarding the exercise of authority concerning planning matters “*shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision*”.

5.1.3 Growth Plan for Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (the “2019 Growth Plan”) is the Province’s growth strategy for the Greater Golden Horseshoe region. The 2019 Growth Plan came into effect on May 16, 2019, replacing the previous 2017 Growth Plan. The Growth Plan builds on the PPS with more specific land use planning policies as “*a framework for implementing the Government of Ontario’s vision for building stronger, more prosperous communities by managing growth in the region to 2031*”. Section 3(5) of the *Planning Act* specifically requires that municipal council decisions regarding the exercise of authority concerning planning matters “*shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be*”.

5.1.4 Region of Waterloo Official Plan

The Region of Waterloo Official Plan (the “Regional Official Plan”) was passed by Regional Council in June 2009, replacing the previously 1995 plan, and was approved by the Ministry of Municipal Affairs and Housing in December 2010. The Regional Official Plan came into effect in June 2015 further to OMB orders regarding appeals, except for certain sections and policies that remain deferred. The *Planning Act* requires that all local official plans, local land use related by-laws, and all future development must conform to the Regional Official Plan. The below sub-sections address the relevant Regional Official Plan policies concerning the site and the proposed applications and assess the conformity of the latter with these policies.

5.1.5 City of Kitchener Official Plan

The City of Kitchener Official Plan (the “Kitchener Official Plan”) was adopted by Kitchener City Council in 2014 and was approved with modifications by the Region in November 2014. Portions of the 2014 Official Plan were appealed to the OMB (LPAT) while the remaining un-appealed policies came into effect on September 23, 2015. The LPAT Order dated March 21, 2019 approved settled revisions for most of the outstanding appeals concerning Official Plan Amendment No. 103, with one site-specific appeal remaining. Site-specific applications for an Official Plan Amendment and Zoning By-law Amendment are to conform with the 2014 Official Plan. Section 17.E.2.16 indicates that that Amendments to the 2014 Official Plan are evaluated, in part, on their “*conformity to the vision, goals, objectives and policies of this Plan*”. Section 17.E.12.5 that until the existing zoning by-law is amended or a new by-law is adopted to implement the 2014 Official Plan, any amendment to the existing Zoning By-law must “*be in conformity with this Plan and any Provincial legislation*”.

5.1.6 Key Policy Themes

Six policy themes from the above policy framework organize the analysis in this Report:

1. Land use patterns and intensification,
2. Transit-supportive development,
3. Housing,
4. Economy and employment,
5. Compatibility, and
6. Sustainability.

5.2 Land Use Patterns and Intensification

The **2020 PPS** strives for building strong communities that have efficient land use development patterns, are mixed in nature, and have a compact built form. Section 1.1.1 calls for a number of elements as part of “*healthy, livable and safe communities*”, including efficient development and land use patterns; an appropriate range and mix of different land uses, including residential and employment uses; cost-effective development patterns and standards that minimize land consumption and costs of servicing; and development and land use patterns that consider the impacts of climate change.

The 2020 PPS specifically directs intensification within built-up areas. Section 1.1.3.1 directs that settlement areas are to be “*the focus of growth and development, and their vitality and regeneration shall be promoted*”. Section 1.1.3.2 directs that land use patterns in settlement areas are to be based on densities and a mix of land uses which, among other matters, efficiently use land and resources, appropriately and efficiently use planned or further community infrastructure and facilities, minimize negative impacts to air quality and climate change, and support active transportation and transit. Further to this, Section 1.1.3.3 requires that municipalities “*identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs*”. Section 1.1.3.4 supports this focus for intensification by directing the promotion of that appropriate development standards “*which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety*”.

The **2019 Growth Plan** focuses growth inwards with the desire for complete communities, echoing the direction of the 2020 PPS. Section 2.2.1.2 directs that growth within settlement areas will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit, particularly those with a priority on higher order transit where it exists or is planned; and areas with existing or planned public service facilities. Section 2.2.1.4 seeks the achievement of complete communities that, among other matters, include a diverse mix of land uses including residential, employment and shopping, provide a diverse mix of housing options including affordable housing and accommodating different needs, and provide for a compact building form.

In the **Regional Official Plan**, the subject site is part of the Urban Area on Map 3a, which per Section 2.B.2 is meant to accommodate most of the Region’s growth over the Plan’s horizon. Section 3.C.2 directs that area municipalities are to establish official plan policies that “*ensure that by 2015 and each year thereafter a minimum of 45 per cent of all new residential development occurring annually within the region as a whole will be constructed within the Built-Up Area*”.

Section 2.D.1 identifies general development policies for reviewing development applications. These policies seek to ensure that development in the Urban Area is “*planned and developed in a manner that:*

- (a) *supports the Planned Community Structure described in this Plan;*
- (b) *is serviced by a municipal drinking-water supply system and a municipal wastewater system;*

- (c) *contributes to the creation of complete communities with development patterns, densities and an appropriate mix of land uses that supports walking, cycling and the use of transit;*
- (d) *protects the natural environment, and surface water and groundwater resources;*
- (e) *conserves cultural heritage resources and supports the adaptive reuse of historic buildings;*
- (f) *respects the scale, physical character and context of established neighbourhoods in areas where reurbanization is planned to occur;*
- (g) *facilitates residents' access to locally grown and other healthy foods in neighbourhoods; and*
- (h) *promotes building designs and orientations that incorporate energy conservation features and the use of alternative and/or renewable energy systems."*

In the **Kitchener Official Plan**, the subject site is part of the "Built Up Area" on Map 1. Furthering the Regional Official Plan, the Built Up Area is meant as a focus for residential development and intensification. Section 3.C.1.6 establishes five-year average residential intensification targets of 50% from 2016-2021 and increasing to 55% for 2021-2026 and 60% from 2026-2031; however, this policy is deferred per the revised wording of the LPAT Order, pending the Region's Municipal Comprehensive Review. Section 3.C.1.10 identifies that the "*majority of residential growth in the Built-Up Area will occur within Intensification Areas*", which includes Major Transit Station Areas.

The subject site would be part of the "Urban Corridor" element within the urban structure on Map 2 of the Kitchener Official Plan (**see Figure 5**), underlying the "Major Transit Station Area" that applies to the site (see Section 5.3 below for further discussion). Section 3.C.2.38 intends that Urban Corridors provide for retail and commercial uses and transit-supportive intensification opportunities, in a manner that connects and establishes a compatible interface and surrounding areas.

The subject site is designated "Mixed Use" on Map 3 of the Kitchener Official Plan (**see Figure 6**). Section 15.D.4.2 and 15.D.4.3 of the Kitchener Official Plan regarding the "Mixed Use" designation identifies that permitted uses may include medium and high rise residential uses as well as commercial uses, including retail, restaurants, personal services, offices, and health clinics or offices. Section 15.D.4.6 directs that the range of scale of uses for the site's zoning is dependent on the planned function of the Major Transit Station Area / Urban Corridor structure designation that applies to the site and compatibility with surrounding uses and other site-specific contextual factors. There are several policies for the Mixed Use designation that establish direction regarding height, scale and intensity of development; these are further explored in Section 6.1 of this Report regarding the proposed Official Plan Amendment.

Analysis and Opinion

In our opinion, the proposed applications are consistent with the 2020 PPS and conforms to the 2019 Growth Plan, Regional and Kitchener Official Plans regarding general policies concerning land use patterns and intensification. The proposed redevelopment supports the inward-focused growth direction in the policy framework. The subject site is located within Kitchener's built-up area, within an Urban Corridor and Major Transit Station Area urban structure element. The subject site satisfies all four locational attributes of Section 2.2.1.2 of the 2019 Growth Plan concerning the focus of growth

within settlement areas: it is within a built-up area, a strategic growth area, an area with existing transit including higher order transit, and an area with existing public facilities.

The proposed development will contribute to the complete community within this portion of Kitchener with ground floor commercial uses and higher intensity residential uses above that support the commercial function of the corridor. These proposed uses will support and be supported by existing residential, commercial, employment, institutional and recreation activities throughout Kitchener.

The subject site is well-positioned in the community fabric for intensification. The subject site is served by both the higher order transit of the ION network within 800 metres of Grand River Hospital station and the immediately surrounding local transit routes on Belmont Avenue and Glasgow Street. The subject site is an existing fully serviced property and the proposed redevelopment does not require the extension of services nor necessitate infrastructure upgrades. The subject site is close to shops, restaurants, public facilities services throughout Belmont Village and the Highland Road commercial corridor to the south.

The proposed redevelopment efficiently uses the subject site and contributes to an efficient land use pattern in the urban corridor of Belmont Village. The proposed redevelopment will contribute to the intensification targets of the 2019 Growth Plan, the Regional Official Plan and the Kitchener Official Plan in respect to built-up area of Kitchener. The intensity of the proposed redevelopment furthers the minimum target of residential development within the built-up area in the existing Kitchener Official Plan and the minimum required for the next comprehensive review per the 2019 Growth Plan.

5.3 Transit-supportive development

The **2020 PPS** supports public transit use and transit-oriented development patterns. Section 1.1.1 e) requires transit-supportive development and the prioritization of intensification in locations close to transit. Section 1.1.1 g) reinforces transit-supportive development optimization of transit investments: *“the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs”*. Section 1.1.3.1 supports transit-supportive development by requiring municipalities to identify appropriate locations and promote opportunities for *“transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment”*.

Concerning density and mix of uses, Section 1.1.3.2a) supports transit-supportive densities and land use mixes within settlement areas where *“transit is planned, exists or may be developed”*. Section 1.6.7.4 reinforces this in promoting land use patterns, densities and mixes of uses that *“minimize the length and number of vehicle trips and support current and future use of transit and active transportation”*. Section 1.6.7.2 directs that the efficient use of existing and planned infrastructure includes the use of transportation demand management (TDM) strategies.

The **2019 Growth Plan** furthers the 2020 PPS policies regarding support for public transit use as a basis for transit-supportive planning and development. Section 3.3.2 directs that transportation within the Greater Golden Horseshoe will be planned and managed to achieve several objectives, including providing connectivity among transportation modes, offering a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation, and offering multi-modal access to jobs, housing and shopping. Section 3.2.3 directs that public transit will be the first priority for transportation infrastructure planning and major transportation investments.

The 2019 Growth Plan contains specific policies concerning planning and development around significant transit station areas. It defines a “Major Transit Station Area” as an “*area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core*”, and which are “*generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk*”. In such areas, Section 2.2.4.9 directs that development will be supported, where appropriate, by planning for a diverse mix of uses to support transit, providing alternative development standards such as reduced parking standards, and prohibiting land uses and built form that would constrain the achievement of transit-supportive densities. Section 2.2.4.10 encourages adjacent or surrounding sites to existing and planned frequent transit be “*planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities*”.

The 2019 Growth Plan also supports complementary TDM practices as part of supporting non-automobile models of travel. Section 3.2.2.4 directs that municipalities are to develop and implement TDM policies in their official plan or other documents to reduce trip distance and time, increase the modal share of non-automobile modes, prioritize active transportation and transit over single-occupant automobiles and expand infrastructure to support active transportation.

Section 2.D.6 through 2.D.13 of the **Regional Official Plan** provide policy direction for Major Transit Station Areas which are “*typically located within a 600 to 800 metre radius of a rapid transit station*”. Section 2.D.6 directs that Major Transit Station Areas are meant to be planned and developed to achieve increased rapid transit-supportive densities and a mix of residential and non-residential development as appropriate. Section 2.D.7 directs that area municipalities are to prepare a Station Area Plan for each Major Transit Station Area outside of downtowns. Station Area Plans are meant to include more defined station area boundaries, design guidance and development standards, parking management strategies, and implementation plans.

Section 2.D.10 of the Regional Official Plan identifies that planning applications for such areas will be reviewed in accordance with the general transit-oriented development policies of Section 2.D.2 where established policies for Major Transit Stations Areas are not in place. Further to the general development policies of Section 2.D.1, Section 2.D.2 of the Regional Official Plan seeks development on sites that are served by existing or planned rapid transit or higher frequency bus transit that:

- (a) *creates an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed-use development;*

- (b) *supports a more compact urban form that locates the majority of transit supportive uses within a comfortable walking distance of the transit stop or Major Transit Station Area;*
- (c) *provides an appropriate mix of land uses, including a range of food destinations, that allows people to walk or take transit to work, and also provides for a variety of services and amenities that foster vibrant, transit supportive neighbourhoods;*
- (d) *promotes medium and higher density development as close as possible to the transit stop to support higher frequency transit service and optimize transit rider convenience;*
- (e) *fosters walkability by creating pedestrian-friendly environments that allow walking to be a safe, comfortable, barrier-free and convenient form of urban travel;*
- (f) *supports a high quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities; and ...*

Section 3.C.1 reinforces the Region's directive for TDM programs in collaboration with area municipalities, seeking *"to make alternatives to driving more attractive, build a positive public attitude toward them, and provide information and incentives that encourage individuals to reduce automobile use"*. Further to this general direction, Section 3.C.4 encourages area municipalities to provide reduced parking standards for developments where TDM strategies are incorporated.

In the **Kitchener Official Plan**, the site is part of the "Major Transit Station Area" on Map 2 following the direction of the Regional Official Plan (**see Figure 5**). Section 3.C.2.17 identifies that the planned function of Major Transit Station Areas is to be reviewed through Station Area Planning exercises. Generally, Major Transit Station Areas are to provide a focus for growth and development to support transit service levels, provide connections for various transportation modes to the transit system, achieve a mixture of uses where appropriate, and have pedestrian-friendly and transit-oriented streetscapes and buildings.

Section 13.C.7.1 establishes the City's support for the Region's TDM policies and initiatives. Specifically, Section 13.C.7.3 identifies *"the incorporation of Transportation Demand Management measures"* may be required and Section 13.C.7.4 contemplates *"reduced parking requirements for development and/or redevelopment in accordance with Policy 13.C.8.2 where a comprehensive Transportation Demand Management Report is submitted to the satisfaction of the City"*. Section 13.C.8.6 specifically identifies that the City will develop a parking reduction strategy for land within Major Transit Station Areas to recognize and encourage rapid transit use.

Sections 3.C.2.18 and 3.C.2.19 identify that the City will prepare Station Area plans, similar in contents with those identified in the corresponding Regional policies. Of note, Section 3.C.2.19c) expands on the parking management transportation management strategy from that of the Regional policies specifying specific strategies *"may include reduced parking requirements, shared parking, development of structured or underground parking facilities, parking pricing and other appropriate strategies"*. Section 3.C.2.20 notes that Phase 1 of the Planning Around Rapid Transit Station Areas (PARTS) Project to identify Major Transit Station Study Areas is meant to inform applications for development and

redevelopment in advance of the completion of Station Area Plan, recognizing that *“not all lands within a possible influence area of a ten minute walking radius centered around the location of a proposed Rapid Transit Station Stop should be the focus for intensification and development”*.

The **PARTS Midtown Plan** was approved by the City of Kitchener in December 2017 for the station area surrounding the Grand River Hospital ION Station. The PARTS Plans provide a more land use and design direction for each of the ION Station Areas within Kitchener, further that in the general Major Transit Station Area policies in the Regional Official Plan and the Kitchener Official Plan. The PARTS Midtown Plan was approved by City Council but has not yet been implemented through amendments to the Official Plan and Zoning By-law.

In Phase 1 of the PARTS project, the site is part of the “Recommended Influence Area” within the Station Area (**see Figure 7a**); however, the site is outside of the study area boundary of the PARTS Midtown Plan, which ends at the Iron Horse Trail abutting the site’s eastern side (**see Figure 7b**). While the site is not part of the “focus area” of the Station Area per the PARTS Midtown Plan, which provides detailed development, design and public realm direction for that area, the site is nonetheless within the 800 metre walkshed of the ION station and should benefit from an uplift in intensity per Provincial and Regional direction.

Analysis and Opinion

In our opinion, the proposed applications are consistent with the 2020 PPS and conform to the 2019 Growth Plan, the Regional Official Plan and Kitchener Official Plan with respect to the above transit-oriented policies. Locationally, the Site capitalizes on a prominent location within Kitchener’s broader public transit system. It is well-positioned to take advantage of existing transit service, including higher order ION service at the Grand River Hospital station within a 10-minute walk and local GRT bus routes on its doorstep along Belmont Avenue and Glasgow Street. Existing sidewalks on Belmont Avenue and Glasgow Street lead through the surrounding area and the numerous shops, services, offices, and community or cultural facilities within a short walk of the Site.

The proposed redevelopment is planned and design in keeping with the policy direction for Major Transit Station Areas and general development policies in the 2019 Growth Plan, Regional Official Plan and Kitchener Official Plan as it concerns the area surrounding the ION station. The proposed mixture of residential and retail space within the proposed building supports getting to and from the site by public transit. The intensity of the redevelopment will directly support the viability of existing and future transit services. The proposed building design connects directly to existing sidewalks on Belmont Avenue and the Iron Horse Trail to rear, which link to the network of sidewalks leading to ION Station and local bus stops. The ground floor design with street-facing commercial unit supports an active, pedestrian-friendly environment continuing the pattern of Belmont Village and supporting walking and transit use.



Official Plan - Urban Structure
Source: City of Kitchener Official Plan, Map 2 Urban Structure (June 24, 2019)

Figure
5



Official Plan - Land Use
Source: City of Kitchener Official Plan, Map 3 Land Use (June 24, 2019)

Figure
6



PARTS - Recommended Study Areas

Source: City of Kitchener, Planning Around Rapid Transit Stations, Midtown Station Area (November 2013)

Figure

7a



The proposed redevelopment includes a comprehensive TDM program designed to support transit and active transportation and allow for car-free or car-reduced living and working options on the site. Proposed TDM measures include an unbundled parking supply, reduced parking requirements, secure bicycle parking, transit information, and an assigned TDM coordinator within the building.

The proposed reduction in minimum car parking requirements is supported by the Growth Plan and contemplated by the Regional Official Plan and Kitchener Official Plan policies. Paradigm's assessment concerning the proposed parking reduction concluded that the reduction was appropriate with the implementation of the proposed TDM measures and is in keeping with parking utilization rates of similar developments in the surrounding vicinity.

5.4 *Housing

The **2020 PPS** strives for a diversity of housing options and housing affordability. Section 1.1.1b) indicates that an appropriate range and mix of residential uses, including affordable housing, is part of sustaining “[h]ealthy, liveable and safe communities”, the 2020 PPS now emphasizing the accommodation of a “market-based” range and mix of residential types. To this end, Section 1.4.1 identifies that to meet the needs of current and future residents, municipalities are to “*maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development*”. Section 1.4.3 further directs municipalities to accommodate housing “options and densities” to meet market-based needs permit and facilitate all forms of residential intensification and redevelopment, to direct new housing to locations served by appropriate infrastructure, promote efficient densities that support active transportation and transit use, and establish development standards that minimize housing costs and facilitate a compact form.

The **2019 Growth Plan** also stresses a diverse housing stock, including affordable housing opportunities. Section 2.2.6.1 directs that municipalities are to support housing choice and achieve minimum intensification and density targets by such means as identifying a diverse range and mix of housing options and densities and establishing targets for affordable housing, both ownership and rental. This is to be implemented through official plan policies and designations and zoning by-laws per Section 2.2.6.1d). Section 2.2.6.2 directs that municipalities are to support the achievement of complete communities by planning to accommodate the Growth Plan's forecasted growth, achieve the Growth's Plan minimum and density targets, consider the range, mix and densities of existing housing stock, and diversity the housing stock across the city. Additionally, Section 2.2.6.3 identifies that municipalities are to consider requirements for multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes, as part of the achievement of complete communities.

The **Regional Official Plan** echoes the Provincial direction regarding housing diversity. Section 3.A stresses the importance of “a full and diverse range and mix of permanent housing that is safe, affordable, of adequate size and meets the accessibility requirements of all residents” for quality of life and a stable business environment. Section 3.A.2 directs that area municipalities will “*plan to provide*

an appropriate range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents”.

Section 4 of the **Kitchener Official Plan** emphasizes intensification and redevelopment throughout the city as part of its housing policy. Section 4.C.1.3 directs that the most residential growth within the Built-Up Area is to be within “Intensification Areas” such as Major Transit Station Areas. Section 4.C.1.12 identifies the City’s preference for mixed land use patterns that disperse *“a full range of housing types and styles both across the city as a whole and within neighbourhoods”*.

Concerning the fit of new housing, Section 4.C.1.9 directs that residential intensification and redevelopment within existing neighbourhoods is to be designed to respect existing character with a *“high degree of sensitivity to surrounding context”*. Section 4.C.1.8 identifies considerations for the evaluation of requested special zoning regulations to ensure that new buildings are appropriate in massing and scale, compatible with the character of established neighbourhoods, sensitive to exterior areas of adjacent properties, and function appropriately without creating unacceptable adverse impacts on adjacent properties concerning parking, landscaping and amenity areas.

Concerning affordability, Section 4.C.1.16 identifies that *“the City will require, wherever appropriate, a minimum of 30 percent of new residential dwelling units to be planned in forms other than single detached and semi-detached dwellings, and may include housing forms such as street or cluster townhouses and multiple residential buildings”*. Further, Section 4.C.1.17 identifies that the City may require *“the allocation of lands for a minimum number of units of affordable housing when considering applications for new residential development”* to satisfy PPS requirements. Section 4.C.1.16 is in effect, however, Section 4.C.1.17 was deferred by the LPAT Order pending a City-initiated Amendment to bring other policies or plans related to affordable housing into effect.

Analysis and Opinion

In our opinion, the proposed applications are consistent with the 2020 PPS and conform to the 2019 Growth Plan, the Regional Official Plan and Kitchener Official Plan with respect to the broad housing objectives and policies of the 2020 PPS, 2019 Growth Plan, Region Official Plan and Kitchener Official Plan. Locationally, the site is well-situated in a location supported by existing servicing infrastructure, with a residential density that contributes to the viability of transit use. The proposed redevelopment’s compact form and intensity supports the broader growth and intensification directives of the Provincial and City planning policy concerning residential opportunities in core, transit-supported areas.

