



Stratford City Council
Special Council Open Session
AGENDA

Meeting #: 4747th
Date: Thursday, June 27, 2024
Time: 7:00 P.M.
Location: Council Chamber, City Hall
Council Present: Mayor Ritsma - Chair Presiding, Councillor Beatty, Councillor Briscoe, Councillor Henderson, Councillor Nijjar, Councillor Sebben, Councillor Wordofa
Staff Present: Joan Thomson - Chief Administrative Officer, Tatiana Dafoe - City Clerk, Kim McElroy - Director of Social Services, Taylor Crinklaw - Director of Infrastructure Services, Karmen Krueger - Director of Corporate Services, Tim Wolfe - Director of Community Services, Adam Betteridge - Director of Building and Planning Services, Danielle Clayton - Recording Secretary, Audrey Pascual - Deputy Clerk, Alexander Burnett - Planner

To watch the Special Council and Public Meeting live, please click the following link:

<https://video.isilive.ca/stratford/live.html>

A video recording of the meeting will also be available through a link on the City's website

<https://calendar.stratford.ca/meetings> following the meeting.

Pages

1. Call to Order:

Mayor Ritsma, Chair presiding, to call the Council meeting to order.

Councillor Burbach, Councillor Hunter, Councillor McCabe and Councillor Biehn provided regrets for this meeting.

Land Acknowledgment

Moment of Silent Reflection

Respectful Workplace Policy Statement

2. Declarations of Pecuniary Interest and the General Nature Thereof:

The *Municipal Conflict of Interest Act* requires any member of Council declaring a pecuniary interest and the general nature thereof, where the interest of a member of Council has not been disclosed by reason of the member's absence from the meeting, to disclose the interest at the first open meeting attended by the member of Council and to otherwise comply with the *Act*.

Name, Item and General Nature Thereof

3. Adjournment to a Public Meeting under the Planning Act:

1 - 48

Motion by _____

THAT the Council meeting adjourn to a public meeting under the Planning Act to hear from members of the public on Zone Change Application Z01-24, for 93 Trinity Street and 266 King Street and to reconvene at the conclusion of the public meeting.

4. Reading of the By-laws:

49

The following By-law requires First and Second Readings and Third and Final Readings:

4.1 Confirmatory By-law

To confirm the proceedings of Council of The Corporation of the City of Stratford at its meeting held on June 27, 2024.

Motion by _____

THAT By-law 4.1 be read a First and Second Time.

Motion by _____

THAT By-law 4.1 be read a Third Time and Finally Passed.

5. Adjournment:

Motion by _____

THAT the June 27, 2024, Special Council Meeting adjourn.



MANAGEMENT REPORT

Date: June 27, 2024
To: Mayor and Council
From: Alexander Burnett, Planner
Report Number: COU24-068
Attachments: Public Correspondence Received to June 17, 2024

Title: Zone Change Application Z01-24 for 93 Trinity Street & 266 King Street in the City of Stratford

Objective: The purpose of this report is to describe the application submitted by Baker Planning Group, c/o Caroline Baker, for the lands known municipally as 93 Trinity Street & 266 King Street.

The Zone Change application requests to rezone the property from a Factory District (I4) zone that permits a variety of industrial uses, to a Site Specific Residential Fifth Density (R5(3)-___) Zone to permit Cluster Townhouse Dwellings in addition to all other uses permitted in the R5 zone. The Zone Change application is also requesting Site specific general provisions including a reduced parking rate, a maximum height of 36 metres (which would equate to 10 storeys as proposed), and reduced setbacks for the existing and proposed residential buildings.

This proposed change would facilitate the future development of the subject lands into a residential neighbourhood consisting of eleven residential buildings and 382 dwelling units.

As part of the complete Zone Change Application, the following documents were submitted:

- Planning Justification Report
- Traffic Impact and Parking Study Report
- Land Use Compatibility Assessment
- Noise Feasibility Study
- Heritage Impact Brief
- Urban Design Report
- Functional Servicing Report
- Geotechnical Report

Background: The site is located on the south side of Douro Street between Trinity Street and King Street. The subject lands are legally described as all of Lots 501-504, 531-534, 551-558, 575-582, 599, 600, 630-632, 649-651 and 656 of Part of College Street (Closed), Registered Plan No. 47, City of Stratford.

The subject lands are predominantly vacant, having been used as an Industrial factory previously (93 Trinity Street). 266 King Street is currently used as a single detached residential dwelling.