The proposed redevelopment contributes to diversity Kitchener’s urban area housing stock with options in unit size, in the urban corridor of Belmont Village. It contains a mix of one-bedroom and two-bedroom units through the building’s upper storeys. There is variety in the unit sizes providing some choice within the one-bedroom option (generally 520 to 620 square feet) and two-bedroom options (generally 730 to 1,160 square feet). Smaller one-bedroom units are targeted to residents looking for more compact and contemporary accommodations and for opportunities for car-free or car-reduced living. Two-bedroom units will cater to a range of residents, including down-sizers and families.

Concerning affordable housing, the proposed building does not include affordable housing that meets the City's defined housing benchmark. The proposed redevelopment, however, does assist with other housing objectives, including contributing to the rental housing stock and providing compact unit forms that cater to smaller households.

5.5 Economy and Employment

The **2020 PPS** promotes and protects employment and economic development opportunities. Section 1.3.1 directs municipalities are to promote economic development and competitiveness by, among other matters, providing for an appropriate range and mix of employment uses, maintaining a supply of sites that provide for a range of employment activities and ancillary uses, and encouraging compact, mixed-use development form as part of a liveable and resilient community. Section 1.7.1 furthers this direction by encouraging long-term prosperity through such means as “c) *maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets*” as well as “d) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes*”.

The **2019 Growth Plan** supports economic development competitiveness within the Greater Golden Horseshoe. Concerning retail and other commercial uses, Section 2.2.5.3 directs that retail and office uses be directed to locations “*that support active transportation and have existing or planned transit*” while Section 2.2.5.4 directs that planning for employment will minimize surface parking and encourage active transportation and transit-supportive built form.

The **Regional Official Plan** supports similar goals of a healthy business environment. Section 4.3 calls for a “*broad range of accessible employment opportunities*” throughout the Region and maintaining “*a competitive advantage in attracting and retaining people, jobs and investment*”.

Section 5 of the **Kitchener Official Plan** provides policy direction for establishing and maintaining a strong and robust economy as part of a complete and healthy community. Section 5.C.1.1 identifies that such an economy will be supported by “*encouraging a mix of uses within Intensification Areas*”, which includes Major Transit Station Areas, and “*supporting options to work from home by planning for an appropriate range of home-based occupations within land use designations that permit residential uses*”.

Analysis and Opinion

In our opinion, the proposed applications are consistent with the 2020 PPS and conform to the 2019 Growth Plan, the Regional Official Plan and Kitchener Official Plan with respect to the above employment and economic growth policies. The proposed redevelopment will positively contribute to Kitchener's employment base and economic vitality. Ground floor commercial units continue the pattern of Belmont Village and support the surrounding neighbourhood, including the major employment cluster of Catalyst 137. The provision of urban living opportunities supports this emerging employment cluster as well as supporting the vitality of Belmont Village main street uses and activities.

5.6 Compatibility

The **2020 PPS** speaks to matters of compatibility with major facilities. Section 1.2.6.1 indicates that such facilities and uses *shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures*. Major facilities are defined by the 2020 PPS as those that “*may require separation from sensitive land uses, including but not limited to airports, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities*”. The PPS defines sensitive land uses as “[b]uildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by nearby major facilities”.

The **2019 Growth Plan** seeks to minimize impacts of certain uses, like residential, on industrial uses or similar affected uses similar to the 2014 PPS. Section 2.2.5.8 directs that the “*development of sensitive land uses, major retail uses or major office uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment*”. The 2019 Growth Plan uses the same definition for sensitive land uses as found in the 2014 PPS.

The **Regional Official Plan** establishes policy direction for area municipalities incompatibilities and sensitive land uses. Section 2.G.10 directs that area municipalities are to establish official plan policies “*to prevent or minimize potential adverse effects due to the encroachment of sensitive land uses and potentially incompatible uses on one another*”, such as assessments and attenuation measures.

The **Kitchener Official Plan** provides policy direction concerning two aspects of compatibility: compatibility of use and functions and compatibility of building form and design. The Kitchener Official Plan defines “Compatibility/Compatible” as:

Land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects, adverse environmental impacts or adverse impacts”. Compatibility or compatible should not be narrowly interpreted to mean “the same as” or even as “being similar to”.

On the matter of land use compatibility, Section 6.C.3.1 directs that “*the City will have regard for the Provincial Land Use Compatibility Guidelines relating to noise, vibration, odour and particulate matter when considering the siting of sensitive land uses*”.

On the matter of building form compatibility, Section 15.D.4.6 identifies that permitted uses and scale in the Mixed Use designation “*will be dependent upon the Urban Structure Component the site is within and its planned function and density, compatibility with surrounding areas, technical considerations and other contextual or site specific factors*”. Section 15.D.4.23 directs that “*increases*

to the permitted building height of up to 50 percent of the permitted building height” may be considered “where a development or redevelopment provides a mixed use building containing residential units” and where it is demonstrated “that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied”.

Analysis and Opinion

In our opinion, the proposed applications are consistent with the 2020 PPS and conform to the 2019 Growth Plan, the Regional Official Plan and the Kitchener Official Plan with respect to the above policies for compatibility. There are no surrounding industrial uses or major facilities that would impact the proposed residential uses, which are permitted anyways by the existing policy and zoning. The Environmental Assessment for the applications demonstrates that impacts from road noise can be adequately controlled through mitigation measures.

Regarding compatibility of form, the increased building height contemplated by Section 15.D.4.23 of the Kitchener Official Plan is appropriate for the subject site. The building base is scaled and defined to the pedestrian through the ground floor-to-floor height and its building positioning as well as supported by glazing and architectural treatment. Massing on the upper levels steps back from the podium from the front edge along Belmont and is architecturally defined. The form is compatible with adjacent lands, a multi-storey commercial building to the north (owned by proponent), a drive-through Tim Horton's to the south, the Iron Horse Trail to the east, and the Belmont Avenue shops and restaurants facing to the west. Wind and shadow studies for the applications demonstrate that there are no significant impacts on surrounding streets, open spaces and residential areas from the proposed development. The proposed development's form and design appropriately responds to the relevant design-related policies and design standards of the City, as outlined in the Urban Design Brief for the applications.

5.7 Sustainability

The **2020 PPS** promotes sustainability throughout its policies, including those concerning land use patterns, built form, and transportation. Section 1.8.1 specifically provides direction for environmental sustainability through land use and development patterns, which strives to:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which: 1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and 2. maximizes opportunities for the use of renewable energy systems and alternative energy systems;*

The **2019 Growth Plan** includes sustainable development as part of its direction for complete communities and land use patterns. Its policies concerning land use patterns, growth and

intensification have inherent tones of sustainability in respect to compact development patterns utilizing existing facilities, infrastructure and transit. More specifically, Section 2.2.1 includes mitigation and adaption to climate change impacts, improvement to resiliency, reduction of greenhouse emissions, and integration of green infrastructure and low impact development. Section 3.2.2.2c) directs that transportations systems are to be planned and managed to be *“sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for tripmaking and supporting the use of zero- and low-emission vehicles”*.

The **Regional Official Plan** supports energy conservation through the development of the built environment. Specifically, Section 3.D.1 identifies the Region will support energy conservation through policies that:

- (a) *promote compact, mixed-use development;*
- (b) *promote walking, cycling and the use of transit;*
- (c) *maximize, wherever appropriate, the use and production of alternative and/or renewable energy systems;*
- (d) *maximize the protection of existing natural areas and, wherever appropriate, promote the use of newly planted vegetation including green roofs to reduce the urban heat island effect;*
- (e) *optimize the use of existing physical infrastructure and community infrastructure to support reurbanization;*
- (f) *support water efficiency measures that reduce the demand for energy to pump and treat water resources;*
- (g) *promote building designs and orientations that incorporate energy conservation features, and the use of alternative or renewable energy; and*
- (h) *promote the sourcing of materials, products and natural resources from close to market locations in order to minimize the energy required to transport materials and products.*

The **Kitchener Official Plan** also provides the policy direction for sustainable development. Section 7.C.4.1 provides the general direction indicating that the City *“will ensure that development and redevelopment strives to be increasingly sustainable by encouraging, supporting and, where appropriate, requiring:*

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

As well, Section 7.C contains other sections and policies related to promoting and encouraging supporting sustainable development matters, including water conservation, energy conservation and efficiency, alternative energy systems, waste reduction and management, and air quality.

Analysis and Opinion

In our opinion, the proposed applications are consistent with the 2020 PPS and conform to the 2019 Growth Plan, the Regional Official Plan and the Kitchener Official Plan with respect to the above sustainability-related policies through a combination inherent locational attributes, site design and building design. The City of Kitchener requires a Sustainability Statement as part of a complete application that demonstrates conformity the Kitchener Official Plan sustainability policies; this Statement also addresses the proposed development's consistency or conformity with the PPS, Growth Plan and Regional Official Plan policies. The Sustainability Statement for the proposed development is contained in **Appendix B** of this Report.

6. Proposed Amendments

6.1 Official Plan Amendment

6.1.1 Proposal Amendment

The proposed Amendment to the Kitchener Official Plan would retain the Mixed Use designation on the site (see **Figure 6**) and would add a Site-Specific Policy Area reflecting the proposed building height and intensity.

15.D.12.X 660 Belmont Avenue East

Notwithstanding the Mixed Use land use designation and policies on the land known municipally as 660 Belmont Avenue East, legally described as Lot 10 and Part of Lot 13 on Registered Plan 343, and the abutting portion of Belmont Lane East, the maximum building height is 13 storeys or 49 metres in height, whichever is greater at the highest grade elevation.

6.1.2 Justification

Permitted Uses

Section 15.D.4.2 and 15.D.4.3 of the Kitchener Official Plan regarding the “Mixed Use” designation identifies that permitted uses may include medium and high rise residential uses as well as commercial uses, including retail, restaurants, personal services, offices, and health clinics or offices. Section 15.D.4.6 directs that the range of scale of uses for the site’s zoning is dependent on the planned function of the Major Transit Station Area / Urban Corridor structure designation that applies to the site and compatibility with surrounding uses and other site-specific contextual factors.

The proposed ground floor commercial uses (retail, restaurant, personal services, office) are permitted by the Mixed Use designation and an Amendment is not required.

Intensity

For new residential or mixed-use buildings, Section 15.D.4.17 establishes a maximum Floor Space Ratio of 2.0 for sites within an Urban Corridor and 4.0 for site sites in a Major Transit Station Area. Section 15.D.4.19 applies a maximum Floor Space Ratio of 4.0 to site where “*higher density development or redevelopment is desirable and appropriate*”, with criteria of direct arterial or collector road access, adequate buffering to Low Rise Residential areas, and adequate existing or planned infrastructure. Section 15.D.4.20 allows a further increase to 5.0 for buildings that incorporate a below-grade parking structure, provided that all the applicable Official Plan policies are satisfied.

The proposed development’s FSR intensity of 3.2 including the area of Belmont Lane East conforms to the maximum of 4.0 established for sites within a Major Transit Station Area, so an Official Plan Amendment is not required. This proposed FSR is also permitted under the Urban Corridor “uplift” per Section 15.D.4.19 given its direct access to Belmont Avenue (Arterial Road), the significant separation distance to Low Rise Residential areas (closest at 55 metres), and the existing road and servicing

infrastructure on Belmont Avenue. As a stand-alone parcel, the proposed development FSR intensity of 4.3 on 660 Belmont Avenue by itself is also permitted by Section 15.4.D.20 given the incorporation of a two-level underground parking garage and satisfaction of applicable Official Plan policies as outlined above in Section 5 of this Report.

Height

Section 15.D.4.22 identifies that for sites within an Urban Corridor that “[g]enerally no building will exceed ... 8 storeys or 25 metres in height, whichever is greater at the highest grade elevation”. Section 15.D.4.23 does identify that City may consider increase heights up to 50% of the permitted building for building mixed-use building containing residential units, where they have “a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied”.

The maximum building height on the site may be 12 storeys or 37.5 metres per Section 15.D.4.23. The proposed building satisfies the considerations for the increased height with a 3-storey pedestrian-scaled base to Belmont Avenue with 3 metre upper storey setbacks per guidelines, it further steps backs from the north and south sides, and it does not create any unacceptable or unsafe wind or shading impacts on the residential neighbourhoods to the west and east of Belmont Avenue per submitted studies. Compatibility of form is addressed through the analysis of the Urban Design Brief supported for the applications.

Although the proposed building is higher than the contemplated 12 storeys, the proposed building’s 13th storey is not a full storey. It does not contain residential units. The bulk of the 13th storey floor space contains the mechanical penthouse, which would not be a storey on its own. The remainder is comprised of stairwells, a hallway and Indoor private suite access rooms leading to private outdoor terraces. The 13th storey recesses significantly from the floor below, with approximately one-third of the footprint of the 12th storey below. For these reasons, the additional 13th storey is minimal in effect and reasonable from a planning perspective.

6.2 Proposed Zoning By-law Amendment

6.2.1 Proposed Amendments

Table 1 below summarizes the proposed development’s compliance with the existing regulations of By-law 85-1 and 2019-051 for the site and identifies necessary site-specific regulations to allow the proposed development. The proposed Zoning By-law Amendment would amend both By-law 85-1 (the in-force zoning by-law) and By-law 2019-51 (the approved new zoning by-law currently under appeal), as outlined in Sections 6.2.1.1 and 6.2.1.2 below.

Table 1: Compliance Summary with By-law 85-1 and By-law 2019-051

Regulation	Requirement		Proposed	Compliance
	By-Law 85-1 MU-2	By-law 2019-051 MIX-2		
MIN lot width	15 m	15 m	78 m	Yes
MIN front yard setback	1.5 m	1.5 m	3.9 m	Yes
MAX front yard setback	7.5 m	NR	3.9 m	Yes
MIN exterior side yard setback	1.5 m	1.5 m	N/A	Yes
MAX exterior side yard setback	7.5 m	NR	3.9 m	Yes
MIN rear yard setback	7.5 m	7.5 m	18.75 m	Yes
MIN interior side yard setback	NR	0	2.02 m	Yes
MIN yard setback abutting a residential zone	7.5 m	7.5 m	18.75 m *	Yes
MIN Façade Height for Buildings	6.0 m	NR	12.95 m	Yes
MIN ground floor building height for street line façade	NR	4.5 m	5.4 m	Yes
MIN building height	NR	11 m	48.6 m	Yes
MAX building height	24.0 m	25 m	48.6 m	No
MAX number of storeys	NR	8 storeys	13 storeys	No
MIN number of storeys in the base of a mid-rise or tall building	NR	3 storeys	3 storeys	Yes
MAX number of storeys in the base of a mid-rise or tall building	NR	6 storeys	3 storeys	Yes
MIN street line stepback for mid-rise and tall buildings	NR	3 m	3 m	Yes
MIN stepback for mid-rise and tall buildings abutting low-rise residential zone	NR	3 m	3 m *	Yes
MIN floor space ratio	1.0	0.6	3.2 (4.3 without lane)	Yes
MAX floor space ratio	4.0	4.0	3.2 (4.3 without lane)	Yes
MAX total retail gross floor area within mixed-use building	1,000 sq.m.	7,500 sq.m.	1,090 sq.m. **	Yes
MIN ground floor street line façade width	50%	50%	80%	Yes
MIN percent street line façade openings	40%	50%	TBD > 50%	Yes
MIN landscaped area	10%	15%	30%	Yes
MIN Parking – Residential	174 spaces (1.25 / unit minus 20%)	157 spaces (0.9 / unit)	130 spaces	No
MIN Parking – Commercial (Multi-Unit)	39 spaces ***	31 spaces (1 / 35 sq.m.)	31 spaces	Yes
MIN Class A Bicycle Parking	NR	82 stalls (0.5 / unit + 1 stall / 1,000 sq. m.)	82	Yes
MIN Class B Bicycle Parking	NR	9 stalls (6 stalls + 1 stall / 333 sq.m.)	10	Yes

 New site-specific regulation required (not including incorporating MIX-2 base regulations in MU-2)

* Not applicable for 2019-051 given site is not abutting a residential zone.

** Likely not all be “Retail” space.

*** Assumed mix of commercial at 1 space per 25 sq.m. average

6.2.1.1 Amendment to By-law 85-1

The proposed Amendment to Zoning By-law 85-1 would retain the Mixed Use Corridor (MU-2) Zone on the site (**see Figure 8**), would retain the existing Special Regulation 424R, would remove the existing Special Regulation 573R, and would establish a new Special Regulation (“#660R”) that reflects By-law MIX-2 regulations and carries forward most of 573R. The proposed new Special Regulation “#660R” reads:

- #660R** *Notwithstanding Sections 6.1.1.2a) and 54.2 of this By-law, within the lands zoned MU-2 and shown as affected by this subsection on Schedule 40 of Appendix "A", the following special regulations apply:*
- a) a visual barrier between a parking lot and a residentially zoned property is not required;*
 - b) there shall be no maximum front yard and exterior side yard setback;*
 - c) the minimum yard abutting a residentially zoned property shall be 0 metres;*
 - d) the minimum rear yard setback shall be 0 metres;*
 - e) the minimum interior yard setback shall be 0;*
 - f) the minimum building height shall be 11 metres;*
 - g) the maximum building height shall be 49 metres;*
 - h) a dwelling unit may be located on the ground floor of a mixed use building provided that such dwelling unit is oriented toward the Iron Horse Trail.*
 - i) for the purposes of this Special Regulation, the area of the abutting portion of Belmont Lane East may be included within the lot area for the purposes of calculation of Floor Space Ratio.*
 - j) the maximum total retail gross floor area within a mixed-use building shall be 7,500 square metres;*
 - k) the minimum ground floor street line façade width as a percent of the width of the abutting street line shall be 50%, measured between 0.5 metres and 4.5 metres above the exterior finished grade along the entire width of the street line façade;*
 - l) the maximum distance between street line façade openings and between exterior walls and street line façade openings shall be 8 metres;*
 - m) the minimum landscaped area shall be 15%;*
 - n) the minimum off-street parking requirement for Multiple Dwellings is 0.80 spaces per dwelling unit;*
 - o) where there are three or more separate spaces for lease and/or occupancy containing non-residential uses in a mixed-use building, the minimum off-street parking requirement shall be 1 space per 35 square metres of gross floor area*
 - p) where there is a residential use on a lot where the non-residential uses qualify for the parking rate per provision n) above, visitor parking spaces shall not be required for the residential use provided all parking spaces are shared between uses and are unassigned.*

- q) *a minimum of 20 percent of the parking spaces required for multiple dwellings, rounded down, shall be designed to permit the future installation of electric vehicle supply equipment.*
- r) *where parking spaces required for non-residential uses are not located within a building, a minimum of 15 percent of the parking spaces shall be designed to permit the future installation of electric vehicle supply equipment and a minimum of 5 percent of the parking spaces shall be electric vehicle parking spaces.*
- s) *minimum bicycle parking requirements for Multiple Dwellings shall be 0.5 stalls in a bicycle locker or an enclosed, secure area ("Class A") and 6 stalls in a short-term secure area ("Class B") where more than 20 dwelling units are on a lot.*
- t) *minimum bicycle parking requirements for non-residential uses using provision o) above shall be 1 stall per 1,000 square metres in a bicycle locker or an enclosed, secure area ("Class A") and 1 stall per 333 square metres in a short-term secure area ("Class B").*
- u) *shower and change facilities shall be required for non-residential uses according to the following rates:*
 - i) *Where less than 5 Class A stalls are required, facilities are not required;*
 - ii) *Where 5 to 60 Class A Stalls are required, provide a facility with at least 2 showers and a minimum floor area of 8 square metres;*
 - iii) *Where 61 to 120 Class A Stalls are required, provide a facility with 4 showers and minimum floor area of 12 square metres;*
 - iv) *Where 121 to 180 Class A Stalls are required, provide a facility with 6 showers and minimum floor area of 16 square metres; or*
 - v) *Where greater than 180 Class A stalls are required, provide a facility with 8 showers and minimum floor area of 20 square metres.*