Site Characteristics:

Characteristic Information	Details
Frontage	Approximately 169m
Depth	Approximately 200m
Area	Approximately 28,500m ² (2.85 hectares)
Shape	Irregular

Official Plan Designation:

Schedule A: Industrial Area

Factory District Area

Schedule C: SPP Significant Threat Area

Schedule D: Collector (Douro Street) and Local (Trinity Street & King Street)

Schedule E: Heritage Area

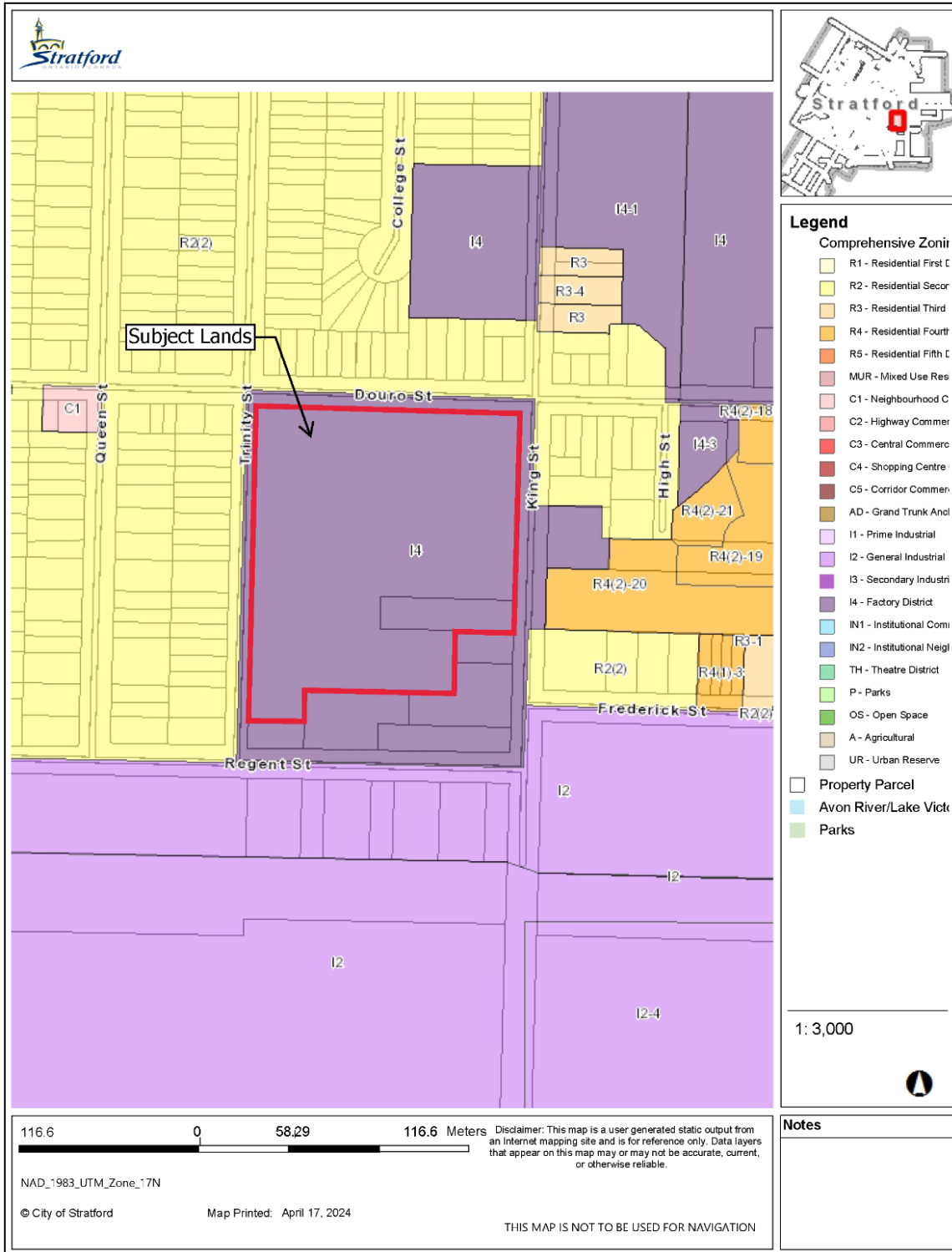
Zoning By-law:

Factory District (I4) Zone

Surrounding Land Uses:

Direction	Use
North	Residential
East	Residential, Industrial
South	Industrial
West	Residential

Location and Zoning Map:



Excerpt from Official Plan – Schedule A (Land Use):



Agency and Public Comments

Agency Comments

The application was circulated to all required agencies on April 17, 2024. The following comments have been received to date:

- City of Stratford, Building Services
 - Zoning By-law Amendment:
 - Clarification required about whether steps/stairs that provide access to the front of the building are included in the encroachment relief asked in item 3 of the attached Zone Change Amendment? Currently only noting balconies, porches and decks. Building K on the Site Plan, which is a stacked town, looks to have steps/stairs to the front entrances as noted on the renderings provided in the Planning Justification Report.