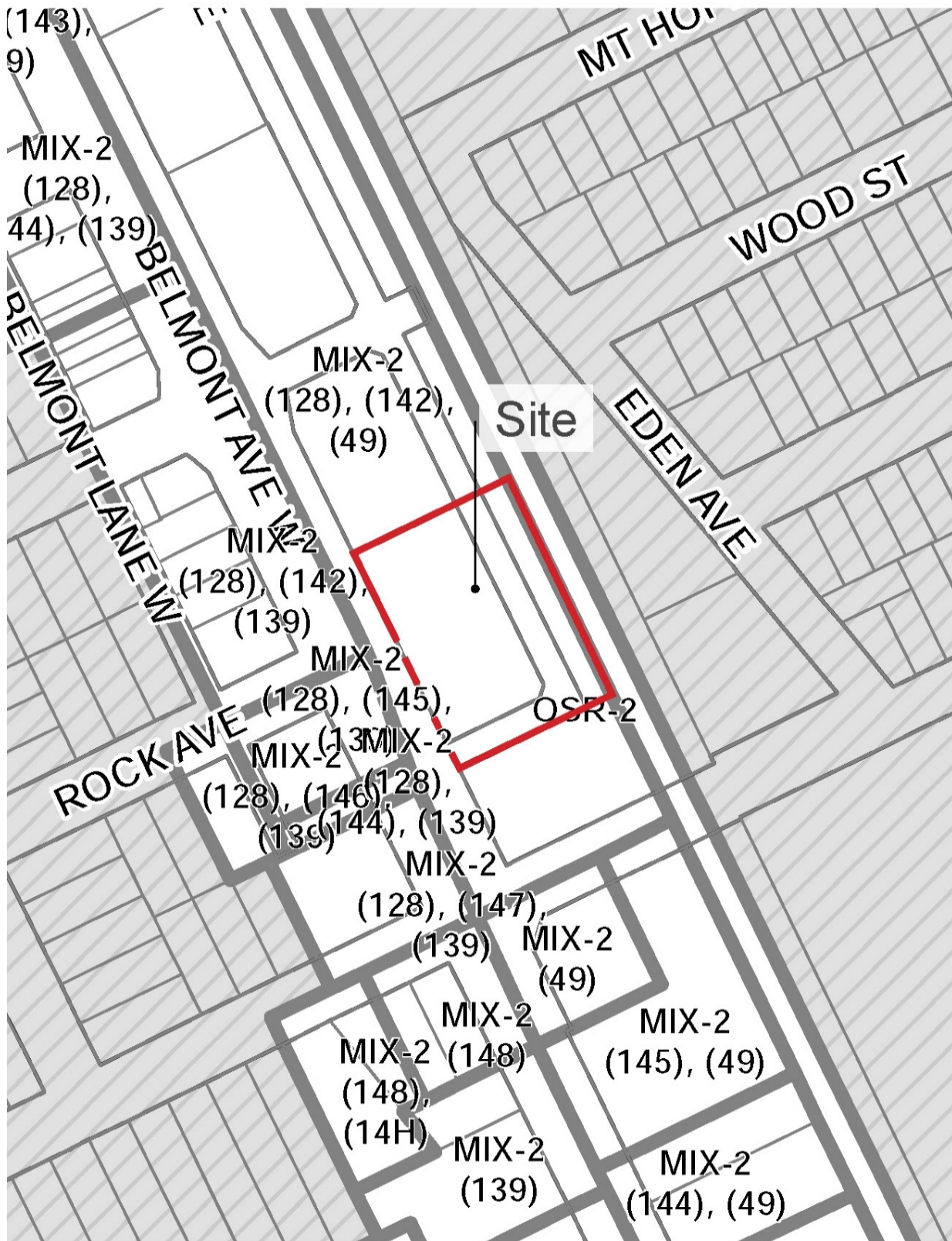
6.2.1.2 Amendment to By-law 2019-051

The proposed Amendment to By-law 2019-051 would retain the Mixed Use Two (MIX-2) Zone on the site (**see Figure 9**), would retain existing Site Specific Provisions 49, 128 and 142, and would add a new Site Specific Provision "#660" for the increased building height and reduced parking requirement. The Site-Specific Provision reads as follows:

(#660) *Within the lands zoned MIX-2 and shown as affected by this provision on Zoning Grid Schedule 40 of Appendix A:*

- a) *the maximum building height shall be 49 metres;*
- b) *the maximum number of storeys shall be 13.storeys;*
- c) *for the purposes of this Site-Specific Provision, the area of the abutting portion of Belmont Lane East may be included within the lot area for the purposes of calculation of Floor Space Ratio; and*
- d) *the minimum required rate of parking spaces for Multiple Dwellings shall be 0.80 spaces per dwelling unit.*





6.2.2 Justification

The proposed Amendment to By-law 85-1 establishes 21 site-specific regulations within the existing MU-2 Zone for the site; however, the majority reflect the zoning regulations of By-law 2019-051 or the site's existing special regulations. Of the 21 site-specific regulations, 4 continue the existing regulations of the 573R special regulation (except for that related to building height) in the new special regulation; 14 bring forward the approved base regulations of the MIX-2 Zone into the MU-2 Zone for the site; and 3 are new special regulations reflecting height, intensity and parking for the proposed development. The 3 new special regulations are reasonable and justified for the reasons:

1. The proposed regulation for the increased maximum building height, regulation g), implements the proposed Official Plan Amendment in terms of a 13-storey building height. This increase is justified as the proposed building satisfies the considerations for increased building height and the 13th storey is not truly a residential living floor, as outlined above, but rather a mechanical penthouse with access suites for outdoor terraces.
2. The proposed regulation for the increased maximum floor space ratio, regulation i), allows the inclusion of the area of the abutting portion of Belmont Lane East for calculation purposes. The proposed floor space ratio is 3.2 for the entire site or would work out to 4.3 if the lane were not acquired and included. Even without the lane acquired, the form of the development would not materially change. The 3.2 floor space ratio is permitted under the as-of-right zoning; the 4.3 floor space ratio is permitted by the Official Plan given the proposed underground parking and satisfaction of the policy tests outlined for the Official Plan Amendment.
3. The proposed regulation for the reduced minimum parking for Multiple Dwellings, regulation n), of 0.80 spaces per unit is a small reduction from the base requirement from the parking rate of By-law 2019-051 of 0.9 spaces per unit. This reduction is supported by the Parking Study for the applications, which deemed it appropriate given parking utilization of surrounding similar developments, proximity to the ION station and the proposed TDM program. On the latter point, the Special Regulation to By-law 85-1 incorporates new minimum bicycle parking requirements following the direction of the approved 2019-051.

The proposed Amendment to By-law 2019-051 establishes the latter three site-specific regulations as part of the MIX-2 Zone for transition when the appealed new by-law comes into force and effect. The Amendment adds the same above three site-specific regulations as well as fourth concerning the maximum number of storeys, which is regulated by By-law 2019-051. These are justified for the same reasons given for By-law 85-1 above.

7. Conclusions

660 Belmont LP is proposing an Official Plan Amendment and Zoning By-law Amendment for its site located at 660 Belmont Avenue, north of the intersection of Belmont Avenue and Glasgow Street. The proposed building is a 13-storey mixed unit building with ground floor commercial units and condominium apartment units in the upper storeys. Parking will be provided principally through two levels of underground parking as well as a small surface parking area for commercial tenants and visitors. The proponent is pursuing the acquisition of the abutting portion of Belmont Lane East from the City of Kitchener as part of the proposed application in the interests of development efficiency and circulation.

The proposed Official Plan Amendment would maintain the “Mixed Use” designation on the site but add a site-specific policy for the increased building height and alternative intensity. The proposed Zoning By-law Amendment would amend both the in-force By-law 85-1 and the appealed By-law 2019-051: the existing MU-2 Zone in the former would be amended to bring forward the regulations of the new MIX-2 Zone in By-law 2019-051 and establish new site-specific regulations for height, intensity and parking; the MIX-2 Zone in the latter would be amended to establish the same new site-specific regulations for height, intensity and parking as transition when the new by-law comes into effect.

The assessment in this Planning Justification Report concludes that the proposed redevelopment satisfies the relevant goals and objectives of relevant Provincial, Regional and City planning policies. Specifically, the proposed redevelopment of the subject site:

- Supports the broader growth and intensification directives that encourage development in built-up, serviced areas;
- Accommodates a compact development pattern that efficiently uses existing roads and servicing infrastructure abutting the site and support existing public facilities and community resources in the surrounding neighbourhood;
- Optimizes the use of land and infrastructure on a site with a mix of use and intensity of form that reflects the Provincial policy direction concerning transit-supportive land use patterns.
- Is a true mixed-use development that integrates ground floor shops, restaurants and services together with residential units above;
- Is transit-supportive with a location within walking distance of the Grand River Hospital ION station, its compact and intense form, and the comprehensive TDM strategy concerning transit support and parking measures;
- Is well-positioned to encourage active transportation opportunities, both walking and cycling, with direct connections to the Iron Horse Trail and pedestrian and cycling infrastructure on Belmont Avenue;
- Supports businesses and vibrancy in the main street of Belmont Village with additional commercial space and new residents on its doorstep;

- Provides a range of a mix of compact unit sizes as part of a rental building, diversifying housing choice in the core of Kitchener, providing options for residents looking for car-free or car-reduced opportunities as part of an urban lifestyle;
- Provides a compatible development form with the tower atop a pedestrian-scaled building base, together with massing and architecture that fits with the surrounding urban fabric; and
- Embraces sustainability related to its prominent location for sustainable travel modes together with opportunities for a sustainable building design.

For the reasons outlined in this report, it is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are appropriate, desirable and represent good planning. They appropriately consider and address the matters of provincial interest in Section 2 of the Planning Act that municipalities must have regard to in making decisions. They are consistent with the 2020 Provincial Policy Statement and conform to and do not conflict with the 2019 Growth Plan for the Greater Golden Horseshoe. They conform to the intent and general policies of the Regional Official Plan and the Kitchener Official Plan. The proposed increased height and intensity are both contemplated by existing Kitchener Official Plan policy for the Mixed Use designation and the proposed Amendments satisfy those considerations. Additionally, the proposed reduced parking requirements are in keeping with Provincial, Regional and City for supporting transit use, active transportation and reduced automobile travel, and the reduction is supported by the required Parking Study.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'K Muir', is positioned above the printed name.

Kevin Muir, MCIP, RPP, LEED AP
Senior Planner

Appendix A

Record of Pre-Consultation Meeting



RECORD OF PRE-SUBMISSION CONSULTATION
City of Kitchener
Development Services Department
Planning Division, 6th Floor
200 King Street West
Kitchener, Ontario N2G 4G7
Phone: 519-741-2426
Fax: 519-741-2624

CONFIDENTIAL

This document contains confidential information that is not part of a Planning Act application.

The purpose of the Pre-Submission Consultation is to review a proposed development and identify the need for, and scope of, the *other information and materials* required as part of a complete application under the Planning Act. The City will not accept an application for a Plan of Subdivision, a Plan of Vacant Land Condominium, an Official Plan Amendment, a Zoning By-law Amendment, a Consent and/or Site Plan for processing unless such development application is considered to be a complete application and in accordance with section 17.E.10.1 of the Official Plan.

This Record of Pre-Submission Consultation only applies to the proposal as described and/or as provided for in the attached concept plan (unless otherwise approved by the Director of Planning or his/her delegate), and shall be valid for one year from the date of the Pre-Submission Consultation Meeting.

Date of Pre-Submission Consultation Meeting: September 24, 2019

Address: 660 Belmont Avenue West.

Planning Staff on File: Juliane vonWesterholt

Meeting Attendees: Juliane vonWesterholt, Dave Seller, Jason Brule, Sandro Bassanese, Brian Bennett, Shilling Yip, Don Zehr (applicant), Zac Zehr (applicant), Pam Tolton (ABA Architect), Heather Price (GSP Group), Christine Wagner

Applicant: Zac Zehr

Type of Application(s): Official Plan Amendment, Zoning By-law Amendment and Site Plan

Pre-Submission Fee in the amount of \$1839.00 has been paid in full. Receipt # 2103135

PART I. SUMMARY OF PROPOSAL

A 13 storey (45.5m) mixed use building containing 777.7sq.m. of ground floor commercial space(3 units) with 179 residential units with underground parking and 38 at grade parking spaces.

PART II. DEPARTMENT / AGENCY COMMENTS

The following constitutes the minutes of Pre-Submission Consultation Meeting and provides a summary of the comments and concerns raised by City staff and commenting agencies.

A. City Planning Division Comments

a. Planning Policy and Zoning Review (provided by: Juliane von Westerholt (x7157) and Sarah Coutu x7069)

Option 1- A mixed use building with 777sqm of ground floor commercial (3 units) and 179 residential units with 93 underground parking and 46 at grade parking spaces; a height of 13 storeys or 45.5 m and an FSR of 4.6

(note: this option does not include Belmont Lane)

Option 2- A mixed use building with 777sqm of ground floor commercial (3 units) and 179 residential units with 93 underground parking and 46 at grade parking spaces; a height of 13 storeys or 45.5 m and an FSR of 3.5

Official Plan

- The subject lands are located within an urban corridor and are designated Mixed Use.
- The planned function of the urban corridor is to act as the spine of the community, as well as a destination for the surrounding neighbourhood and as such, development in these areas are intended to be transit supportive, and to provide a range of retail, commercial and residential uses.
- The subject lands are designated Mixed Use which encourages the appropriate mix of residential, commercial institutional uses.
- Policy 15.D.4.17b) restricts the maximum FSR in an Urban Corridor to 2.0 which does not align with the current zoning permissions under Zoning By-law 85-1 which would allow a maximum FSR of 4.0.
- However, Policy 15.D.4.19 makes provision for the consideration of higher FSR from 1.0 to 4.0 where desirable or appropriate and where certain criteria are met (collector/arterial road, buffered from adjacent low rise residential lands, planned or existing infrastructure is sufficient).
- In addition policy 15.D.4.20 would allow a further increase in FSR to 5.0 provided the building:
 - a) is designed to LEED certification standard or equivalent building rating system;
 - b) incorporates a below-grade parking structure, public amenity area, cultural heritage resource and/or public art; and/or,
 - c) contains a food store located internal to a mixed use development.
- In this regard, an OPA **would not be required in either Option for the FSR**
- With respect to height the OP Policy 15.D.4.22 b) limits height in an Urban Corridor to 8 storeys or 24 metres.

- However, Policy 15.D.4.23 allows the City to consider increases in building height up to 50% of the permitted total height where the development provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within the Official Plan are satisfied. In accordance with 15.D.4.23 a maximum building of up to 12 storeys or 36m may be permitted subject to the criteria being met.
- In this regard, **an OPA will be required for the increased height proposed in either Option.**
- *Should the application be revised to a reduced height, an OPA **may not be required** depending on whether this policy is complied with.*

Zoning By-law 85-1

- The subject lands are currently zoned MU-2 (Medium Intensity Mixed Use Corridor Zone 2) as well as 424R (which regulates parking in accordance with by-law 2012-22 and allows existing parking or parking in accordance with 6.1 of by-law 85-1 whichever is the lessor), 573 R (which allows a building with a maximum height of 17 m provided that the building is stepped back 1.5 for portions of the building greater than 10.5m)
- Lands within the MU-2 zone are intended for a variety of commercial, retail, institutional and residential uses
- Currently the MU-2 base zone has a maximum building height of 24 m, however, Regulation 424R reduces that height to 17m with appropriate stepbacks ie. after 10.5m in height 1.5m stepback is required.
- **Both options are proposing a building with a height of 45.5 m or 13 storeys which not only exceeds the maximum building height in an MU-2 zone, but also exceeds the 17m cap on height established by the Site Specific Regulation 573 R. This will require a zoning by-law amendment to allow the increase in height.**
- The MU-2 zone has a maximum FSR of 4.0.
- **Option 1 is proposing an FSR of 4.6, which exceeds the maximum of 4.0 and relief from the zoning by-law would be required through a site specific regulation in an amending by-law.**
- **Option 2 is proposing an FSR of 3.5 and would not require a site specific regulation in an amending by-law.**
- Parking requirements in 85-1 would require 1 space per dwelling unit for a total of 179 spaces. Parking for non-residential uses vary, so the plaza rate of 1 space/27sq.m. of non-residential space was applied to the 777.7sq.m. for the 3 ground floor commercial units for a total parking requirement of 29 spaces and a 20% reduction in parking is permitted for the non-residential uses on the site, as these lands are located in a MU-2 zone, which reduced this to 23 spaces. A total of 7 Barrier Free spaces will be required. Visitor parking, at a rate of 20 %, will also be required.
- **Both proposed options would require a zoning by-law amendment for the reduction in parking for the proposed total number of 139 parking spaces that should be supported through a parking justification study (see transportation comments for more detail).**

- By-law 2019-51 (CRoZBy) Under Appeal
- Council passed Stage 1 of the new zoning by-law, By-law 2019-051, on April 29th, 2019. By-law 2019-051 is currently under appeal.
- The subject lands are zoned MIX-2 with site specific regulations (49), (128), (142) in the CRoZBy by-law. (49) permits a range in FSR from 1.0 to 4.0 (which implements OP policy 15.D.4.19 and matches the existing zoning permissions for FSR in 85-1.
- **A zoning by-law amendment is required for Option 1 for the FSR as it is proposed to exceed an FSR of 4.0.**
- MIX 2 also limits the maximum height to 8 storeys and 25 metres.
- **Both options would require a zoning by-law amendment for the height.**
- CRoZBy parking regulations require a minimum of 0.9 parking spaces per unit (162; maximum parking space of 1.3 spaces per unit (233) in a Mix zone for a multiple dwelling. Plus 0.5 Class A bicycle spaces/ unit (90); 0.1 space per unit for visitor (18); and 6 Class B bicycle parking spaces for buildings in excess of 20 units. Accordingly, a total minimum number of parking including visitor (179) and total number of bicycle spaces (96). The total maximum number of parking spaces including visitor are (251).
- **Both options will require a site specific regulation that reduces the minimum number of parking spaces from 179 to 139 spaces is required through a zoning by-law amendment which should be supported by a parking justification study.**
- Kitchener Growth Management Plan
The subject properties have been ranked as 'Priority A' in the Kitchener Growth Management Plan (KGMP) 2017-2019.
- Sustainability Measures
A Sustainability Statement is required as part of a complete application that identifies what energy, water and waste conservation measures will be included in the design and construction of the site and building to support provincial, regional and city policies, particularly Sections 7.C.4 -7.C.8 of the Kitchener Official Plan. Terms of reference for the statement can be found at www.kitchener.ca/sustainabilitystatement.
The Sustainability Statement may be included in the Planning Justification Report.

General comments

- Depending on the timing of the submission of an application, the in effect by-law 85-1 may be have been replaced by 2019-51. This will depend on how quickly the current appeals to the new Zoning By-law will be resolved.
- Staff is supportive of mixed use development on this property within the Urban Corridor, as this helps reach the intended planned function for this area.
- This is at a density that is supportable and the uses proposed are transit supportive.
- Given its location within the Mixed Use Urban Corridor, staff is expecting a high quality urban design for this development.
- To support the application proposed, an Urban Design Brief will be required.

- During the discussion staff was asked to clarify the process for the purchase and acquisition of Belmont Lane and to look into the possible relocation of the Hydro line and report back to the applicant.
- Staff requires the submission of a Planning Justification Report, which includes an analysis of existing conditions, building design and contextual fit and, rationale for the proposed FSR and building height, in order to provide further comment. A sustainability statement is also required but this could be included in the PJR.

b. Urban Design Comments provided by: Sandro Bassanese x7305

General Comments:

Within the City's approved Official Plan there are numerous sections that are relevant including Part C, Section 11 Urban Design. Please refer to the following link for applicable sections www.kitchener.ca/officialplan

A link to the City of Kitchener Urban Design Manual – UDM - is provided. Please be aware that over the next year this document will be updated to reflect Official Plan policies and new standards of best practice. www.kitchener.ca/udm

Part A of the Manual provides further urban design and built form objectives. **Part B** of the Manual contains Design Briefs which outline specific requirements related to particular geographic areas or land uses. **Part C** of the Manual contains City standards for many site development requirements and these should be accurately reflected in the proposal: parking stall dimensions; aisle widths; sidewalk dimensions; planting rates; landscape plan details; dark-sky luminaire compliance and photometric details.

All applicable sections of the Urban Design Manual are to be adhered to with specific focus on the following sections during the detailed design of the site and buildings:

Contents

City-Wide Design

Major Transit Station Areas

Residential Infill in Central Neighbourhoods

Nodes & Corridors

Structured Parking

Detailed-design guidance for specific types of development, area or land use, including:

Mixed-use corridors

Tall Building Urban Design Guidelines

If the proposed development requires a Zoning By-law/Official Plan amendment, the following would be required:

Design Brief General Requirements:

An Urban Design Brief should address how the site achieves the objectives detailed in the City's Official Plan as well as the design direction and standards outlined in the City's Urban Design Manual including the City's Tall Building Guidelines. A Detailed Terms of Reference will be provided upon request Generally, this Brief will include:

- A qualitative Wind Study
- A complete Shadow Analysis including discussion of impacts to Belmont Ave W. and the Ironhorse trail.
- A Tall Building Design Analysis
- A 3D massing model including preliminary building elevations and anticipated building materials
- A discussion and assessment of compatibility and contextual fit of the proposal into the existing and planned neighbourhood including a discussion of overlook/privacy concerns, contribution to city skyline and impacts to views and sightlines;
- A discussion of the proposed massing, scale, design and character including distinction of the base/middle/top portions of the building, articulation, stepbacks/projections and property setbacks;
- Assessment of functional considerations such as private and common amenity space, pedestrian connectivity, vehicle movement, fire access and garbage collection,
- Discussion of how building setback and architecture contribute to and enhance the public realm,
- Pedestrian connectivity analysis on and offsite,

Development Application Comments:

Options 1 and 2:

- Consideration is to be given to providing units that front onto and have direct access to the Iron Horse Trail,
- Consideration is to be given in both options to creating a larger podium base that covers more of the site with a three storey height and centring the taller building mass within it. This additional stepback would create roof top amenity facing Belmont Ave as well as the Iron Horse Trail.
- The building is to be set back from Belmont Ave to provide a larger pedestrian amenity zone and landscape buffer along the street edge,
- Pedestrian access is to be provided from the building to the Iron Horse Trail,
- If the lane cannot be sold to the owner an agreement will be required as to how lands below the lane are transferred to the owner to facilitate the proposed underground parking,

The following items would form part of a full application as per the City of Kitchener Urban Design Manual/Policies:

- Cross sections (east to west from Belmont to the Iron Horse trail),
- Tree management plan,
- Building elevations,
- Revised site plan,
- Tall building design analysis,

The following items would form part of the conditions to be fulfilled prior to final approval as per the City of Kitchener Urban Design Manual/Policies:

- Landscape plan,
- Tree management plan
- Lighting Plan,
- Building elevations,
- 3D Massing model
- Cost estimate,
- 5% plan review fee,
- Letter of Credit,

A Tree Management Plan (and Arborist's Report) is required – please see UDM Part C, Section 13 and www.kitchener.ca/treemanagement

- The tree management plan should identify all existing trees to be retained, relocated and removed and the tree management methods to be employed to protect any existing trees during construction in accordance with the City's Tree Management Policy. This plan should also identify all trees located on adjacent properties, where the dripline encroaches onto the subject property, in order to ensure that these trees are not directly impacted by any proposed grading.
- Written permission from the adjacent property for removal of or impact to trees in joint ownership along property lines is required prior to full site plan approval
- There are numerous trees along the rear property line that are adjacent to the Ironhorse trail that must be adequately protected throughout demolition, grading and construction; the driplines of these trees may impact the limit of development for the subject property. Any impact or removals proposed in this area are to be reviewed and approved by Parks and Cemeteries staff,
- The tree management plan should accurately show the driplines of the trees; identify the species, condition of the tree, impact of development on the tree and show the existing and proposed grades.
- The methods for protection and mitigation techniques for construction impacts must be clearly identified and accurately shown on the plan.

A Landscape Plan is required - please see UDM Part C, Section 15

- Landscape plantings to City standards are required along all property lines, surrounding the building and in parking lot islands

- Landscape screening of all parking lots adjacent to City streets is required according to City standards
- New street trees may be required by City Operations, Parks Planning and Cemeteries staff
- Required bicycle parking should be shown. Floor plans demonstrating adequate indoor, secure bike parking should be provided. Outdoor bicycle parking should be provided on a hard surface and in an area with good oversight
- Pedestrian crossings of drive aisles should be in an alternate material e.g. full depth coloured asphalt, concrete or coloured concrete, thermoplastic inlay. Painted lines are not acceptable.
- Garbage and recycling storage should be noted on the site and landscape plans. A full, roofed enclosure or deep well storage system is required
- Please show all fencing, bollards, access control gates and site furniture on the landscape plan and provide appropriate details
- A visual barrier of 1.8m will be required where parking is adjacent to residential land uses
- Please keep in mind the minimum space requirements for multiple residential developments $(2m^2 \times \#units) + (2.5m^2 \times \#bedrooms - \#units) = \text{outdoor amenity space}$
- Standard owner, Landscape Architect and Civil Engineer sign offs are required
- Please see City of Kitchener fence and sign bylaws for requirements

A copy of the Grading Plan must be submitted with the Landscape Plan

A Lighting Plan is required - please see UDM Part C, Section 4

- All site lighting must be full cut-off and dark-sky compliant
- In accordance with current best practices, all fixtures should have a CCT of 3000K or less
- Information regarding timing controls, lighting/dimming schedule as well as any motion detection sensors should be included
- The standard City of Kitchener Lighting Designer declaration should be included on final submission.

Building Elevations and a 3D Model are required

- Full colour renderings specifying all materials and colours are required
- Please ensure that all publically visible facades are well articulated and detailed
- Floor plans demonstrating adequate indoor, secure bike parking should be provided.
- HVAC should be illustrated and fully screened from all public views and adjacent residential properties. Sightline drawings should be provided and a detail of any aftermarket screening should be included on the drawings.
- All Utilities, building-mounted or ground-based AC units should be should be located away from public view and fully screened.

Cost Estimate and Letter of Credit (LOC)

- A cost estimate for all required on-site development works will be required in standard City format
- A Letter of Credit for 50% of the approved Cost Estimate will be required
- The developer should contact City Legal Services 519.741.2200 x 7858 **in advance of obtaining their Letter of Credit**, in order to have the DBRS rating checked and pre-cleared.
- Certification of the completed site works will be required

Plan Review Fees

- Plan review fees will be required at the rate of 5% of the approved cost estimate.

c. Cultural Heritage Comments provided by: Victoria Grohn x 7839

No cultural heritage comments.

d. Environmental Planning Comment by :Barbara Steiner x 7293

There are no natural heritage features or functions of local, Regional, Provincial or national significance on, or adjacent to, the subject property AND / OR the City-owned parcels comprising Belmont Lane and further east toward the Iron Horse Trail. No portion of the property is regulated by the GRCA. **However**, trees subject to the City's *Tree Management Policy* exist on / near the east limit of the proposed development.

Importantly, these trees are located on City lands that the proponent is interested in acquiring (Belmont Lane and parcels further east). These trees are likely performing a function to buffer the trail users from the urban development along Belmont Avenue West.

As required by the City's Council-adopted *Tree Management Policy* (rev. 2001), a study that fulfils the requirements for **BOTH** a General Vegetation Overview (Section 3.2, Appendix A) **AND** a Tree Preservation / Enhancement Plan (Section 3.4, Appendix C) must be submitted **as part of a complete application (OPA / ZBA)**. Impact analysis in this study should also include a determination of the impact of any removal / re-installation of current City underground services in this area at the east side of the development.

B. City Department Comments

a. Transportation Services Comments provided by: Dave Seller x 7369

Zoning By-law Amendment Comments:

If a parking reduction is being sought, justification shall be submitted as part of a complete Zone Change application which will be considered by Transportation Services. The parking justification report shall be prepared under the supervision of a qualified, experienced and registered Professional Engineer in the Province of Ontario with specific training in traffic and transportation engineering and have several years of experience related to preparing traffic studies for existing or proposed developments. Transportation Services Staff is willing to meet with the applicants to go over the Terms of Reference for the Parking Justification Study. Also, it is recommended that TDM measures be incorporated in the site design.

Site Specific Comments:

1. Adequate on-site truck circulation should be provided for garbage pick-up and loading area. As part of a complete site plan application, separate plans shall be submitted illustrating vehicle turning movements with one continuous path with AutoTURN. Insert the design vehicles on the plans.
2. The applicant has expressed interest in purchasing a portion of Belmont Lane by their property and those discussions are underway.

3. Driveway visibility triangles (DVT) of 4.57 metres are to be noted on the plan post road widening.
4. Parking space dimensioning to conform to the city's requirements and are to be noted on the plan.
5. Pedestrian connections are to be provided to Belmont Avenue West and Belmont Lane East.
6. Barrier free parking and access aisle are to be flush with the curb and noted on the plan.
7. Barrier free and visitor signs are to be noted on the plan.
8. Internal sidewalks shall be a minimum of 1.5 metres and 1.8 metre minimum when adjacent to parking. Dimensioning are to be taken from back of curb.
9. Where hammerheads are provided, the applicant is to ensure that they are a minimum of 1.2 metres.
10. Curbing and asphalt shall be provided.
11. Ramp and transition grades are to be provided for the underground parking.
12. If ramp grade is greater than 12%, the ramp and transition areas must be heated.
13. Transition Grade – applicable to all ramps regardless of grade and must be ½ of the ramp grade for a minimum distance of 3.66 metres centred on the transition point, to a maximum of 7.5%.
14. Ramp widths are to be a minimum of 6.1 metres and shall be noted on the plans.
15. Drive aisle widths and parking space dimension are to be provided for the underground parking.
16. Solid walls are proposed within the parking garage which reduce visibility of pedestrians and vehicles, which is a safety concern. It is recommended that concrete pillars or openings within the walls are used to increase visibility.

Potential Acquisition of Belmont Lane and closure thereof:

Please note that the next steps regarding the potential sale and closure of Belmont Lane will be provided by Transportation Services Staff under separate cover. Should the applicant proceed with an application prior to the transfer of the Belmont Lane lands from the City of Kitchener to the Zehr Group, then a City sign off on the application forms will be required in order to submit the application.

b. Parks and Cemeteries Comments provided by: Karen Leasa x 4176 **Parkland Dedication**

1. Parkland dedication is required for the application as cash-in-lieu of land. The total calculation for parkland dedication, **based on this proposal**, will be **\$493,626.00**.

Residential	\$486,522.00	+	Commercial	-	\$7,104.00]
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Please refer to respective development land class sections below for further clarification.

2. Due to the mixed use proposal, final dedication fee consists of the taking of both Commercial and Residential values, consistent with Official Plan item 8.C.1.29.c. The below calculations reflect both the Residential and Commercial portions of the required dedication fee.
3. Should any further revisions be made to the site plan, a revised parkland dedication may be required.

4. Dedication requirements are subject to the Parkland Dedication Policy current to the time of application.

Residential

1. Parkland dedication will be required for the application taken as cash-in-lieu of land at the policy standard rate of 1ha per 500 units, at a value of \$1,359,000.00 per hectare as per the Multiple Residential (Apartment) development land class.
2. With its proposed residential unit count of 179, the estimated parkland dedication cash-in-lieu of land amount for the residential portion of the application is calculated at \$486,522.00.

Commercial

1. Parkland dedication is also required for the application taken as cash-in-lieu of land on the proposed 777.7m² of new gross floor area. The policy standard land valuation of \$1,110,000 per hectare under the Commercial land class with a parkland dedication rate of 2% of the new gross floor area will apply. The estimated parkland dedication cash-in-lieu of land amount for the commercial portion of the application is calculated at \$7,104.00.

Trails

(Iron Horse Trail)

1. The existing Iron Horse Trail corridor is directly adjacent to 660 Belmont Ave. W. on the Northeast side of the property. Parks & Cemeteries requires a paved connection to the Iron Horse Trail from the applicant's property. The intent is to strengthen all pedestrian connections to private residential properties along this corridor to encourage active trail use. This initiative is consistent with the Iron Horse Trail Improvement Strategy (2015).
2. Trail connection requirements shall include, but are not limited to the following:
 - a. Vegetation planted along the trail edge is to be in accordance with Urban Design and Environmental Planning comments, but should respect the character of the adjacent public land and/or the trail corridor with a preference for native material.
 - b. No drainage from the site is permitted towards the trail or public lands.
 - c. All drainage and snow clearing from the proposed access trail is to be kept off public lands.
 - d. Alignment from the site to the Iron Horse Trail is to follow the shortest possible route from the property as allowed by proposed grading, with final approval required from Parks & Cemeteries staff.

Impacts to Public Lands

1. The applicant shall demonstrate that the proposed development will not affect existing vegetation, drainage or grading within the adjacent publicly owned land (Iron Horse Trail Corridor), in coordination with comments from Environmental Planning. Existing tree canopy adjacent to the applicant's property provides substantial shade cover for the existing trail corridor and is mature in stature. Protection of existing vegetation is critical for the users of this trail network.
2. A Tree Management Plan as per city standards is required for approval from Parks & Cemeteries staff to demonstrate protection of these trees throughout the construction process.
3. A Grading Plan showing existing and proposed elevations, proposed stockpile areas, existing vegetation, and proposed surface drainage is required.

c. Engineering Comments provided by: Jason Brule x 7419

Zoning By-law Amendment Specific Comments:

- A Functional Servicing plan showing outlets to the municipal servicing system along with the storm and sanitary design sheets are required to the satisfaction of Engineering Services. The sanitary zoned and actual peak flow must also be submitted to run the sanitary capacity modeling. The City of Kitchener will use this information to determine if there are any downstream issues. If the capacity analysis determines that the pipes will need to be upgraded to support the development, then these upgrades will be rolled into the development costs. Further studies will be required at the time of development to determine the approximate amount of sanitary sewers that will need to be upgraded to accommodate the above developments. **(Please note that upon a preliminary sanitary capacity analysis completed by The City of Kitchener it was identified that there are no major restrictions in the sanitary pipes in this area.)**
- A Water Distribution Report is required to the satisfaction of Engineering Services in consultation with Kitchener Utilities and the Region of Waterloo.

Site Plan Specific Comments:

- Stormwater Management: To address Stormwater **quantity** concerns, the post-development flows are to be attenuated to the 5 and 100 year pre-development levels. A Stormwater Management Scheme is required for quantity control prior to site plan approval.
- Stormwater Management: To address Stormwater **quality** concerns, the owner may either contribute payment in accordance with the City's Master Stormwater Management Policy in the amount of **\$100,575.00/ha** (2019 rate) for that part of the cost of the City's stormwater quality management system attributable to the site in accordance with the aforementioned policy **OR** provide Enhanced level (formerly Level 1) water quality control to the satisfaction of Engineering Services prior to site plan approval.

- Stormwater Management: Based on the SWM Policy (MUN-UTI-2003) approved by Council, the SWM design must allow for retention of the runoff that is generated from the first 12.5mm of rainfall from all surfaces on the entire site. If the full retention cannot be achieved a fee would be implemented in the amount of \$100,575.00/ha for the difference. **As part of a complete application, a functional SWM Brief and a Geotechnical Report are required to illustrate how retention will be accomplished within the site.**
- Stormwater Management: The City of Kitchener has implemented a Stormwater Management Credit Program. Property owners must enroll in the credit program prior to certification sign off. Approved credits are applied to the stormwater portion of the property's utility bill. To learn more about the approved stormwater best management practices and the information you need for the application, visit www.kitchener.ca/stormwatercredits. Any further enquiries in this regard should be directed to Chris Nechacov, Stormwater Utility – Engineering (519-741-2200, ext. 7148).
- Servicing: A Site Servicing plan showing the existing and proposed services on the property as well as the outlets to the municipal servicing system along with the sanitary and storm sewer design sheets will be required to the satisfaction of Engineering Services prior to site plan approval.
- Servicing: The owner is required to make satisfactory financial arrangements with Engineering Services for the removal of any redundant service connections and the installation of new ones that may be required to service this property, all prior to site plan approval. Our records indicate municipal services are currently available to service this property.
- Servicing - Off-Site Works Soil Condition: If Off-Site servicing works are required it is recommended that the owner take the necessary steps to determine if soils in the right-of-way where proposed servicing is to take place will be suitable to be re-used as trench backfill.
- Easement: The existing easement on the east flankage of the property contains large diameter storm sewer (750mm) and should be protected as part of the site design and throughout construction. **Note: Existing information has an approximate location of this pipe being 3.8m west of the eastern most property line adjacent the Iron Horse Trail. This will impact the design of the building as shown in the submission package. It is recommended that this pipe be "daylighted" in a couple of locations to be accurately measured for offset distances and to better inform the design.**
- Development Asset Drawing: A Development Asset Drawing (digital AutoCAD) is required for the site (servicing, SWM etc.) with corresponding layer names and asset information to the satisfaction of the City's Director of Engineering Services.
- Erosion and Sedimentation Control: An Erosion and Sedimentation Control plan is required to the satisfaction of Engineering Services prior to site plan approval.

- Grading: A Grading and Drainage control plan is required to the satisfaction of Engineering Services prior to site plan approval.
- Design Coordination: Please note that the Grading Control Plan and the Erosion and Sedimentation Control Plan for site plan developments require coordination between the engineering consultant and the landscaping consultant. Accordingly, prior to acceptance of the Grading Control Plan and the Erosion and Sedimentation Control Plan please ensure that each of the respective design professionals have duly signed these plans.
- Letter of Permission: If it is shown on the plans that construction activity as a result of site servicing or grading works will encroach onto neighbouring lands, the City of Kitchener will require a letter of permission from each property owner affected by the proposed works. The letters of permission must be received by Engineering Services prior to acceptance of grading control plan, erosion and sedimentation control plan, site servicing plan, stormwater management plan and the stormwater management report.
- Driveways: Any redundant driveways are to be closed with new curb and gutter and boulevard landscaping, all to City of Kitchener standards and any new driveways are to be built to City of Kitchener standards at grade with the existing sidewalk. All works is at the owner's expense.
- 1st Engineering Submission: The applicant will provide the Engineering Division with a hard copy of the 1st submission engineering documents once approval in principle is granted through the Planning Division.

d. Building, Fire & Utilities Comments

Building: Christine Wagner (519-741-2200 ext. 7813)

Fire Prevention: Greg Reitzel (519-741-2200 ext. 5510); Jeff Wildfang (519-741-2200 ext. 5515)

Utilities: Angela Mick (519-741-2600 ext. 4408)

Specific Site Comments:			
Fire Route Design (OBC Division B - 3.2.5.)	Yes	No	N/A
Fire Hydrant	☒	☐	☐
Fire Flow Demand Analysis to be approved by Utilities (see link below for details) https://www.kitchener.ca/en/building-and-development/development-manual.aspx#	☒	☐	☐
Fire Access Route to be approved by Fire Prevention	☒	☐	☐
Principle entrance; Siamese and/or FACP to be shown on plan	☒	☐	☐
Emergency Turn around, if required	☒	☐	☐

Multiple Unit Identification Sign			☐	☒	☐
General Comments					
Demolition Permit(s)			☒	☐	☐
Record of Site Condition			☒	☐	☐
15% of the Residential units are required to be barrier free accessible			☒	☐	☐
City of Kitchener Engineering Division approved site servicing/grading plans to be submitted prior to building permit issuance			☒	☐	☐
Unit numbering			☒	☐	☐
No comments/concerns regarding this application			☐	☐	☐
Number of Res Units: 179	Number of Storeys: 13 + 1 u/g parking	Total Floor Area: 198,777 SF 8,371 SF (Commercial)	Approx. start Date: n/a - Pre-app		

Addition of floor area &/or dwelling units may be subject to development charges. For more information visit www.kitchener.ca/developmentcharges

Disclaimer:

These comments are provided on the site plan submitted Aug 20, 2019. Comments are subject to change dependent on discussions/comments arising at the Site Plan Review Committee meeting.

For more specific Building Code comments/concerns please contact Building to set up a pre application meeting.

e. Kitchener Utilities comments by: Parmi Takk 519-741-2600 x 4245

The process to design and install gas piping, meters and related appurtenances can take several months, especially if the installation is not standard. To accommodate a smoother installation process we encourage the proponent for the development to contact Kitchener Utilities (KU) as early as possible. Please note a design fee will be required for this development.

Information related to gas infrastructure in the area must be requested from the City of Kitchener via this online form at <https://form.kitchener.ca/INS/KU/Gas-Mapping-Request>. A copy of our Conditions of Service for gas servicing is provided at

<https://www.kitchenerutilities.ca/en/resources/1551896169->

[INS KU 6Mar19 ConditionsOfService Final.pdf](#). Please review this document to understand

the requirements for servicing as well as any costs that may apply. A gas application can be submitted at <https://www.kitchenerutilities.ca/en/programsservices/Builder-s-Corner.asp>

The existing service to the building will need to be abandoned prior to the commencement of construction activities, at the expense of the owner. The 100mm steel gas main on Belmont Ave W in front of this property is located on property line; therefore, it is recommended that no construction work be completed within 1.0m of our gas main.

A grading plan of this area will be required to ensure that there will be no interference to the existing gas main. **A Composite Utility Plan will be required as part of Final Site Plan for this project showing the location of all existing and proposed utilities including shallow utilities (hydro, natural gas, telecommunications, etc.)**

The property will be serviced with only one water service and one gas service. All of the after meter piping to the other buildings will be the responsibility of the owner. The natural service line needs at least 1m of cover. The gas service piping can't go in an area that will impede access to our gas service pipe, for example, below retaining walls or concrete structures or stairs etc. In addition, the service line needs at a minimum 0.6m clearance from other utilities and structures (KU preference is 1m).

The owner needs to determine the number of meters required for the buildings and as such ensure adequate space for the meters and the required clearances from the regulator are met. If the meter set is within 1.2m of a driven path, bollards will be required, at the expense of the developer. Since it is likely that this development will require a 5 lb meter set, a cage is required to be built around the meter set. The cage as well as the meter set are to be all on private property. Generally, a 5 lb set with one meter requires the cage to be approximately 1.2m x 2.5m. If the load requirements are not met for the 5lb meter set there will be charge for the meter set. There will also be a charge for the cage.

General information related to servicing requirements is provided below.

Design

1. Architectural and landscape plans in AutoCad and PDF will be required to design the running line.
2. In order to determine if the site is suitable for natural gas distribution, a site servicing plan in AutoCad will be required, including but not limited to:
 - a. Water Main distribution layout
 - i. Water shut off locations
 - ii. Hydrant locations
 - b. Storm and Sanitary distribution layout
 - i. Manhole locations
 - c. Hydro distribution layout
 - i. Transformer locations
 - ii. Pole location including down guys

- d. Molok or other waste deposal systems
 - e. Excessive grade changes and retaining walls
 - f. Any other underground feature that may impede the installation of the gas piping.
3. Mechanical drawing and building elevations to evaluate meter clearances.
 4. All existing gas services will have to abandon at the main, at the owner's expense.
 5. The site will be allocated one gas service and one water service per property.
 6. It is Kitchener Utilities recent experience that boulevards with a width of 3.75m (16m Right-of-way) or more in width can accommodate installation of the shallow utilities, and minimize potential for field changes and redesign of the proposed network, during installation.
 7. Landscape features that may limit the ability of access the gas piping in the future, should be avoided over the proposed gas layout locations.
 8. The owner will ensure that all required legal agreements are produced and signed for house piping (internal or external gas piping downstream of the meter) which crosses or goes through one unit to get to another.
 9. Prior to construction commencing, sign-off on the proposed gas installation design is required and a Kitchener Utilities agreement must be completed and signed.
 10. The proponent shall contact Kitchener Utilities with additional gas flow requirements to determine if the meter set and service are adequately sized.
 11. If the additional natural gas flow is sufficient to require an increase in regulator size, then clearance from vents, building opening, etc. will have to be re-evaluated and the meter location may have to be modified to meet current requirements. If the total load is less than 500 cfh, 1m clearance is required from all building openings and sources of ignition (including hydro boxes). Based on the anticipated loads for this project, the clearance requirements for the regulator for this project will likely be in Column 3 below.

- (16) Clause 12.4.15.6 is revoked and substituted with the following:

12.4.15.6

Where regulator failure would result in the release of gas, open ends of the vents shall be located where the gas can escape freely into the atmosphere and away from any openings in the buildings. Clearances from building openings shall be commensurate with local conditions and the volume of gas that might be released, but shall not be less than those set out in the following table:

Clearance from service regulator vents discharge (m)

Column:	I	II	III	IV
Building opening	0.3	1	3	1
Appliance vent outlet	0.3	1	1	1
Moisture exhaust duct (dryers)	1	1	1	1

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Mechanical air intake	1	3	3	3
Appliance air intake	0.3	1	3	3
Source of ignition	0.3	1	1	3

Column I applies to natural gas regulators certified under CSA 6.18 standard, incorporating an OPCO system and with a limited relief of 1.5 m³/h.

Column II applies to natural gas regulators certified under CSA 6.18 standard (if within the scope of the standard) with a relief capacity up to 55 m³/h.