- General Comments for the Applicant:
 - This application is currently for a Proposed Zone Change, Building Division is only reviewing items relating to the Zone Change Application at this time and may have further requirements noted at time of Site Plan Application once application is submitted and reviewed.
 - Proposed distances to property lines may require additional measures under the Ontario Building Code (OBC) to be taken into consideration from the qualified designer for Spatial Separation requirements. This will be reviewed at time of Building Permit Application.
 - Any existing encroachments that are currently projecting over property lines will require encroachment agreements to be obtained.
- City of Stratford, Infrastructure Services Department – Engineering Division
 - Engineering does not object to the zone change provided that the development can be serviced as outlined in the Functional Servicing Report.
- Upper Thames River Conservation Authority
 - No objections or requirements for this application.
- CN Rail (Staff note that CN’s comments herein, received by the City May 9th, 2024, pertain to the previously submitted Formal Consultation process for this proposal. As of the date of finalizing this report CN has yet provided comments on the subject Zone Change Application, however the below comments capture CN’s concerns with this proposal.)
 - The Freight Rail Yard is a Class III facility per the D-series guidelines.
 - The 2020 PPS, per policy 1.2.6.1 and 1.2.6.2 of the PPS requires that a needs and alternatives test be completed in addition to assessing impacts from the industry and impacts on sensitive uses. This assessment was not provided as part of the land use compatibility review.
 - The FCM-RAC Guidelines note that sensitive uses should be prohibited 300 m away from the property line of the freight rail yard. This is consistent with the D-series Guidelines.
 - Table 4.5 – Facilities within the Minimum Separation Distance lists CN Rail as 117 metres from the site. Measuring property line to property line, the distance is approximately 37 metres. The D-series guidelines are based on potential impacts measured at the property line unless controlled by zoning. As zoning does not apply to CN Rail operations, confirmation is required regarding what assumptions were used for the 117-metre measurement.
 - Was an Air Quality and odour study conducted? Table 4.6 notes air and dust analysis only, based on desktop observations, curbside observations

and “experience with similar entities.” While CN Rail’s main focus is on impacts from noise and vibration, adverse effects from odour are a land use planning consideration for the applicant.

- Should the development satisfy the concerns noted above a Development Agreement securing any required noise, vibration and air quality mitigation will be required to be executed prior to approval (i.e. prior to the zoning bylaw being adopted/enacted by Council).
- Should the development satisfy the concerns noted above an Easement Agreement with respect to emissions from CN Rail will be required to be executed prior to approval (i.e. prior to the zoning bylaw being adopted/enacted by Council).

Although a more comprehensive assessment will be detailed in a forthcoming Management Report, Planning Staff are cognizant of the concerns raised by CN. However, it is also recognized that the City’s Official Plan supports the transition of this area from industrial to residential use, contingent upon ensuring that this transition does not adversely affect the remaining industrial activities in the vicinity. Planning Staff agree that appropriate measures will need to be implemented to mitigate any nuisance impacts effectively.

Discussions have also taken place with the City’s Fire Department regarding the proposed development’s impact on the City’s firefighting ability. When evaluating development proposals, the City’s Fire Department upholds strict criteria based on the Ontario Building and Fire Codes, including sprinkler systems, number of exists, areas of refuge, fire separation ratings, standpipe or fire dept connections, and accessible water supplies and flows. These criteria are evaluated as part of the Site Plan Approval and Building Permit process. The City’s aerial truck can project water onto the roof of a 10-storey building and as such, the City’s Fire Department has no concerns with the current Zone Change application.

Any agency comments received after the finalization of this report will be provided to Council. All agency comments will be reviewed, analysed, and responded to in the subsequent report to Council.

Public Comments

Notice of the Application was also sent to surrounding property owners on April 26, 2024, and Notice of Application was also published in the Town Crier section of the Beacon Herald on April 27, 2024, all in accordance with the requirements of the *Planning Act, R.S.O., 1990, c. P.13*. Notice of the reschedule public meeting was sent to surrounding property owners on May 31, 2024 and also published in the Town Crier section of the Beacon Herald on June 1, 2024, in accordance with the requirements of the *Planning Act, R.S.O., 1990, c. P.13*.

As of the date that this report was finalized, 23 letters from the public have been received in response to the Zone Change application. These letters have been attached

at the end of this report and will be reviewed, analysed, and responded to in the subsequent recommendation report to Council.

Any additional public comments received after the finalization of this report will be provided to Council. All public comments will be reviewed, analysed, and responded to in the subsequent recommendation report to Council.

Analysis:

Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest and is set out in three main areas: Building Strong Communities, Wise Use and Management of Resources, and Protecting Public Health and Safety. All planning decisions within the Province of Ontario are required to be consistent with the Provincial Policy Statement, 2020 (PPS). Section 1 of the PPS directs focus on the importance of building strong healthy communities. Section 3 of the PPS provides direction on the wise use and management of resources.

Employment Areas

The PPS guides the protection and preservation of employment areas for current and future uses. Included in this direction are policies for the conversion of lands within employment areas to non-employment uses. Section 1.3.2.5 of the PPS sets forth criteria for the conversion of existing employment areas to non-employment uses beyond a comprehensive review. As per Section 4.91 of the City's Official Plan, lands within the Factory District Area will be encouraged to convert to residential uses, provided that the buildings are no longer required or in demand for industrial purposes and that the proposed residential uses do not conflict with the remaining industrial uses in the area. As the existing building is vacant and not planned for any future industrial use, and planned infrastructure and public services are available to accommodate the proposed residential use, the proposal meets the employment Area policies of the PPS.