Column III applies to natural gas regulators with a relief capacity over 55 m³/h.

Column IV applies to propane regulators.

Where regulators might be submerged during floods, either a special anti-flood-type breather vent fitting shall be installed or the vent line shall be extended above the height of the expected flood waters.

Gas Meter Locations

12. If more than 1 meter is requested, all meter location shall comply with TSSA's code adoption document for the CSA - Oil and Gas Pipeline Standard - Z662 and the CSA B149.1.
13. Meters will not be allowed to be installed on the roof tops. Alternate grade level locations are required.
14. The preference is to have a single meter for the building. If it is determined that multiple meters are allowed, they are to be built into a manifold together in one location.
15. Meter shall not be located under any balconies, overhangs, etc.... that are less than 2.1m (7 ft) high, above final grade.
16. Housing gas meter in niches is not preferred, any proposed niche location will have to reviewed and approved for adequate size and configuration to accommodate the gas meter and equipment, and provides adequate protection to the meter set.
17. If any portion of the meter set is to be within 1.2m of a surface where vehicle may travel, then impact barriers will be require to be installed, at the owner's expense.
18. The installation of the gas meters cannot proceed unless proper access to the meter location is provided, this means that scaffolding and bricking activities have to be completed and removed from the area prior to the meters being installed.

Gas Pipe Installation

19. Construction of the underground gas pipelines cannot commence for 2-3 weeks following the completion of the Hydro installation to allow for locates to be completed, and when the final grade is within 150mm (6") of final grade.
20. The underground gas header mains shall be no closer than 1.0m from Hydro and/or other shallow utilities such as Bell, Rogers, etc... and 1.0m from water shutoffs.
21. The gas header mains shall be no closer than 2.5m from any proposed building foundation. If a suitable clearance cannot be established then foundation must be installed prior to the installation of the gas main.
22. Any asphalt or concrete removed to facilitate the installation of the gas pipe will be the owner's responsibility to restore. Any proposed gas main road crossings shall be installed, when the road is in a granular state, before asphalt and concrete is installed. If the crossing cannot be placed before the asphalt or concrete is installed, it will be the owner's responsibility to restore.
23. If it is determined that an underground valve is required at the property line for the gas or water service, the builder/developer/owner is required to ensure that the valve(s) are accessible at all times and that the valve(s) and road box(s) are free from damage during the development of the site. Failure to do so will result in costs to be paid by the owner for re-instatement of the valve.
24. It is expected that the development proponent (developer/builder) will instruct all subcontractor doing work on the premise are to take care working around any of the gas piping, meters or appurtenances. Once these facilities have been installed they are activated and contain natural gas. Therefore for the safety of the worker and property, extreme care is necessary.

C. Other Agency Comments

a. Grand River Conservation Authority Comments

The GRCA will not be commenting on this application.

b. Region of Waterloo Comments provided by: Shilling Yip 519-575-4496 and Joginder Bhatia 519-575-4757 ext.3867

The applicant is requesting Official Plan and Zoning By-law amendments to permit a 13-storey mixed use building for 777.7 sq. metres of at-grade commercial floor space (3 units), and for 179 unit residential units on upper floors. The development will include underground parking and 38 at-grade parking spaces. Two options are being proposed, one with and one without, acquisition of the laneway currently owned by the City of Kitchener.

The lands are currently designated Mixed Use in the City of Kitchener Official Plan, and designated Built Up area in the Region's Official Plan. The lands are currently zoned as Mixed-Use 2 (MU-2) in the City's new Zoning By-law.

The Region has reviewed the proposal for the subject lands and offers the following comments for your consideration based on the information provided through the Pre-Submission request.

Planning Justification Report

A Planning Justification Report (4 copies, 1 digital) is required as part of the complete Planning Act applications.

Water Services

Water Services Engineering and Planning staff has no concerns with the requested OPA and Zone Change, or for the acquiring of the laneway owned by the City of Kitchener as part of this application. Staff does advise that the Region is currently constructing a 450mm diameter raw water watermain on the adjoining property to the east owned by the City of Kitchener being part of the Iron Horse Trail, with completion planned for end of 2019. At the meeting, discussion arose as to how best to interface the proposed development with the Trail. A digital copy of the engineering drawings have been sent via a file transfer service (WeTransfer) September 27, 2019.

Please contact Ryan Snider at the Region for any possible concerns or conflicts with the design of the subject site and the proximity to the new raw water watermain. Ryan can be contacted at 519-575-4400 ext 3436 or via email at RSnider@regionofwaterloo.ca.

Hydrogeology and Source Water

The site is designated Wellhead Protection Sensitivity Area #7 on Map 6a of the Regional Official Plan (ROP). The purpose of this designation and corresponding policies in Chapter 8 of the ROP is to protect long-term municipal groundwater supplies. Policy 8.A.17 states Category D identified in Schedule B (Source Water Land Use Categories) of the ROP to permit underground parking and geothermal wells will require further study before such uses can be permitted. As such, a hydrogeological assessment, preliminary stormwater management report, and **salt management plan will be required as part of complete OPA / ZBA applications.**

As part of the SMP, staff would encourage the proponent to incorporate design considerations with respect to salt management, including:

- Ensure that cold weather stormwater flows are considered in the site design. Consideration should be given to minimize the transport of meltwater across the parking lots or driveway. This also has the potential to decrease the formation of ice and thereby the need for de-icing.
- Directing downspouts towards pervious (i.e. grassy) surfaces to prevent runoff from freezing on parking lots and walkways.
- Locating snow storage areas on impervious (i.e. paved) surfaces.
- Locating snow storage areas in close proximity to catchbasins.
- Using winter maintenance contractors that are Smart About Salt™ certified.
- Using alternative de-icers (i.e. pickled sand) in favour of road salt.

The proponent is eligible for certification under the Smart About Salt™ program for this property. Completion of the SMP is one part of the program. To learn more about the program and to find accredited contractors please refer to: <http://www.smartaboutsalt.com/>. Benefits of

designation under the program include cost savings through more efficient use of salt, safe winter conditions by preventing the formation of ice, and potential reductions in insurance premiums.

Record of Site Condition

A Record of Site Condition (RSC) will be required due to the use(s) on the subject property, and the adjacent property at 638 Belmont Ave. W. These properties have been identified as having a medium and high potential for contamination respectively, in the Region's threats inventory database. The RSC will be required prior to adoption of the zoning bylaw amendment, or alternatively, a holding provision be included in the zoning bylaw to require the RSC and, that the "H" not be lifted until such time as the RSC has been completed, and an acknowledgement has been received from the Ministry of the Environment, Conservation and Parks indicating the RSC has been filed with the Ministry.

Corridor Planning

Road Traffic and Stationary Noise Study

At this location the proposed development will encounter environmental noise sources as it will be located adjacent to Belmont Ave. W. It is the responsibility of the applicant to ensure the proposed noise sensitive development is not adversely affected by anticipated noise impacts. To address the environmental noise impacts, the applicant must prepare an Environmental Noise Study; the noise level criteria and guidelines for the preparation of the study should follow the Ministry of the Environment, Conservation and Parks NPC-300 noise guideline requirements.

A stationary noise study will be required to address the impacts of on-site and off-site stationary noise sources on sensitive noise receptors on-site. The Study also needs to address the impacts of on-site stationary noise sources on off-site sensitive receptors.

The study needs to be completed as part of the zone change application (2 copies, 1 digital).

The consultant who prepares the Environmental Noise Study must be pre-approved by the Region of Waterloo. The noise consultant is responsible for obtaining current information, applying professional expertise in performing calculations, making detailed and justified recommendations, submitting the Consultant Noise Study Declaration and Owner/Authorized Agent Statement. The consultant preparing the Environmental Noise Study must contact Region of Waterloo staff for transportation data including traffic forecasts and truck percentages for the purpose of preparing the Environmental Noise Study. Region of Waterloo staff will provide this data within three weeks of receiving the request from the noise consultant.

Please note that there is a \$250 fee for the preparation of traffic forecasts and review of the Environmental Noise Study. The noise consultant preparing the Environmental Noise Study must complete and submit a Transportation Planning Noise Assessment Fee Form and must request forecasted traffic data for the appropriate Regional roadways. The form can be found at:

[http://www.regionofwaterloo.ca/en/doingBusiness/resources/Noise Assessment Application Fee Form.pdf](http://www.regionofwaterloo.ca/en/doingBusiness/resources/Noise_Assessment_Application_Fee_Form.pdf)

In addition, the study will be peer reviewed at the applicant's cost.

Within 800m of LRT Station

For information, the subject site is within 800m of the Grand River Hospital ION station.

Region Planning Review Fee

Pursuant to Region's fee By-law 19-016, the following review/approval fees apply:

- Noise study review \$250.00;
- Zone change application review \$1,150.00; and
- City of Kitchener Official Plan amendment approval \$5,750.00; and
- Site plan review \$805.00

Please note: Regional Comments and requirements are based on the information provided by the applicant during the pre-submission process. Should new details and/or information become available through the application process, requirements are subject to change.

PART III. OTHER INFORMATION AND MATERIALS

The following is a list of other information and materials that will be required in order to process the subject applications. Please note that following the acceptance of an application as "complete" additional information and materials may be required as a result of the detailed review, due to changes to the proposal, or changes to policy.

Other Information and Materials	# of Copies	To the Satisfaction Of:	Notes:
Planning			
Completed Application Form and Fee(s)	1	Planning	OPA/ZBA/SPA
Existing Conditions Plan	5	Planning	SPA
Site Plan	30	Planning	SPA (including underground parking plans)
Planning Justification Report (PJR)	10	Planning	OPA/ZBA
Sustainability Statement in PJR	10	Planning	OPA/ZBA/SP
Urban Design Report that includes a Microclimate Shadow Study Study; Tall Building Guidelines analysis	5	Planning	OPA/ZBA/SPA
Digital Plans			
Site Plan in accordance with City Digital Submission Standards	1	Planning	SPA
Pdf of all submission material	1	Planning	SPA
3D Massing Model in SketchUp	1	Planning	OPA/ZBA/SPA
Cross Sections	5	Planning	SPA
Elevations and Preliminary Floor Plans	5	Planning	SPA
Preliminary Grading Plans	5	Engineering	SPA

Environmental/Natural Heritage/Natural Hazards			
Studies and/or Plans required by Kitchener's Tree Management Policy (General Vegetation Overview, Detailed Vegetation Plan, Tree Preservation / Enhancement Plan)	5	Planning	OPA/ZBA/SPA
Environmental/Servicing and Infrastructure			
Environmental Site Assessment and/or Record of Site Condition	2	Region	OPA/ZBA
Functional Servicing Study	5	Engineering	OPA/ZBA
Sanitary Sewer Capacity Analysis	5	Engineering	OPA/ZBA
Water Distribution Report	5	Engineering	OPA/ZBA
Functional SWM Brief	5	Engineering	SPA
Geotechnical Report	5	Engineering	SPA
Salt Management Plan	5	Region	OPA/ZBA
Land Use Compatibility			
Building Elevation Drawings		Planning	SPA
Noise Study (Stationary and Traffic)	5	Region	OPA/ZBA
Desk top Wind Study	5	Planning	OPA/ZBA/SP
Transportation			
Transportation Demand Management Options Report including Parking Justification	5	Transportation	OPA/ZBA
Truck Movement Plan	3	Transportation	SPA
Other Requirements			
		Choose an item.	

PART IV – SIGNATURES

This Record of Pre-Submission Consultation only applies to the proposal as described and/or as provided for in the attached concept plan. This Record of Pre-Submission Consultation documents the required *other information and materials* that must be submitted in support of a complete Application made under the Planning Act.

If you have any concern with this Record of Pre-Submission Consultation please contact the Planner immediately.

Please note that the feedback provided at this Pre-Submission Consultation Meeting does not constitute a detailed review of the development application(s). Following the acceptance of an application as “complete” additional information and materials may be required as a result of the detailed review, or changes to the proposal, City policies, the zoning by-law, or standard City conditions of development.

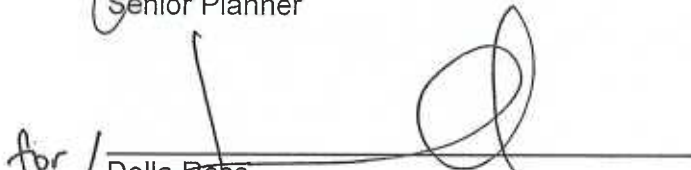
These minutes shall be considered valid until 9/24/2020



Julianne von Westerholt, BES, MCIP, RPP
Senior Planner

Nov 1 / 19

Date

for 

Della Ross
Manager of Development Review

Nov. 1 / 19

Date



Janine Oosterveld
Manager of Site Development and Customer Service

Nov. 1 / 19.

Date

Appendix 'A'

The following is a list of likely conditions of approval. The plans, studies and reported noted below should **not** be submitted with the application.

Plans, Studies, Reports and other likely Conditions for Site Plan Approval	
☒	CPTED Report
☒	Landscape Plan
☒	3D Massing Model
☒	Interior / Outdoor Garbage Storage Facilities
☒	5% review fees
☒	Streetscape works
☒	Site Lighting (including underground/structured parking if applicable)
☒	Cost Estimate
☒	Site securities (e.g. Letter of Credit)
☒	Elevation Drawings (Including HVAC)
☒	Tree Management
☒	Traffic Control Signs
☒	Erosion and Siltation Control Plan
☒	Utility Easements (if required)
☒	Grading and Drainage Control
☒	Storm Water Management Design
☒	• Retention
☒	• Quantity
☒	• Quality
☐	• Fee
☒	On Site Servicing Approvals
☒	Off Site Works by City

☒	• Removal of redundant service connections and installation of new ones
☒	• Closure of redundant driveways and installation of new ones
☒	• Installation of new curb and gutter
☒	Relocation of Municipal Street Utilities
☒	Composite Utilities Plan
☒	Fire Hydrant
☒	Fire Flow Demand Analysis
☒	Emergency turn around
☒	Emergency/Fire Route Plan
☒	Multiple Unit Identification Sign
☒	Cash-in-lieu of Park or Park Dedication

Appendix B

Sustainability Statement

1. Vision Statement

This new development will take advantage of a central location within Belmont Village and the future ION stops within a short walk. Environmentally responsible design elements and measures will be explored through the detailed design process. Certification under a rating system is not being pursued.

2. Sustainable Development (Section 7.C.4)

The location of the site provides contextual benefits in terms of existing services, infrastructure and land use mix. The proposed development provides a compact intensification of an existing developed and serviced site within an area that is served by existing public service facilities, public transit, and commercial and community uses. The site is connected to employment, residential and institutional locations in the immediately surrounding area and throughout Kitchener by local public transit services as well as connections to surrounding cities through intra-regional GO Train and Bus service and intercity buses such as Greyhound. The Site is well connected in terms of active transportation connections, backing onto the Iron Horse Trail and situated on a higher order Belmont Avenue with sidewalks and bicycle facilities. The mix of a significant commercial component together with apartment units above provides an opportunity to live and work in the same building.

Sustainable transportation options are a key element of the proposed redevelopment. Concerning parking, the design limits surface parking with most parking through a new integrated parking garage, maximizing the site use and reducing associated heat island effects. Reduced parking standards and unbundled residential parking provide opportunities for car-free living, given transit proximity and walking and cycling infrastructure. The mixed-use nature of the redevelopment, including residential and retail spaces, provides for parking efficiencies including opportunities for shared use parking. Other TDM measures are proposed parking storage rooms and EV Charging stations within the parking garage,

3. Water Conservation (Section 7.C.5)

Details on water supply systems are not known at the time of the OPA / ZBA application. Alternative water supply and demand management systems have not been explored at this time. The landscape plan's planting scheme will focus on hardy, low maintenance species, including deciduous trees, shrubs, grasses and ground cover. Planting plans use durable, low irrigation species. Rainwater harvesting, LID measures and alternative roofing approaches will be explored for the podium rooftop through detailed design. Stormwater on the site will be controlled through connections to the existing sewers on Belmont Avenue per engineering drawings.

4. Energy Conservation and Generation (Section 7.C.6)

Exterior cladding and wall assembly are not known at the time of the OPA / ZBA application. Increased insulation, high-performance glazing and lower window-to-wall ratio will all be considered as part of the detailed building design to be conducive to energy conservation. Alternative or renewable energy systems have not been considered at this time. Rooftop Solar PV installations are not being considered given the rooftop outdoor terrace. The north-south orientation of the site limits opportunities for south-facing exposures. Cool roofs on the podium and tower can contribute to reducing the heat island effects.

5. Air Quality (Section 7.C.7)

The landscape plan will include deciduous trees that will contribute to the urban tree canopy. Site landscaping and infrastructure will emphasize sustainable options. The development has a reduced minimum parking requirement less than the by-law standard (0.80 spaces / unit). The site is adjacent to six existing GRT routes and is within 800 metres of the ION Grand River Hospital station. The development proposes 98 bicycle parking spaces in a combination of secure locker and street-level spaces to suit the needs of all tenants. The suite of proposed TDM measures is identified above.

6. Waste Reduction and Management (Section 7.C.8)

The existing building on the site would not be practical for re-use or conservation given site remediation and construction requirements for a parking garage. The building incorporates internal waste collection areas to encourage the collecting and recycling of waste produced by residents and tenants. The residential garbage room is conveniently located at the surface and connected to the surface drive route.

7. Summary Statement

Further to the above sustainable locational attributes, transportation approach and general site and building design considerations, there is nothing additional being considered at the preliminary OPA and ZBA application stage for the site.

8. Recommendations

The proposed intensity, mix and transit-oriented design of the proposed building, as supported by the proposed implementing Amendments, are inherently sustainable in approach. These sustainable attributes and approaches will be supported by the above site and building considerations to be explored through the detailed Site Plan Approval process.

Appendix C

Preliminary Building Floor Plans

660 BELMONT AVE WEST

660 BELMONT AVE WEST, KITCHENER, ON. N2M 1N6

RESIDENTIAL DEVELOPMENT

ISSUED ON 2020.07.06

ZBA SUBMISSION

2.1-2.10 FLOOR PLANS

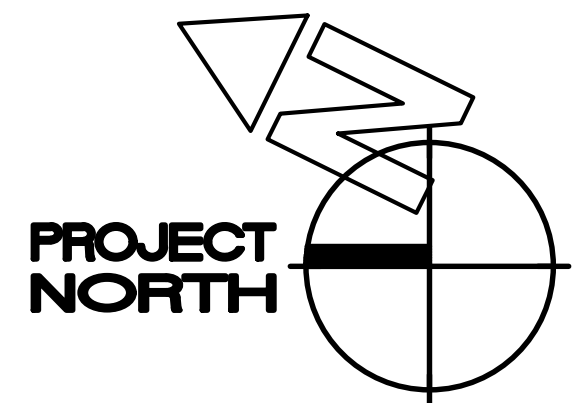
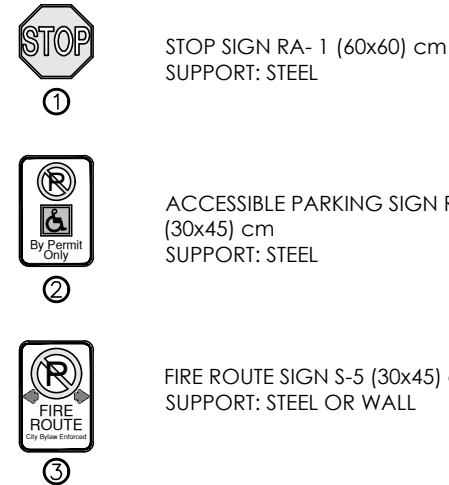
3.1-3.3 ELEVATIONS

4.1 CROSS SECTION

5.1-5.3 PERSPECTIVE VIEWS

1. LEGAL DESCRIPTION: PLOT OF LOTS 10 & 13, REGISTERED PLAN 343 CITY OF KITCHENER REGIONAL MUNICIPALITY OF WATERLOO
2. SITE INFORMATION TAKEN FROM VAN HARTEN SURVEYING INC.
3. FOR SITE GRADING, SERVICES & STORM WATER MANAGEMENT REFER TO DRAWINGS PREPARED BY TBD.
4. FOR LANDSCAPE WORK REFER TO DRAWINGS PREPARED BY TBD.
5. FOR SITE LIGHTING REFER TO DRAWINGS PREPARED BY TBD.
6. ALL ROWS & LANDS SHALL HAVE 150mm CURBS UNLESS NOTED OTHERWISE.
7. CURB RADIUS IS 1.20m UNLESS OTHERWISE DIMENSIONED.
8. STANDARD PARKING STALLS TO BE 2.6m x 5.5m
9. STANDARD TREE RATES ARE BASED ON THE CITY OF KITCHENER REQUIREMENTS FOR TYPE 'A' (3.5m x 5.5m) AND TYPE 'B' (2.4m x 5.5m) INCLUDING ALL APPLICABLE ACCESS ASILES (1.5m wide)
10. ALL OUTDOOR LIGHTING MUST BE FULL CUT OFF AND HAVE NO GLARE.
11. TREE PROTECTION FENCING SHOULD BE ERRECTED AROUND ALL EXISTING LANDSCAPED AREAS AND TREES AND TO BE MAINTAINED ON SITE FOR THE DURATION OF THE CONSTRUCTION.
12. ALL ROOF-TOF EQUIPMENT TO BE SCREENED AND/OR LOCATED SO THAT IT CANNOT BE VIEWED FROM THE STREET.
13. SIGNAGE (BUILDING, PYLON & OTHERWISE) NOT APPROVED VIA THE SITE PLAN APPROVAL PROCESS.
14. THERE WILL BE NO OUTDOOR STORAGE OF ANY ITEMS ON SITE.
15. LIGHT FIXTURES & BOLLARDS ARE NOT TO OBSTRUCT PEDESTRIAN MOVEMENT.
16. ANY MULTIPLE UNIT IDENTIFICATION SIGNAGE TO HAVE REFLECTIVE LETTERING.
17. EXCESS SNOW TO BE REMOVED FROM DRIVEWAYS.
18. INTERIOR OF PARKING GARAGE TO BE PAINTED WHITE IN ENTIRETY.

	EXISTING LIGHT STANDARD		FLUSH CURBING (FC)
	EXISTING HYDRO POLE		TACTILE WARNING STRIP INDICATOR (TWSI)
	EXISTING HYDRO POLE & GUYWIRE		CONCRETE CURB
	EXISTING SIGN		PROPERTY LINE
	EXISTING CATCHBASIN		PROPOSED FIRE ROUTE
	EXISTING MANHOLE		PROPOSED CONCRETE
	ENTRANCE/EXIT		PROPOSED LANDSCAPE/SOD
	FIRE DEPARTMENT CONNECTION		TRANSFORMER C/W CONCRETE PAD AND GROUNDING RODS
	FIRE HYDRANT (FH)		PARKING COUNT BUBBLE
	PROPOSED BOLLARD		
	BARRIER FREE PARKING SPACE		
	BIKE RACKS (##)		
	EXISTING STANDARD IRON BAR		



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THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT, BEFORE PROCEEDING WITH THE WORK.

DRAWINGS ARE NOT TO BE SCALED.



NO.	REVISIONS	DATE
01	ISSUED TO CONSULTANT	2020.02.25
02	ISSUED TO CONSULTANT	2020.03.11
03	ISSUED TO CONSULTANT	2020.03.16
04	ISSUED TO CONSULTANT	2020.05.07
05	ISSUED TO CONSULTANT	2020.05.28
06	ISSUED TO CONSULTANT	2020.06.18
07	ISSUED TO CONSULTANT	2020.07.09

The first two studies were conducted in the United States, and the third was conducted in the United Kingdom. The first study was a cross-sectional survey of 1,000 U.S. adults, and the second was a longitudinal survey of 1,000 U.S. adults. The third study was a cross-sectional survey of 1,000 U.K. adults. The first two studies found that the majority of respondents (approximately 70%) reported that they had used a mobile phone in the past 12 months. The third study found that the majority of respondents (approximately 80%) reported that they had used a mobile phone in the past 12 months. The first two studies also found that the majority of respondents (approximately 60%) reported that they had used a mobile phone for at least 1 hour per day. The third study found that the majority of respondents (approximately 70%) reported that they had used a mobile phone for at least 1 hour per day. The first two studies also found that the majority of respondents (approximately 50%) reported that they had used a mobile phone for at least 2 hours per day. The third study found that the majority of respondents (approximately 60%) reported that they had used a mobile phone for at least 2 hours per day. The first two studies also found that the majority of respondents (approximately 40%) reported that they had used a mobile phone for at least 3 hours per day. The third study found that the majority of respondents (approximately 50%) reported that they had used a mobile phone for at least 3 hours per day.

CHRONOLOGY	DATE



aba architects inc.
101 Randall Drive, Unit B, Waterloo ON, TEL 519-884-2711 www.abarchitect.ca

CLIENT	PROJECT	LOCATION	DATE
Client 1	Project 1	Location 1	Date 1
Client 2	Project 2	Location 2	Date 2
Client 3	Project 3	Location 3	Date 3
Client 4	Project 4	Location 4	Date 4
Client 5	Project 5	Location 5	Date 5
Client 6	Project 6	Location 6	Date 6
Client 7	Project 7	Location 7	Date 7
Client 8	Project 8	Location 8	Date 8
Client 9	Project 9	Location 9	Date 9
Client 10	Project 10	Location 10	Date 10



PROJECT NAME

660 BEL MON

660 BELMONT AVE. W
KITCHENER, ON

DRAWING TITLE

SITE PLAN

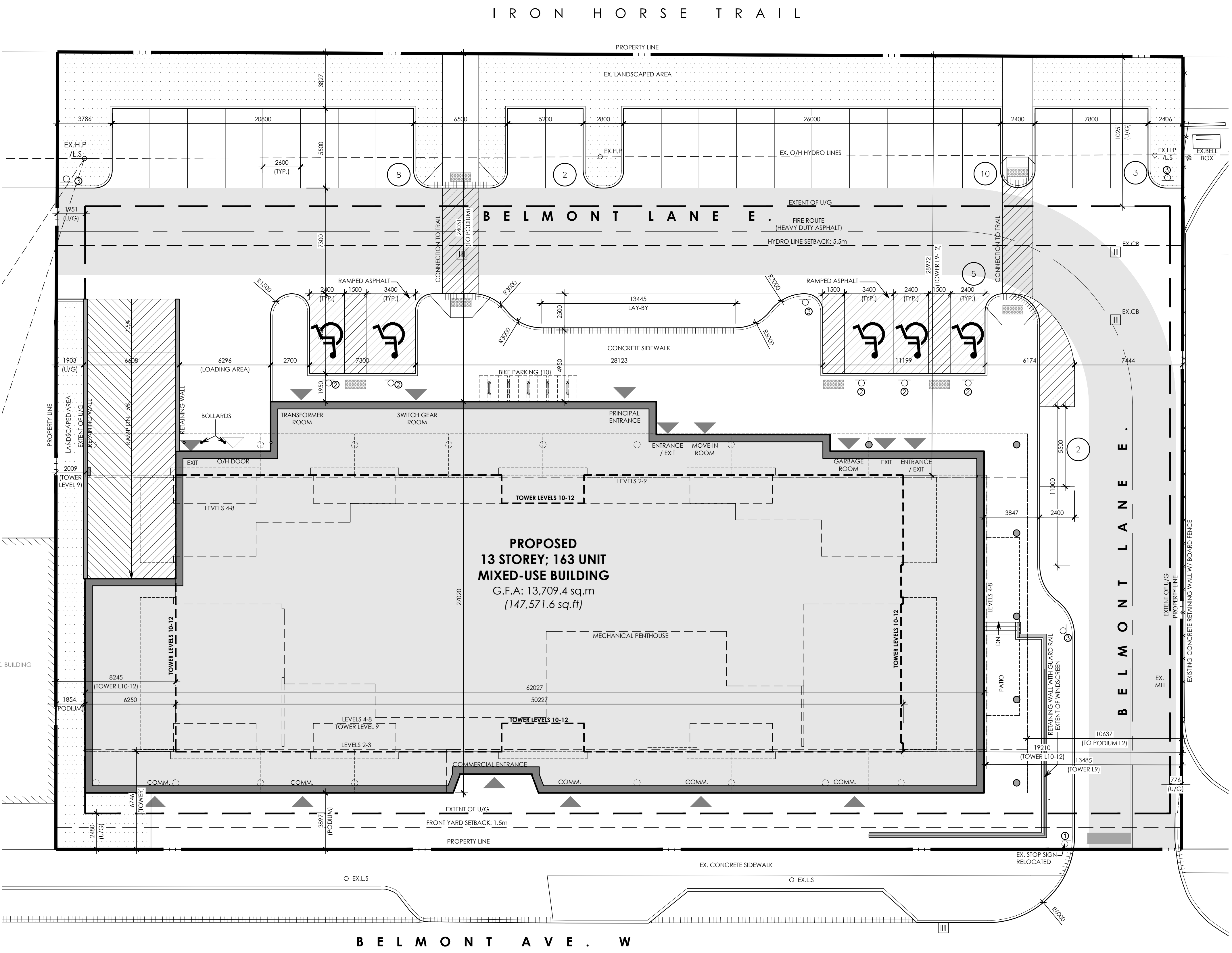
SCALE	DRAWING NUMBER
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SHEET SIZE	11 1/2" x 17"
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610x914 SPA.0

PROJECT NUMBER	2019-068
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SPA.0



SITE DATA - 660 Belmont Ave. W, Kitchener		Zone: Mixed Use (MX-2, 49,128, 142)	
DENSITY	Minimum	Maximum	Provided
Units / hectare			383
Total Floor Space Ratio (FSR)			3.2
AREAS	2.0	4.0	
AREAS	Metric	Imperial	%
Net Site Area	0.4 ha	1.1 acre	
	4,260.0 sq m	45,856.2 sq ft	100%
660 Belmont	3,210.8 sq m	34,561.7 sq ft	75%
Belmont Lane	1,049.3 sq m	11,294.6 sq ft	25%
Building Footprint at grade	1,507.3 sq m	16,225.0 sq ft	35%
Asphalt Area	1,451.6 sq m	15,625.4 sq ft	34%
Concrete Area	883.2 sq m	9,507.5 sq ft	21%
Total Impervious Area	3,842.1 sq m	41,357.9 sq ft	90%
Landscape/Sodded Area	417.9 sq m	4,498.3 sq ft	10%
Total Permeable Area	417.9 sq m	4,498.3 sq ft	10%

SETBACKS	U/G Parking		Podium Required		Tower Building Face	
	Required	Provided	Required	Provided	Required Building Guidelines (m)	Provided
Front Yard Setback (West) (Belmont Ave. W.)	-	2.4 m	1.50 m	3.8 m	N/A	6.7 m
Rear Yard Setback (East) (Iron Horse Trail)	-	2.0 m	-	24.0 m	-	28.9 m
Internal Side Yard (North)	-	1.9 m	-	1.8 m	-	2.0 m
Internal Side Yard (South)	-	10.2 m	-	10.6 m	-	13.4 m

FRONTAGE	Min Required	Provided	
Lot Frontage	15.0 m	33.5 m	
LANDSCAPING	Min Required	Provided	
Landscaped Area (15% of Site Area)	639.0 sq m	1,301.14 sq m	31%
Landscaped Buffer	3.0 m	< 3.0 m	

BUILDING DATA	
BUILDING AREAS	
1	100
2	200
3	300
4	400
5	500
6	600
7	700
8	800
9	900
10	1000
11	1100
12	1200
13	1300
14	1400
15	1500
16	1600
17	1700
18	1800
19	1900
20	2000
21	2100
22	2200
23	2300
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90	9000
91	9100
92	9200
93	9300
94	9400
95	9500
96	9600
97	9700
98	9800
99	9900
100	10000

Below Grade	Area (sq.m.)	# of Floors	Metric	Imperial
P2 (Under ground)	3140.8	1	3,140.8 sq m	33,808.4 sq ft
P1 (Under ground)	3140.8	1	3,140.8 sq m	33,808.4 sq ft
Gross Floor Area (Below Grade)		2	6,281.6 sq m	67,616.8 sq ft
Above Grade	Area (sq.m.)	# of Floors	Metric	Imperial
Level 1 (Ground Floor)	1507.3	1	1,507.3 sq m	16,225.0 sq ft
Level 2 (Lower Podium)	1235.2	1	1,235.2 sq m	13,296.0 sq ft
Level 3 (Lower Podium)	1222.9	1	1,222.9 sq m	13,163.6 sq ft
Levels 4-9 (Upper Podium)	1084.5	6	6,507.0 sq m	70,041.1 sq ft
Levels 10-12 (Tower)	930.9	3	2,762.7 sq m	29,738.4 sq ft
Level 13 (Roof Terrace/Atch Penthouse)	474.3	1	474.2 sq m	5,105.5 sq ft
Gross Floor Area (Above Grade)		13	13,709.4 sq m	147,571.6 sq ft
Total Gross Floor Area			19,991.0 sq m	215,188.4 sq ft

BUILDING HEIGHT (Min.:11.0m; Max:25m, 8 Storeys)			Metric	Imperial
	Height (m)	# of Floors		
Level 1 (Ground Floor) (Min. 4.5m)	5.4	1	5.4 m	17.0 ft
Level 2 (Lower Podium) (9 ft Ceiling)	3.2	1	3.2 m	10.0 ft
Level 3 (Lower Podium) (9 ft Ceiling)	3.6	1	3.6 m	11.0 ft
Levels 4-7 (Upper Podium) (9 ft Ceiling)	3.2	4	12.8 m	41.0 ft
Level 8 (Upper Podium)	3.5	1	3.5 m	11.0 ft
Level 9 (Upper Podium) (9 ft Ceiling)	3.6	1	3.6 m	11.0 ft
Level 10 (Tower) (10 ft Ceiling)	3.5	1	3.5 m	11.0 ft
Level 11 (Tower) (10 ft Ceiling)	4.0	1	4.0 m	13.0 ft
Level 12 (Tower) (11 ft Ceiling)	4.2	1	4.2 m	13.0 ft
Level 13 (Roof Terrace/Mech. Penthouse)	4.0	1	4.0 m	13.0 ft
Parapet			0.8 m	2.0 ft
Total Building Height	13		48.6 m	159.0 ft

COMMERCIAL		
Gross Floor Areas (Max. 7,500 sq.m)	Metric	Imperial
Ground Floor Commercial (Unit A)	97.2 sq.m	1,046.3 sq.ft
Ground Floor Commercial (Unit B)	381.1 sq.m	4,102.3 sq.ft
Ground Floor Commercial (Unit C)	128.9 sq.m	1,392.2 sq.ft
Ground Floor Commercial (Unit D)	134.9 sq.m	1,452.1 sq.ft
Ground Floor Commercial (Unit E)	206.5 sq.m	2,222.8 sq.ft
Ground Floor Commercial (Common Lobby)	140.3 sq.m	1,510.2 sq.ft
Total Commercial Gross Floor Area	1,089.8 sq.m	11,730.9 sq.ft

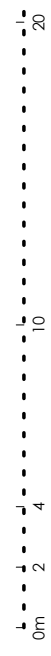
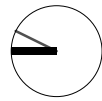
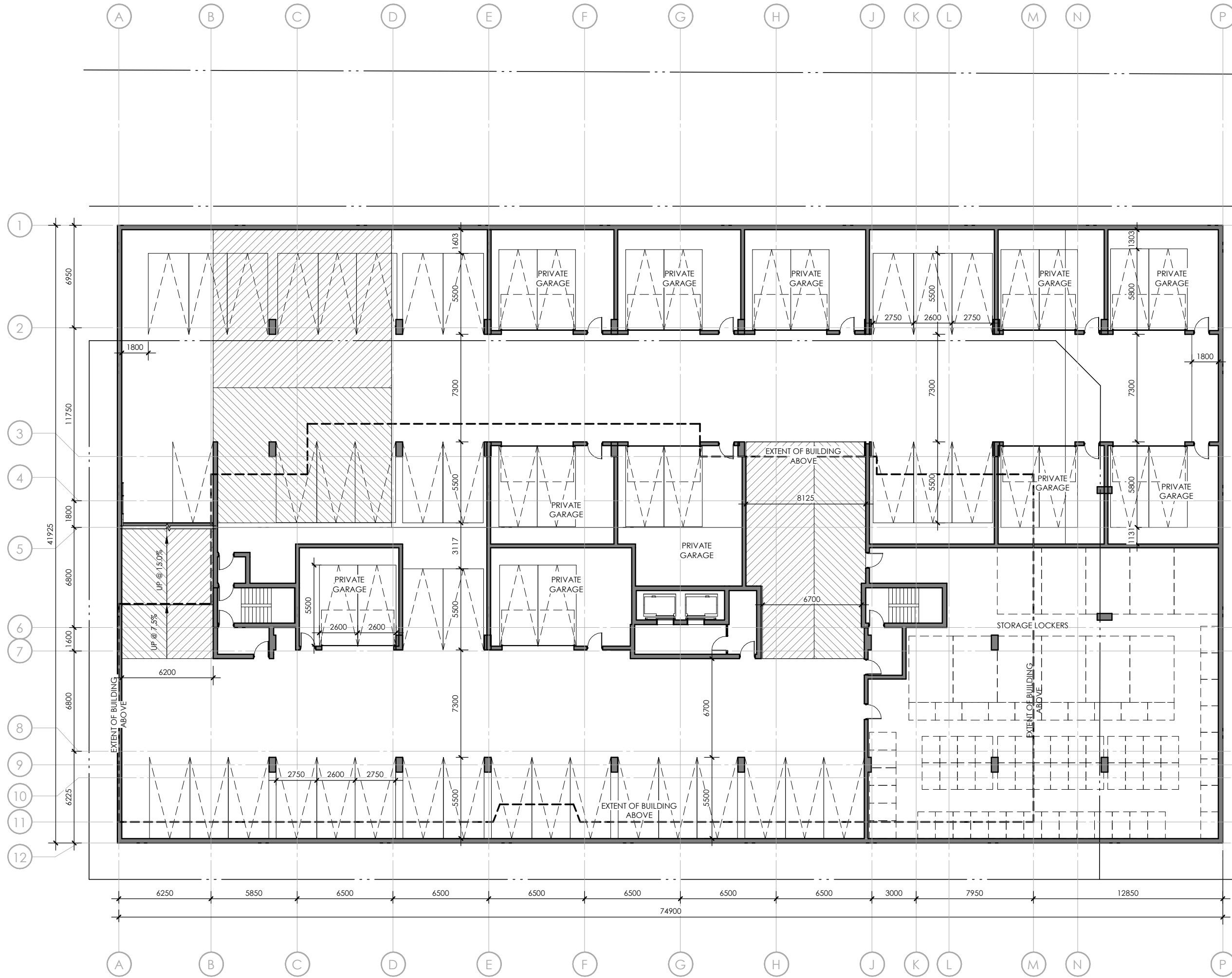
RESIDENTIAL						
UNITS	# of Floors	Studio	1 Bed	2 Bed	Units/Fr	Beds/Fr
Level 1 (Ground Floor)	1	-	-	-	-	-
Level 2 (Lower Podium)	1	-	9	6	15	21
Level 3 (Lower Podium)	1	-	10	6	16	22
Level 4-9 (Upper Podium)	6	-	12	4	16	20
Level 10 (Tower)	1	-	8	4	12	16
Level 11 (Tower)	1	-	8	4	12	16
Level 12 (Rooftop)	1	-	8	4	12	16
Level 13 (Roof Terrace)	1	-	-	-	-	-
Total	13	-	115	48	163	211

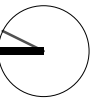
Parking Data				Spaces
VEHICLES				
REQUIRED				
Multi Unit Parking: (Min.:3space / 35sq.m.; max.:1space/24 sq.m.)				Min. Max.
				31 45
Multiple Residential Building: (Min.:0.9space / unit; Max.:1.3space/unit)				147 212
Total Parking Required				178 257
Barrier Free Parking Required (1+3% applies for 101-1000 spaces req'd)				7 9
Type A Required				2 3
Type B Required				3 3
Future EV (20% of spaces req'd)				51
PROVIDED				
	Type A	Type B	Standard	Total:
P2 (Under ground) (Residential Only)	0	0	61	61
P1 (Under ground) (Residential Only)	1	0	69	70
Surface Parking (Commercial, Visitor & Residential)	2	3	25	30
Total Parking Provided	3	3	155	161

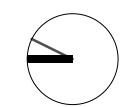
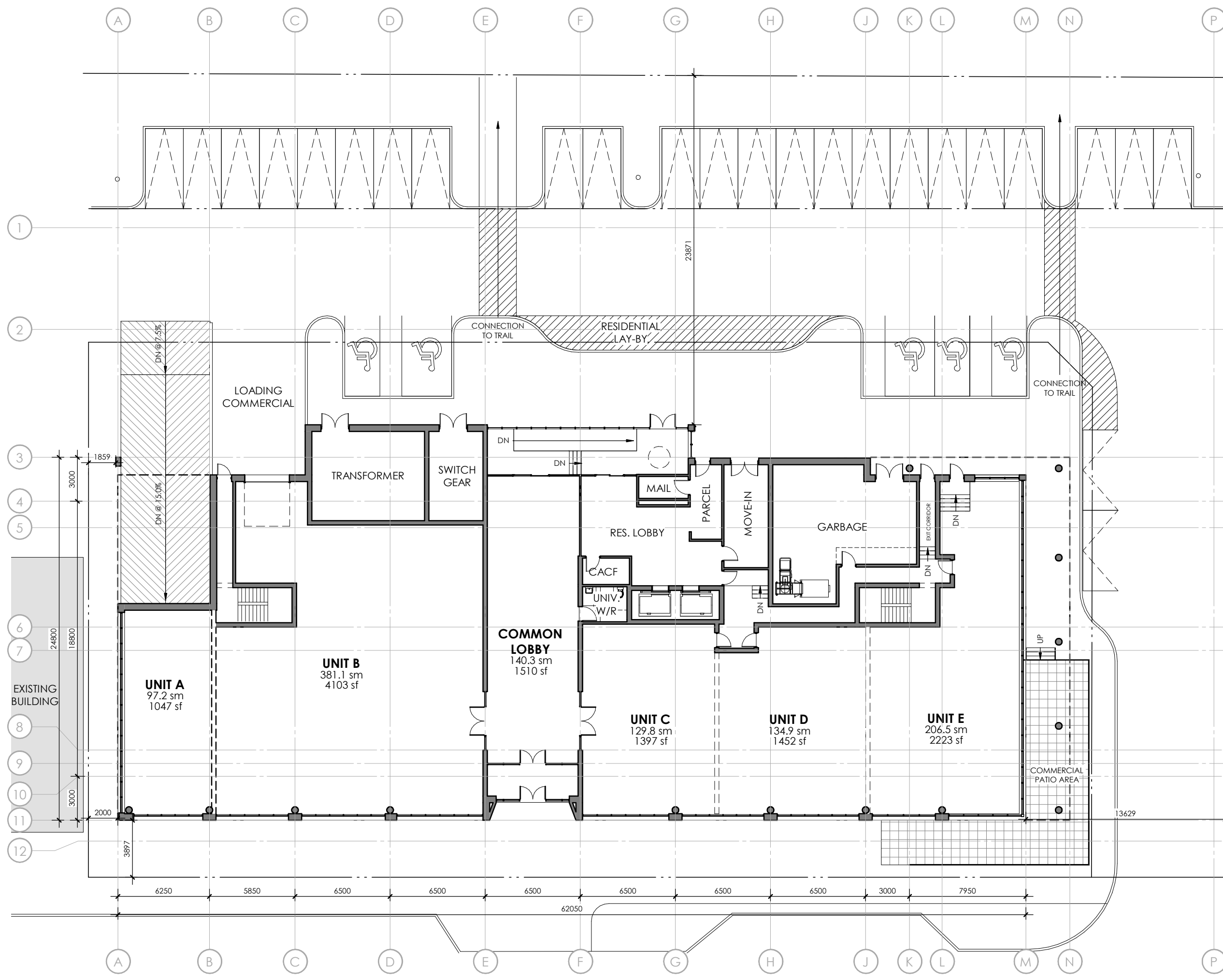
BICYCLES			
REQUIRED	Class A	Class B	Total
Multi Unit Parking: (Class A: 1space / 1,000 sq.m; Class B: 1Spaces/333sq.m)	1	3	4
Multiple Residential Building (Class A: 0.5 space / DU; Class B: 6 Spaces)	82	6	88
Total	83	9	92
PROVIDED	Class A	Class B	Total
P2 (Underground)	0	0	0
P1 (Underground)	82	0	82
External Bicycle Parking	0	10	10
Bike Parking Total	82	10	92