Resilient Development and Land Use Patterns

The PPS promotes direction on managing change and promoting efficient land uses and development patterns. Healthy, liveable, and safe communities are sustained by efficient land use patterns and development that sustain the financial well-being of the province and municipalities as well as the promotion of the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns and standards to minimize land consumption.

The proposal can be considered efficient development as it is an adaptive re-use of an existing, vacant building and site. The proposed residential use will contribute to the sustained financial well-being of the municipality and redevelopment of the neighbourhood. Additionally, the policy direction indicates that developments are to ensure the necessary infrastructure and public service facilities are, or could be, made available to meet the current and projected needs of the proposed development. The

subject lands are located along Douro Street between Trinity and King Street, which are in proximity of the Downtown Core and offer full municipal services.

Settlement Areas

The PPS states that settlement areas are to be the focus of growth and development. The City of Stratford is identified as a settlement area under the PPS. The proposal is to re-purpose an existing vacant building and site located in proximity to the downtown core and has access to municipal services.

Land Use Compatibility

The PPS directs developments to avoid potential adverse effects from odour, noise and other contaminants on the surrounding neighbourhood. The proposed development would establish a residential use in an industrial zone that previously was used as a factory. Land use compatibility concerns will be addressed as part of Planning's recommendation report to Council.

Long Term Economic Prosperity

The PPS promotes the long-term economic viability of communities by encouraging optimized land development, community investment, and sustainable tourism. The re-purposing of the vacant building and site in proximity of the Downtown Core for residential use will positively impact the long-term economic viability of the City.

Cultural Heritage

The PPS directs municipalities to conserve significant built heritage resources. The subject property is not located within the City's Heritage Conservation District (HCD) and is not designated as a Part IV designated property under the Ontario Heritage Act. However, the proposal includes the adaptive re-use of the existing vacant building in the effort to conserve the heritage attributes of the property and neighbourhood.

City of Stratford Official Plan

The subject lands are designated "Industrial Area" in the City of Stratford's Official Plan and further identified as being within the "Factory District Area" special policy area and "Heritage Area" on Schedule "E".

Goals and objectives of the Industrial Area Designation include the continued development of manufacturing and industrial services, efficient use of the City's infrastructure, and protection of employment areas. In addition, as the subject lands are within the Factory District Area, the proposal is subject to the policies of Section 4.9 of the Official Plan. The Factory District Area policies of the Official Plan encourage the conversion of former industrial sites into residential uses, provided that the buildings are no longer required or in demand for industrial purposes and that the proposed residential uses do not conflict with the remaining industrial uses in the area. Further, the conversion of lands within the Factory District Area to residential use does not require a comprehensive review in accordance with Section 3.2.4 of the Official Plan. As such, it is anticipated that the conversion to residential use will conform to the Industrial Area and Factory District Area policies of the Official Plan.

Heritage Area

The subject lands are subject to the Heritage area policies of the Official Plan, which ensure that where infill is proposed in Heritage areas or corridors, the inherent heritage qualities of the area or corridor are retained, restored, or enhanced. The applicant is proposing to repurpose the existing vacant buildings on the subject lands into residential uses, while retaining the heritage attributes of the buildings and character of the neighbourhood. Preservation of the property will maintain the continuous heritage frontage along Douro and Trinity Street and meets the Heritage goals of the Official Plan.

Other policies may apply.

City of Stratford Zoning By-law

The subject lands are zoned Factory District (I4) Zone. The zone change application requests to amend sections 4.20.1, 4.30.1, 5.1, 6.2, and 6.4.5, which include Permitted Yard Encroachments, Minimum Parking Space Requirements, Permitted Uses in Residential Zones, and Regulations in the Residential Fifth Density (R5) Zone. The request is to change the Factory District (I4) Zoning to Residential Fifth Density (R5) Zoning and add the following:

- To add the uses of "Cluster Townhouse Dwellings" to the currently permitted uses, in addition to all other uses permitted in the R5 Zone.
- Notwithstanding Section 3, the lot lines shall be deemed as follows:
 - a) Douro Street – Front Lot Line
 - b) Trinity Street – Exterior Side Lot Line
 - c) King Street – Exterior Side Lot Line
- Notwithstanding Section 4.20.1, balconies, porches, and decks are permitted to encroach into the required front yard setback and exterior side yard setback and shall be no closer than 0 metres from the lot line of an existing building.
- Notwithstanding Section 4.20.1, architectural adornments including but necessarily restricted to, sills, belt courses, chimneys, cornices, eaves, gutters, parapets, and pilasters, shall be no closer than 0 metres from any lot line to an existing building.
- Notwithstanding Section 4.30.1, a walkway connecting to a dwelling unit shall have a maximum width of 2.0 metres.
- Notwithstanding Section 5.0, off-street parking shall be provided as follows:
 - a) Studio/1 Bedroom Dwelling Unit: 0.75 parking spaces/unit
 - b) 2 and 3-Bedroom Dwelling Unit: 1 parking spaces/unit
 - c) Cluster Townhouse Dwelling: 1.5 parking spaces/unit
- Notwithstanding Table 5.5.1, one (1) loading space per 100 dwelling unit is required.
- Notwithstanding Table 6.4.5:
 - a) Maximum Density: 1.5 Floor Space Ratio
 - b) Maximum Lot Coverage: 45%
 - c) Maximum Height: 36 metres

- d) Minimum Front Yard Depth:
 - i) Existing Buildings: 0 metres
 - ii) New buildings: 4.5 metres
- e) Minimum Exterior Side Yard Width:
 - i) Existing Buildings: 0 metres
 - ii) New buildings: 1.5 metres
- f) Minimum setback to a property line for any building or structure greater than 22 metres: 18 metres
- g) Minimum Rear Yard Depth:
 - i) Cluster Townhouse: 4 metres
 - ii) Apartment Building: 7.5 metres
- For the purposes of the R5(3)-XX Zone, Floor Space Ratio shall mean the figure obtained when the gross floor area on a lot is divided by the lot area. Only gross floor area that constitutes a storey shall contribute to the calculation of the Floor Space Ratio.

Height

The existing vacant buildings on the subject lands have an approximate height of 15 metres. The current Factory District (I4) Zoning permits a maximum height of 30 metres. The proposal requests to increase the maximum height for the Residential Fifth Density (R5) Zone to 36 metres, to facilitate the development of a 10-storey apartment building.

Parking

The applicant is proposing to develop 382 dwelling units on the subject lands, consisting of a combination studio, 1–3-bedroom apartments, and townhouse dwellings. Based on the current minimum parking requirements in the City's Zoning By-law, the proposed development will require 495 parking spaces. The applicant is requesting reduced parking requirements for each type of dwelling, for a total of 393 parking spaces on the site. This is relief of 102 parking spaces that the applicant states will assist with reducing overall land and construction costs.

Yard Setbacks

As part of the Zone Change application, the applicant is requesting various site-specific provisions to reduce yard setbacks on the site. This request for reducing the minimum yard setbacks on the site includes front and exterior yard setbacks of 0 metres, to facilitate the conversion of the existing buildings being located on the property line to residential use.

Site Plan Requirements

As per the City of Stratford's Site Plan Control By-law, the development of the subject lands to residential use will require Site Plan Approval.

Financial Implications:**Not applicable:**

The financial implications of this application, if any, will be included in the final report.

Alignment with Strategic Priorities:**Not applicable:**

Alignment with the City's Strategic Priorities will be included in the final report.

Alignment with One Planet Principles:**Not applicable:**

Alignment with the City's One Planet Principles will be included in the final report.

Staff Recommendation: THAT Council hear all interested persons with respect to Zoning By-law Amendment Application Z01-24 for 93 Trinity Street and 266 King Street in the City of Stratford.

Prepared by:

Alexander Burnett, Planner

Recommended by:

Adam Betteridge, MPA, MCIP, RPP, Director of Building and Planning Services

Joan Thomson, Chief Administrative Officer

From: [Julia Elliot](#)
To: [Alexander Burnett](#)
Subject: Development application for Trinity and King
Date: May 1, 2024 7:08:43 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Mr. Burnett,

Thank you for the information you have provided to local residents regarding the proposed development for 93 Trinity St., and 266 King St. I appreciate the opportunity to provide feedback and ask questions.

First, may I say, I am glad to see a development proposal that uses land and repurposes old buildings within the city and does not take up valuable farmland. It is encouraging to see a proposal for much needed housing in our community.

My questions/concerns are as follows;

1. I am concerned about, and object to, the request for reduced parking spots. A development of 382 units certainly requires adequate parking for those units. We are not a city with a robust public transit system and people generally rely on having a car to get around the city.
2. What is the plan for the increased traffic in our neighbourhood? I envision that it will be difficult to turn onto Duoro from Trinity and King with an additional 382 units sharing those intersections. Will there be four-way stops or lights to assist with traffic flow?
3. In general, the 3 and 4 story buildings seem reasonable for the area. However, I have grave concerns about the 10-story building. It will tower over the neighbourhood. A 10-story building is not in keeping with the character of this neighbourhood, nor the city in general. Is this change to existing height requirements something that will be implemented throughout the city?
4. Is there a plan to designate a percentage of the new units as affordable or geared-to-income? It seems that a new development such as this would be a golden opportunity to bring more badly needed affordable housing to Stratford.
5. What is the expected price point for the units? Are they to be luxury units (as was proposed by another, now cancelled, project by BMI Group)? Or will they be mixed housing.
6. Is there a plan to ensure these units do not become a large enclave of Air B&B units, which would be very disruptive for this area. Also, as mentioned above, we badly need actual affordable housing in Stratford, not more short-term rentals.
7. What is the projected timeline to project completion? Will it be done in stages? I don't live directly across from the development, but this would be important information for residents close to the construction zone.