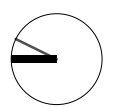
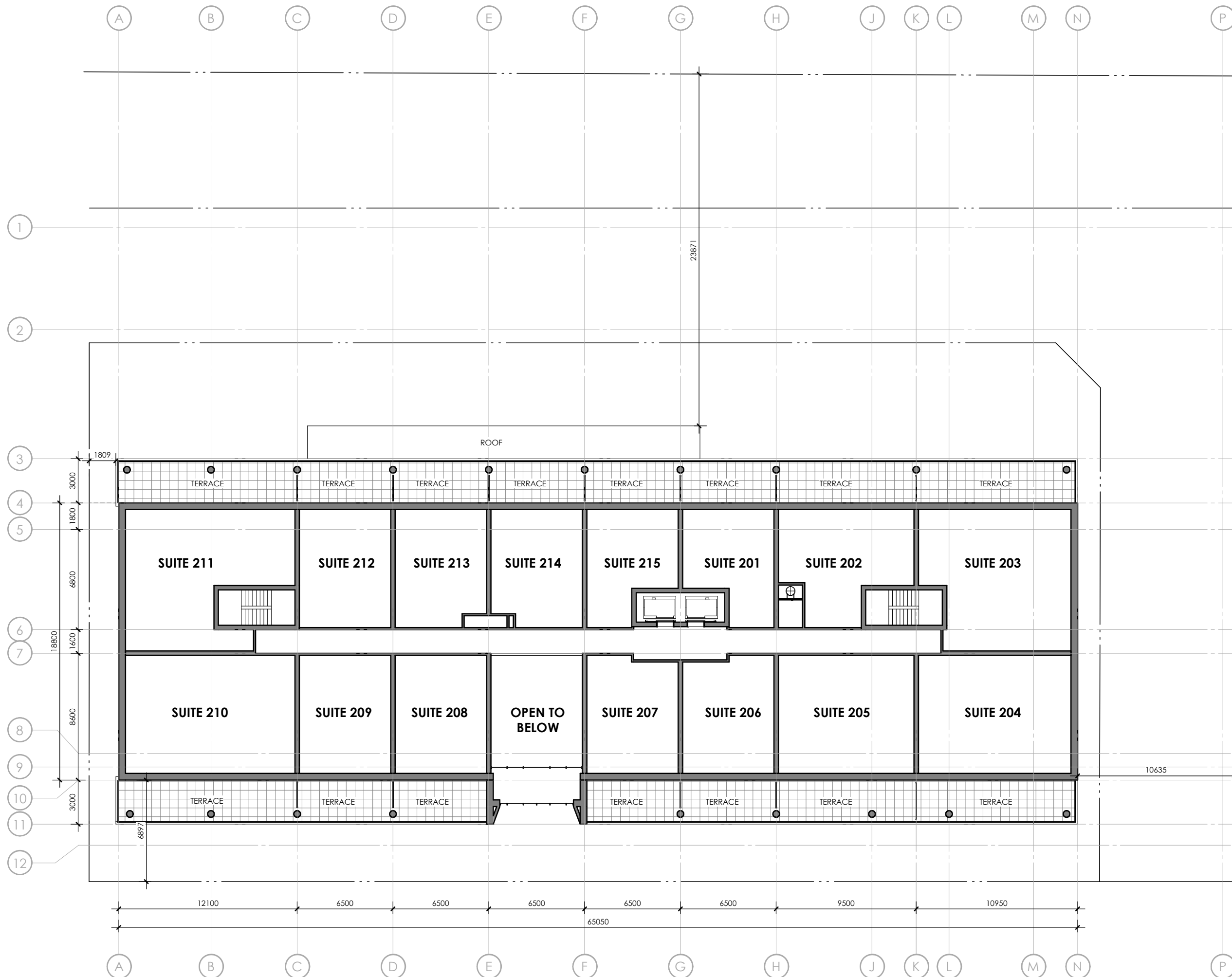
Built Form			
Size + Proportion	Calculated	Proposed	
Height			
Level 9	33.2 m		
Level 13	48.6 m		
Tower Length			
Level 9	62.0 m		
Levels 10-12	50.2 m		
Tower Width			
	19.2 m		
Tower Floor Plate Area			
Level 9	1084.5 sqm	Large	
Levels 10-12	920.9 sqm	Large	
Tower Proportion			
Level 9	3.2	Slab	
Levels 10-12	2.6	Slab	
Physical Separation			
		Level 9	Levels 10-12
Required	10.3 m	12.2 m	
South	13.4 m	19.2 m	
North	2.0 m	8.2 m	
East	28.9 m	28.9 m	

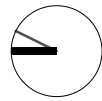
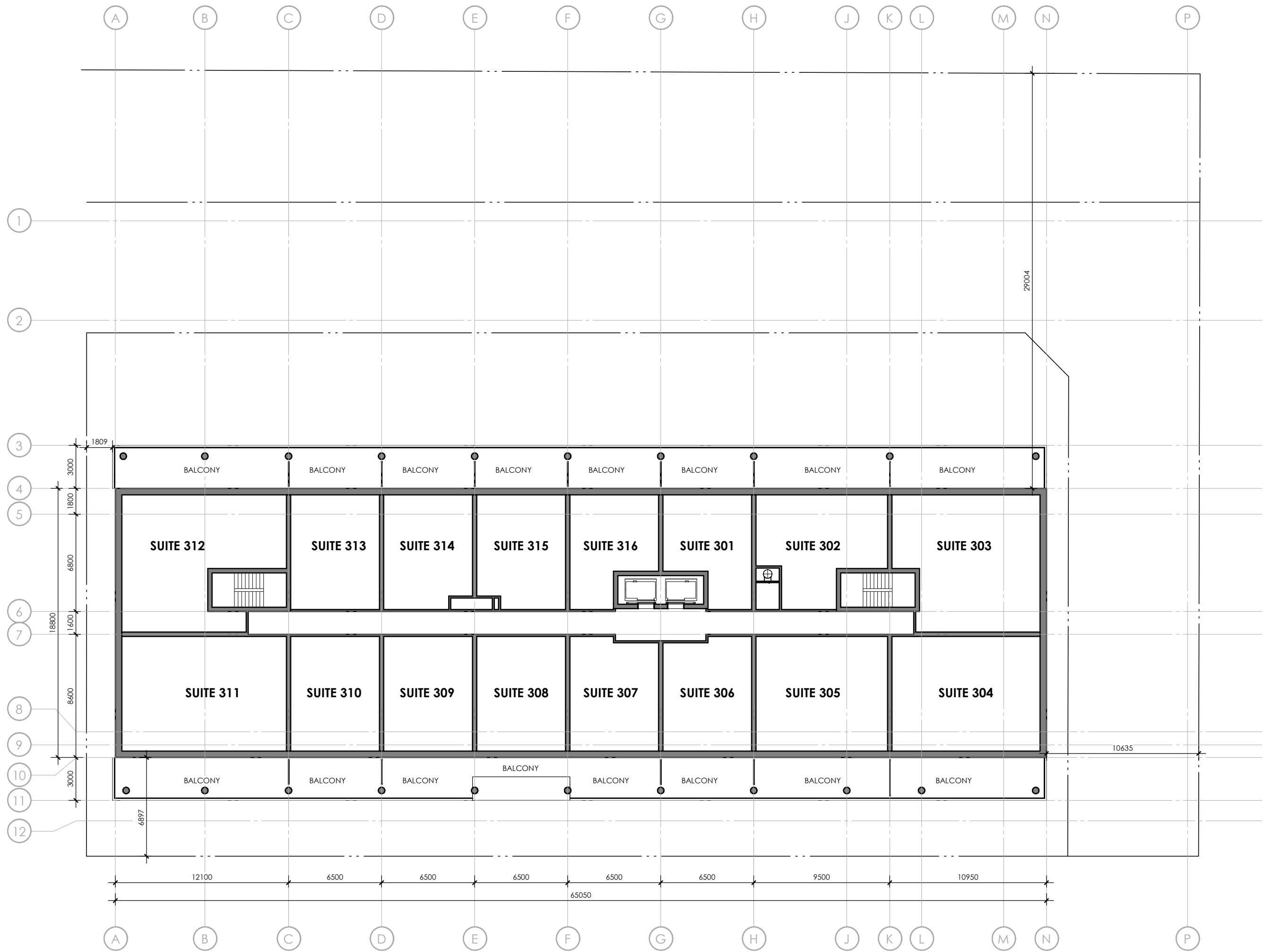
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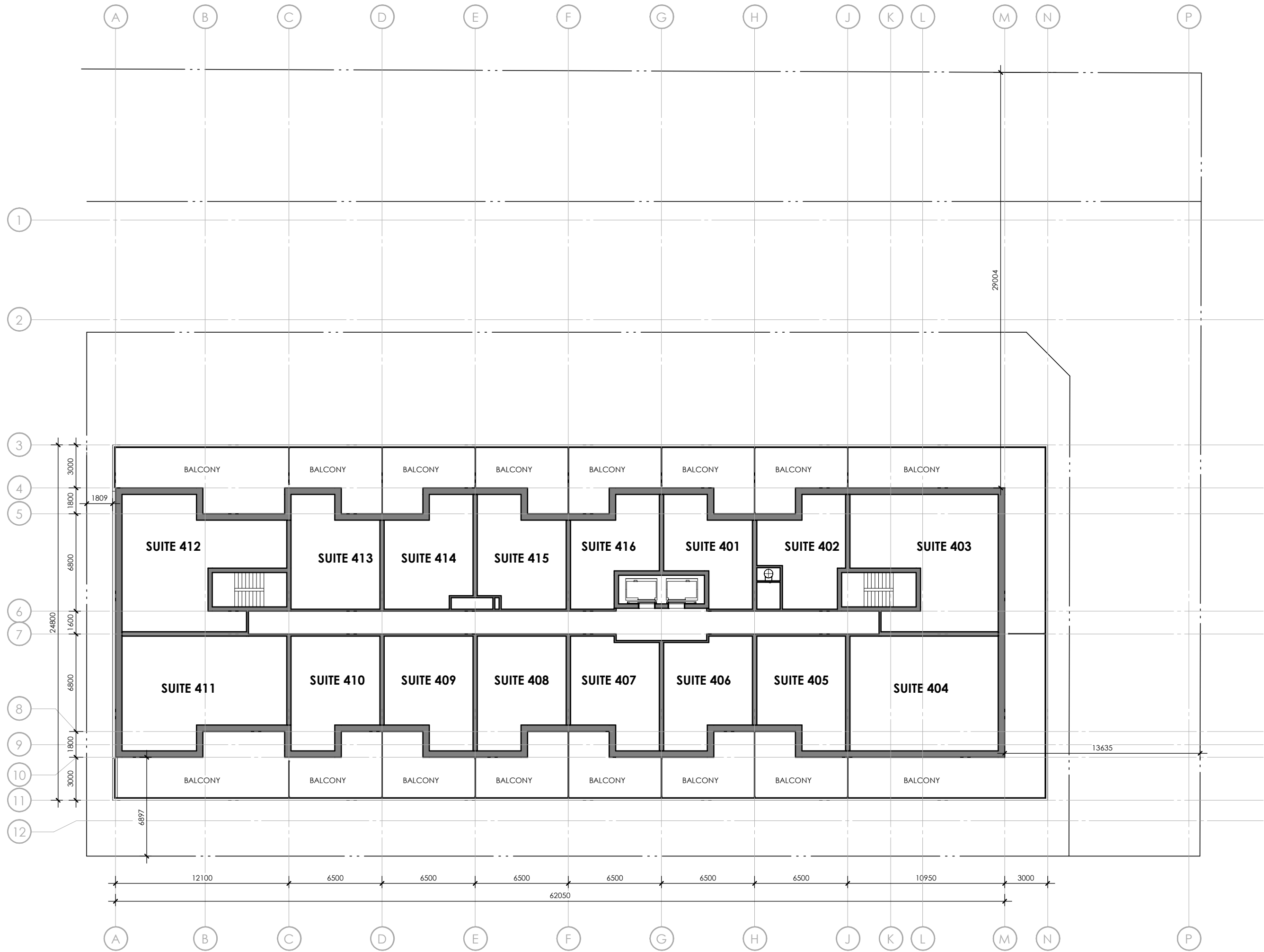


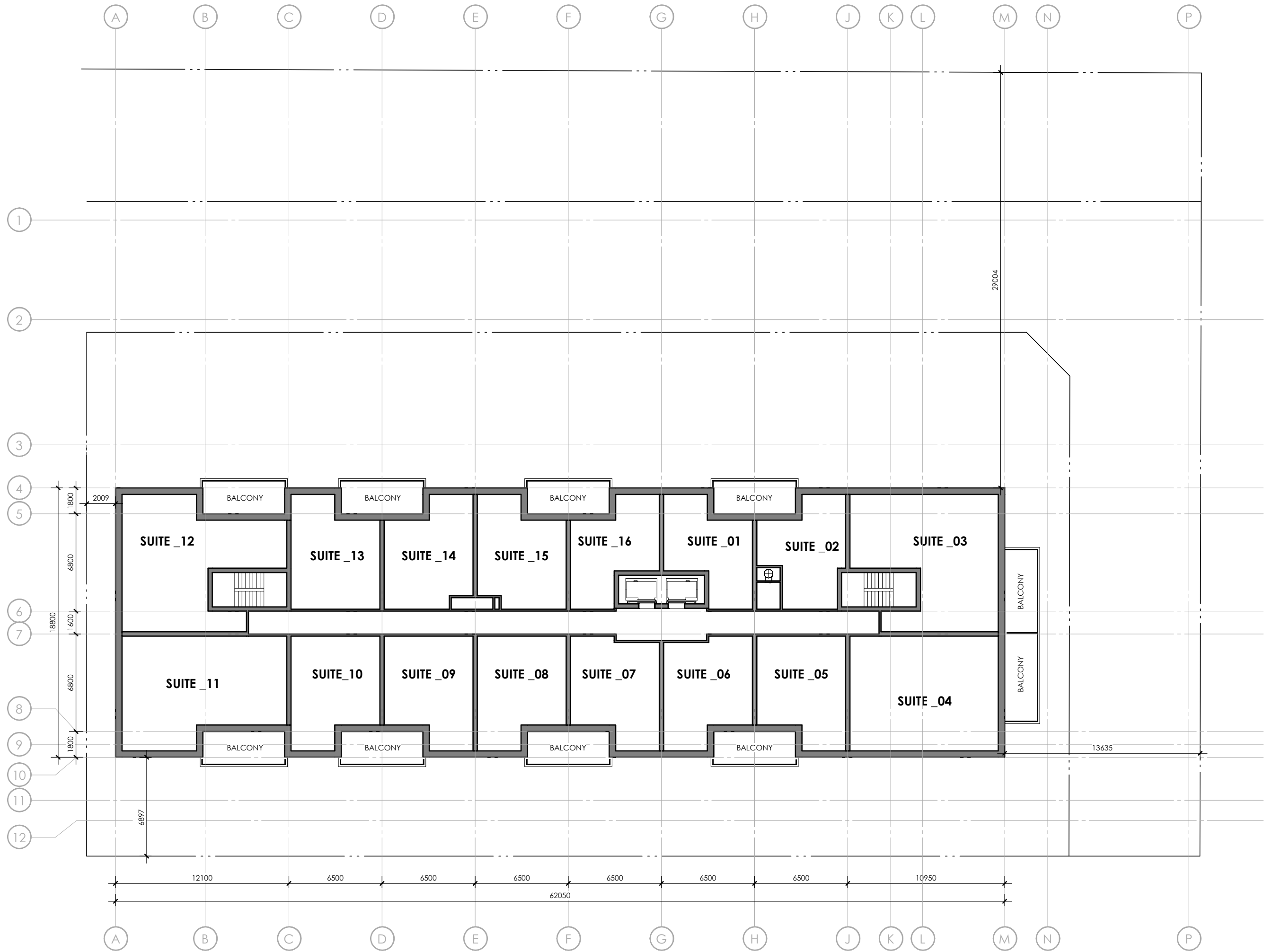


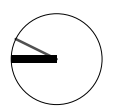
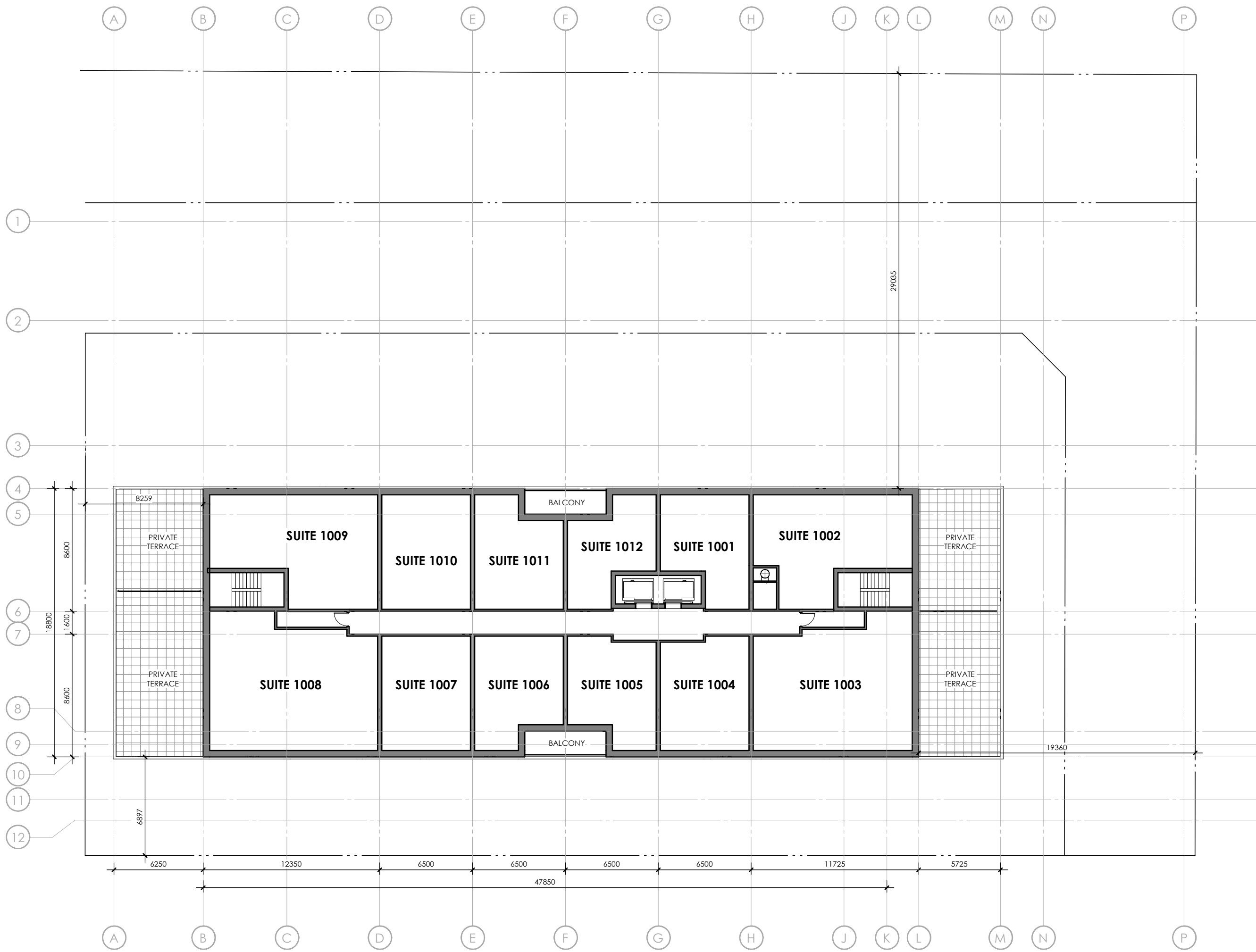