I certainly hope to continue to receive updates on this project, including any decisions on zoning amendments.

Thank you for your consideration of my comments.

Julia Elliot
46 College St., Stratford N5A 4R4

From: [Larry/Marylou Drown](#)
To: [Alexander Burnett](#)
Subject: Opinion of zone change letter
Date: May 3, 2024 3:16:10 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I received your letter re zone change for 93 Trinity and 266 King Street. I live on Queen Street. I am thrilled that the company wants to repurpose the old factory. I saw the plans at their meeting. They were very impressive. I think the zoning should be changed. I hope there will be affordable housing in the complex as that seems to be a real need now in the city. Let's hope it does not take decades to get the redevelopment done.

Yours truly,

Mary-Lou Drown
Home owner,
253 Queen Street,
Stratford Ontario.

[Sent from Yahoo Mail for iPad](#)

From: [Lynda Hopkins](#)
To: [Alexander Burnett](#)
Subject: The old Krug factory
Date: May 6, 2024 12:21:02 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello,

The BMI group is pressuring people to sell their homes to develop the old factory lot. They want to rezone land on property that they do not own. They have also set up a sign where it tells you that you can submit comments for them to discuss at their next meeting. People have barely had a week to submit them as the sign has only been up for about a week. Something about that feels off. It feels like they do not want people to say what they think about this project; a project that will affect their neighbourhood.

To add onto this, the previous mayor, Dan Mathieson is involved. He is the same person who tried to approve a glass plant on the outer edge of Stratford and was a key reason why he would not have won a re-election campaign. It makes you wonder how long has this been planned for?

On the factory's property, there is also a petroleum well. It does not seem to be in use but above it is a planned ten story apartment building; one of the tallest buildings we would have in Stratford. Most other apartment buildings here do not go above four and others not above five. I live in the community and having a ten story apartment building would block the sun and I would live in constant shade. To add onto a point mentioned earlier in this paragraph, a petroleum well does not sound like the most stable foundation.

As for their parking spaces, legally there seems to be enough. However, it may not function very well as some people will have more than one car. Each single bedroom unit is given .75 of a parking space. Where will any extra cars park? Continuing on, a small cafe is planned to be constructed on the property. If it is open to the general public, not just those living in the new are, where will they park? If there is barely enough spaces for those living there, where will visitors park? Stratford is not a very walkable city. We do not have a great bus system and I doubt the many people who would be interested in these units will want to take the bus every time they need something from the store. The BMI group builds higher end units, not something everyone can easily afford. If you can afford to live there, you likely own a car. The same car that will likely not fit in the parking lot with everyone else's cars.

The BMI group has also claimed that they mailed out notices to the people living in the neighbourhood. I checked both the mailbox attached to my house and the Canada Post box. There was nothing there. It is almost like they do not want the people already living in the community to know what will really be going on across from them.

Something is not right with all of this. People are not being told what is actually happening to their neighbourhood. The people who actively search have to sometimes spend hours trying to

find the full plan. We want to know what is happening when it will directly affect us.

Thank you,

Comments On The Juliana Development Zone Change Application

Attn: Alex Burnett

I am writing to express a number of concerns I have regarding the Zone Change Application File #Z01-24 for the Juliana Development.

A change from the current zoning of I4 to R5(3) is a very large difference in an area that is surrounded by mostly R2(2) zoning. Additional requests for reduced parking rates, a maximum height of 36 metres, and reduced setbacks are also problematic for the surrounding neighbourhood.

In reading through the City of Stratford Official Plan, where new development is proposed, it is stated that these new developments should reflect and respect the neighbourhood. This plan does not.

The biggest concern is the proposed Building F, at 35.4 metres. The current profile of the existing factory building, which is the image depicted on the notice board for the public meeting, is four stories, or 16 metres. The current maximum height permitted in an R5(3) Zone is listed in the current City of Stratford Zoning By-law as 22 metres, and in the current Official Plan as six storeys. The requested zone change would allow a 36 metre, 10 storey building. This is not compatible with the surrounding predominantly R2(2) neighbourhoods, and would be taller than any other apartment buildings in the whole of Stratford. Under Section 4.6.1 "Goals and Objectives for High Density Residential Areas" is the statement "ii) To provide for the creation of new high density residential areas in locations which generally respect adjacent development." This proposal does not do that.

Another concern is the density of the planned development. The density of the proposal is listed at 134 Units/Hectare, while the Zoning By-law states the maximum density for R5(3) is 100 units. Putting this level of population density into a low density neighbourhood will change the area significantly.

Parking is another issue. The development is requesting a reduced parking rate where the number of units (382) would be very similar to the number of parking spaces available (393). This seems likely to lead to parking issues, as is the small number of visitor spaces (12) provided for the entire complex. This situation could lead to parking shortages on the site, with the question being, where will the excess cars park? Both Trinity and King Street are small, quiet residential streets and do not have the capacity to absorb large amounts of on-street parking without causing traffic issues. Is there a plan in place to deal with snow removal or will this further reduce available parking spaces during the winter months?

Traffic is another significant concern. Adding almost 400 residential units will lead to a large increase in the amount of traffic in the area. There appear to be four exits from the development site, two on Trinity St., one on King St., and one on Douro St. While Douro is a busy street, Trinity and King are not at this time, but very likely would become so with the increase in traffic. Can these three streets handle the increase in traffic volume without negative impacts?

Infrastructure is a concern as well. Can the water, natural gas, and hydro lines handle the increased volume? Can the sewer systems handle the increased volume caused by so many new residents? If not, and upgrades are required, will the developer pay, or will taxes increase? Is the current fire fighting equipment suited to handle potential emergencies in a ten storey building? What is the plan for storm water management in this development? The current parking lot already has significant runoff during

large rain events, and that is with a gravel parking lot, and a large grassed area. What will it be like once the area is largely covered with paving?

Reduced setbacks for buildings raise concerns as well. The houses on the Douro Street end of King Street will be facing a five storey building that is very close to the edge of the development property, and directly across the street. This will block afternoon sun for these homes. Houses on Trinity near Regent Street will likely have morning sun blocked by three storey stacked townhouses directly across the street from them. Some existing houses on the development block will find themselves extremely close to the new townhouses. All of the proposed development units are taller than the existing houses and can be expected to lead to a feeling of less privacy for current residents.

How will a ten storey building affect sun and shadow patterns in this neighbourhood? Will some houses have much of their sunlight blocked by this building?

There are also concerns over potential contamination of the site. As it has operated as a factory for decades, what contaminants have entered the soil? What is the purpose of the vent pipe that protrudes from the small hill in the parking lot?

According to the Official Plan, there is a petroleum well located on the property. What are the potential hazards or contamination resulting from this? Are there risks to current or future residents if development occurs on or around it?

Other concerns and questions I have are in regards to the seeming rush and secrecy surrounding this project. The Notice of Public Meeting sign was installed Wednesday, May 1st, and the deadline for submitting comments to be summarized for the public meeting is May 6th, only five days. This seems to be a very short time frame. There has also been no notification of anything to do with this development from the city to the surrounding neighbours. The public notice board seems very small and easily missed, particularly considering the extent of the changes proposed. The illustration of the development is also misleading as it shows only the current factory profile with the word "elevation", with no indication of the other proposed buildings, most of which will have a higher elevation than the one pictured. There have been reports of property owners on the block being pressured to sell. Does BMI even own all the land it needs to make this project a reality?

While I am in favour of the factory building being restored and converted to apartments, and look forward to its restoration, the rest of the proposal generates mainly questions and concerns. While we absolutely need housing, is cramming a very high density residential area into a much lower density neighbourhood the best way to achieve this? This proposed development, particularly the ten storey apartment building, looks nothing like its surroundings, and would fundamentally alter the character of this quiet neighbourhood.

I look forward to finding answers to my questions and concerns,

Marnie Lockyer

From: [DZ Carpentry Inc.](#)
To: [Alexander Burnett](#)
Subject: Zone change application # Z01-24 93 Trinity and 266 King st
Date: May 6, 2024 11:46:54 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I am writing regarding the application for zone change for file# Z01-24 Juliana Development Inc. 93 Trinity st and 266 King st

We are residents in the area as well as Business owners for many years. We do have questions and concerns:

- 1) We are very concerned about the height of the proposed buildings. There is an existing 5-6 story building there now and to add a 10 story building in this area is going to seriously affect the sunlight and atmosphere of many residents and future ones to come. Where do all these residents and visitors park?
- 2) The parking request seriously concerns us as there will end up being numerous vehicles parked on side streets and create huge challenges, potential accidents and health concerns for the entire area . Owning property on a corner and business this will seriously impact our safety and daily operations. The proximity of what I believe are the access roads are directly going to impact. From what I believe the subdivision accesses the street on King st in the same area hence will this become a stop sign for your parking lot access and will the access to the new subdivision located on the opposite side of King st have a similar stop sign? In my opinion It will not be a matter if this will create accidents and possible serious health concerns but **merely when will this happen.** The volume of traffic alone is going to have a major impact especially on Douro and Fredrick streets. This will turn what is a clean safe neighborhood into huge volumes of people and traffic. Have you the City thought of the impact on your job for snow removal and the challenges this will bring with more vehicles on the streets. This is only the start of the problems that happen.
- 3) infrastructure concerns. How will this impact the City services? Sewer, water, maintenance. watershed, environmental. The impact of this amount of people and vehicles is massive!