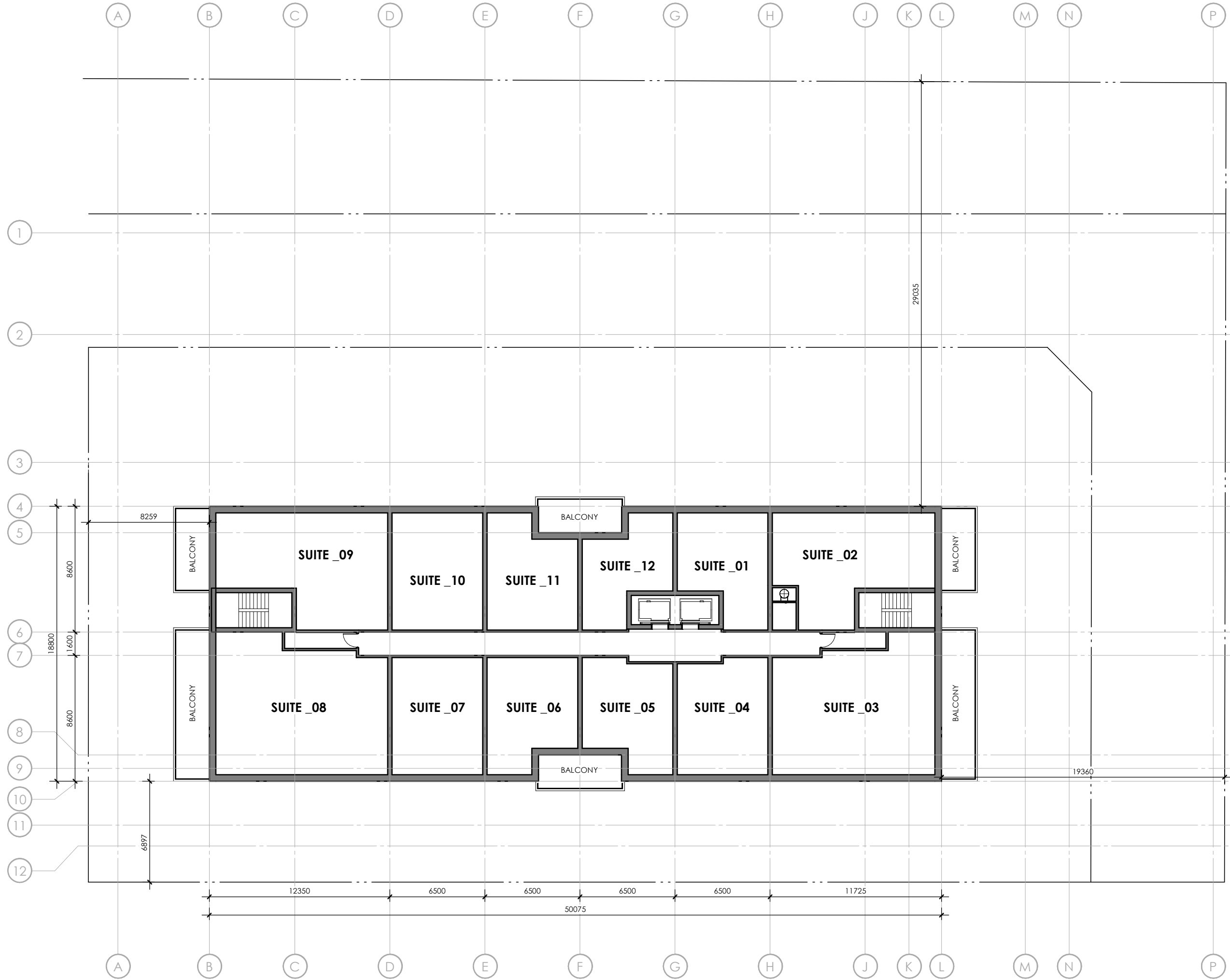


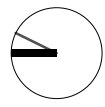
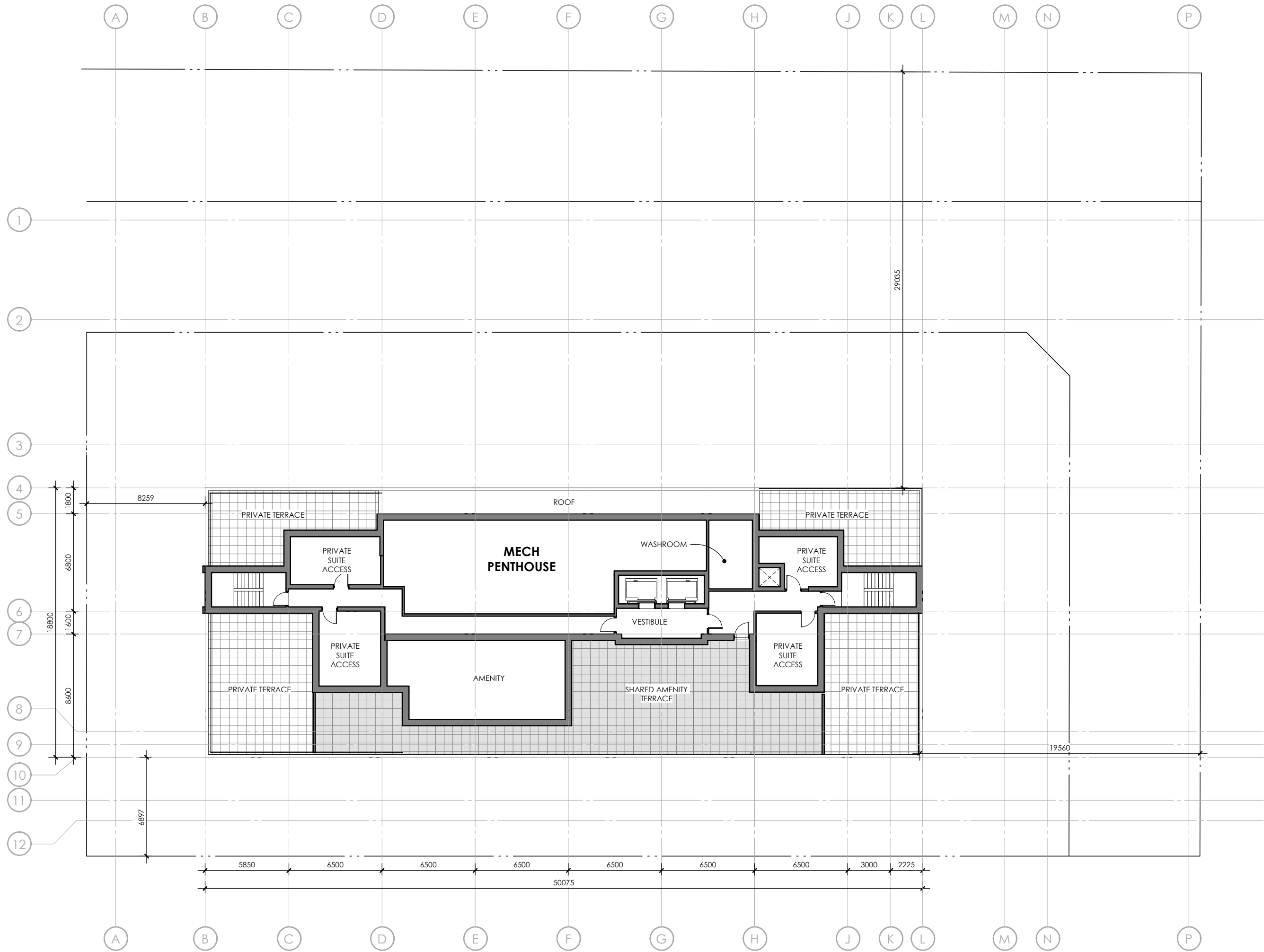


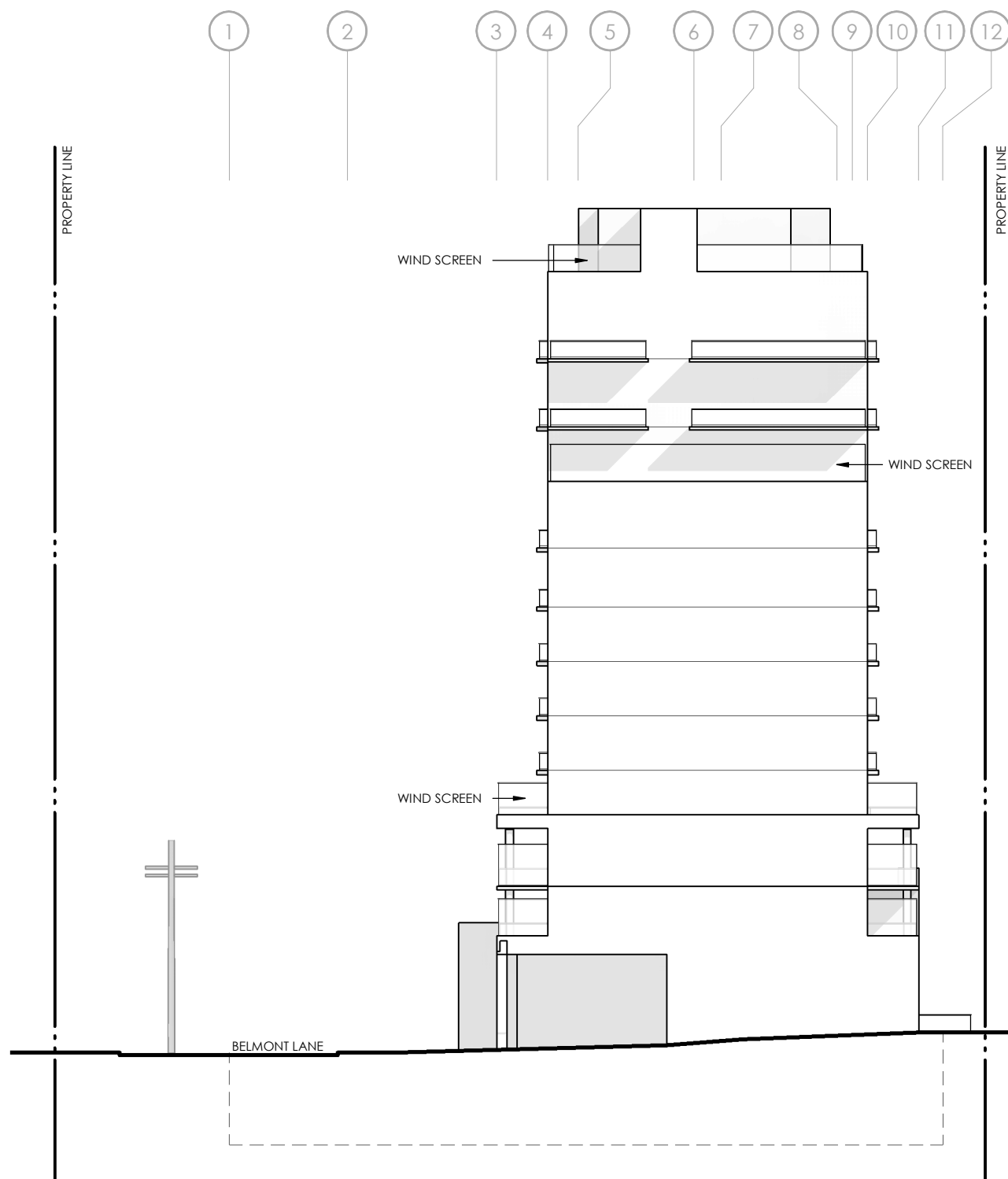




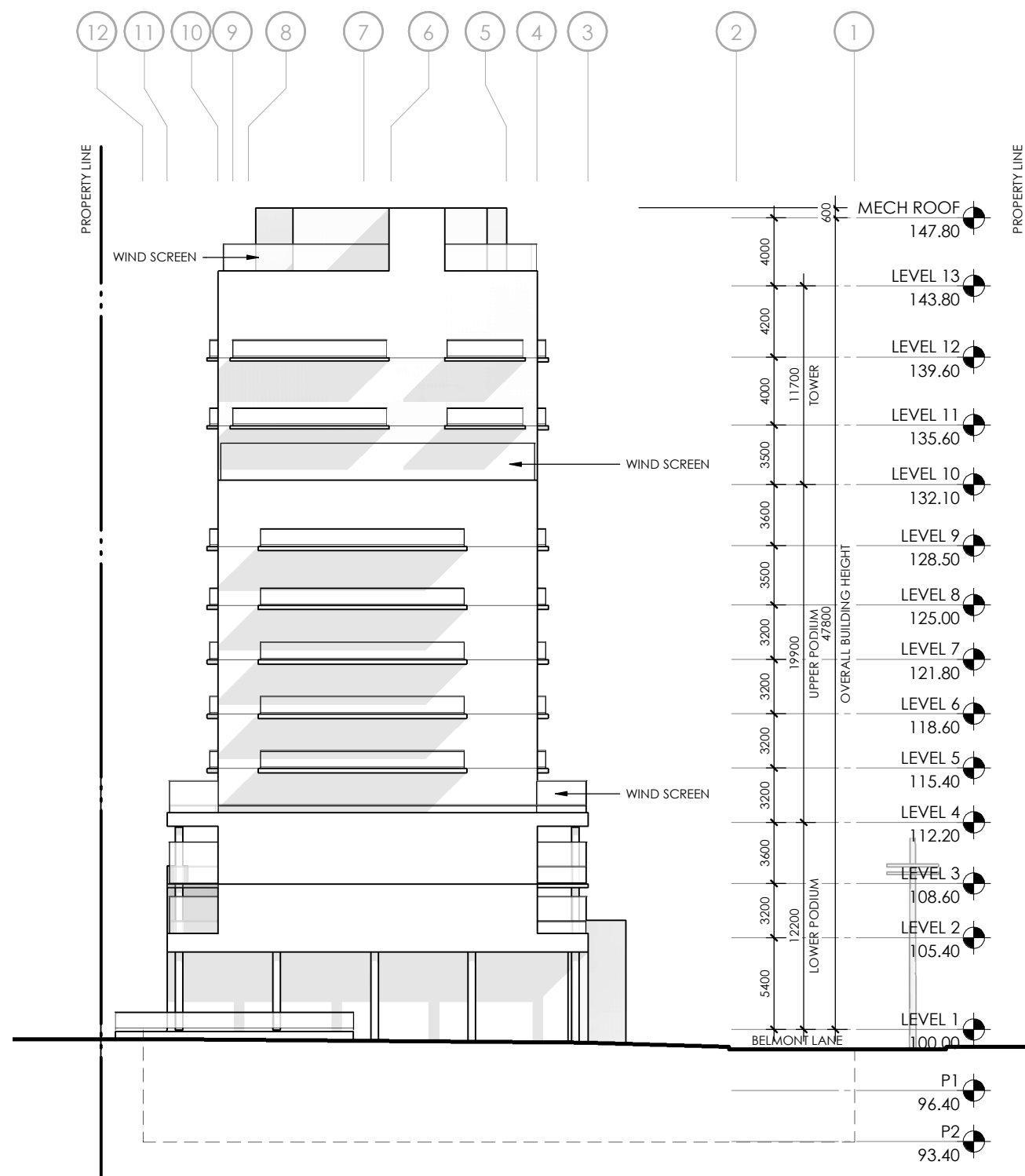
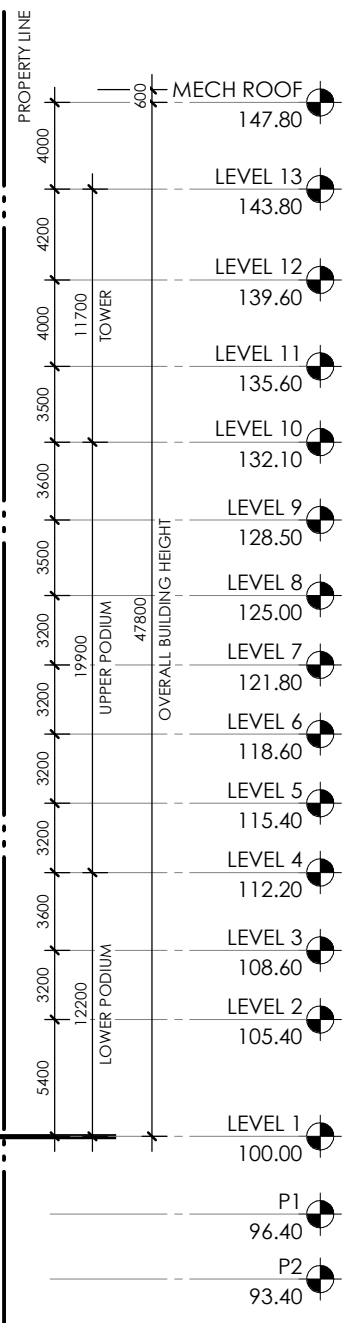




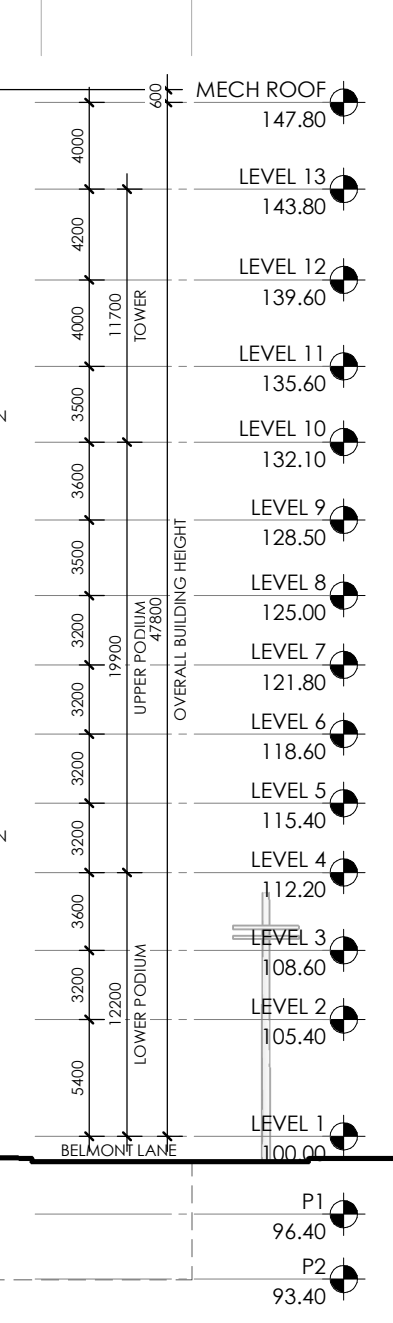




NORTH ELEVATION

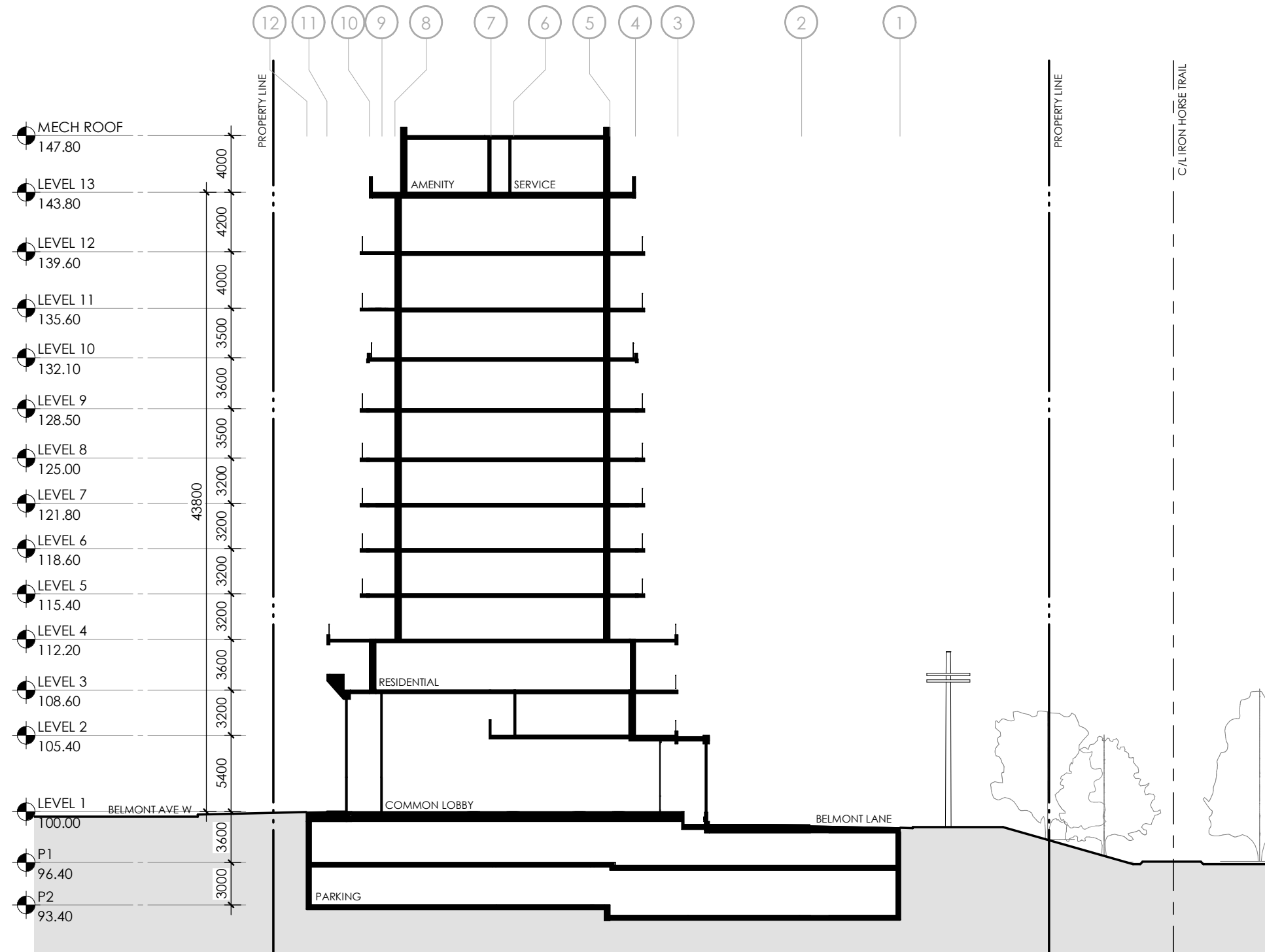


SOUTH ELEVATION





EAST ELEVATION



EAST-WEST CROSS SECTION



V01 - BELMONT AVE LOOKING NORTH



PROJECT NO. 2019-098
660 BELMONT AVE WEST

PERSPECTIVE VIEWS

N.T.S.
2020.07.06 ZBA SUBMISSION

ZBA
5.1



V02 - ADJACENT IRON HORSE TRAIL LOOKING NORTH



PROJECT NO. 2019-098
660 BELMONT AVE WEST

PERSPECTIVE VIEWS

2020.07.06 ZBA SUBMISSION

ZBA
5.2



V03 - AERIAL VIEW