I have many more concerns. I feel this is a good idea for development but the overall volume of units creates numbers and many concerns, problems to follow. How can you squeeze this amount of units and people into such a small area. Building higher does not suit our City as from what I understand never has so why now especially in an established and very mature area. Build this style of housing in a new part of the city when it doesn't impact so many existing residents who have been in this area for so long. A new area makes so much more sense so you can address infrastructure concerns and prepare for this and build to suit.

We do request to be informed on all zone changes and updated on decisions etc. I also request to be notified that this message has been accepted

Thanks,

Dave Zorgdrager

Owner, President

DZ Carpentry Inc.

[279 King St.](#)

[Stratford, ON](#)

[N5A 4S3](#)

[Redacted]

Email: [Redacted]



[Redacted]

[Redacted]

From: [Adam McMichael](#)
To: [Alexander Burnett](#)
Subject: Application for zone change for 93 Trinity and 266 King st
Date: May 6, 2024 9:38:31 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

My name is Adam McMichael and myself and my wife and 1 year old son live at 274 King st which backs on to the former Krug site.

I have alot to say about this development, but I need to open by saying that I'm glad to see it developed, I'm not opposed to that, but I am very opposed to the proposal that has been submitted by BMI.

First off why is the city even entertaining a proposal when BMI doesn't own 266 king st? While there have been talks about buying this property, currently the answer is no. How can we as residents of this area say anything about a theoretical development? Should we not first see what it would look like with what they currently own? How can the owners of 266 king decide if they want to sell or stay, if they only see a proposal with their home gone? It blows my mind that BMI can propose this, and it even be considered when they don't own 266 king.

That being said, I think if anyone lived in a quiet neighborhood and you got a proposal in your mailbox showing a 10 story building very close to your back fence, and 3 story town houses on the other side of their house, it would be shocking to say the least. I will have gone from a quiet house with privacy, to having countless homes and people now looking down into my backyard.

Now if there was some communication with BMI perhaps I would feel better, but I have asked several times for BMI to provide me with some drawings or sketches because I was too sick to go to the open house, I emailed them at least 3 times asking for even a sketch and they said each time that they didn't have anything to give me. Add to that that I currently have demolition machinery taking down buildings and working withing under 50-70ft of my land, and I received no notice from anyone that that would be happening. Add to that, BMI had workers breaking off the asbestos siding and building materials off those buildings on windy days while me my wife and baby played in the back yard of our home not far away. We only found out later through word of mouth that that was asbestos. The only interaction with BMI is when someone from their company knocked on my door and invited us to the open house and bragged about the former mayor and several other former city hall staff were now a part of BMI (which felt to me like you can't stop us) I did find some humor in the fact that the former mayor of stratford who is a part of BMI fought the former owner of the Cooper site for 10+ years, one of the problems of that development that the city had issue with, were the 2 proposed towers that exceeded the city's highth restrictions, now that former mayor and his fellow developers are asking the same thing a much shorter distance away from residential buildings, somewhat ironic.

The proposal does not fit this historic section of town. BMI is asking for more then the allowed tolerances in an attempt to leverage the tallest and most profitable development. If

this were on the edge of town, in a new section, go for it! But rather than seeing the Krug site turned into something beautiful, we are looking at BMI throwing as much pavement and buildings as possible in one spot, with no regard to the people who live there. Not to mention the green space is absurd, where will their snow piles go in the winter? Is stratford not trying to be a green community? Or is that just when there isn't big money involved? In fact, they are requesting the set back to be less than required, which when we are looking at tall buildings in a 2 story neighborhood is absurd.

I have much more to say, but I highly doubt that one guy, who's house backs onto this will have any effect on the matter regardless of how this development will effect him, and his family and neighborhood.

Thank you for listening

- 1/ Snow removal (Flooding in spring)
melt.
- 2/ Flooding in South East parking lot
a) Where are the storm drains?
b) Are the grades to change to fix this
problem?
- 3 Sewers on trinity street
a) Fix after construction?
b) Fix before high density construction.
c) Trinity wide enough to handle
traffic load?
- 4 10 storey building with a code
of 6 storey restriction by law?
- 5 How close to (boulevard) boundary
lines are to be allowed?

Lorne Johnston

136 - Trinity St

May 6 2024

Phone [REDACTED]

From: Jane Marie Mitchell [REDACTED]
Sent: Wednesday, May 22, 2024 11:51 AM
To: Alexander Burnett [REDACTED] Anthony Fletcher [REDACTED]
Subject: BMI Trinity/Douro Development

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi Anthony:

Michelle Cronin gave me your name to answer questions about this development, especially before the public meeting as Alex is unavailable.

I was wondering why the elevation drawings on the city sign at the Krug building on Douro and Trinity Streets and the Engage Stratford website are missing the ten storey tower? Has the developer dropped its plans for a ten storey tower? It can't be hidden from view, as the perspective is from some distance away.

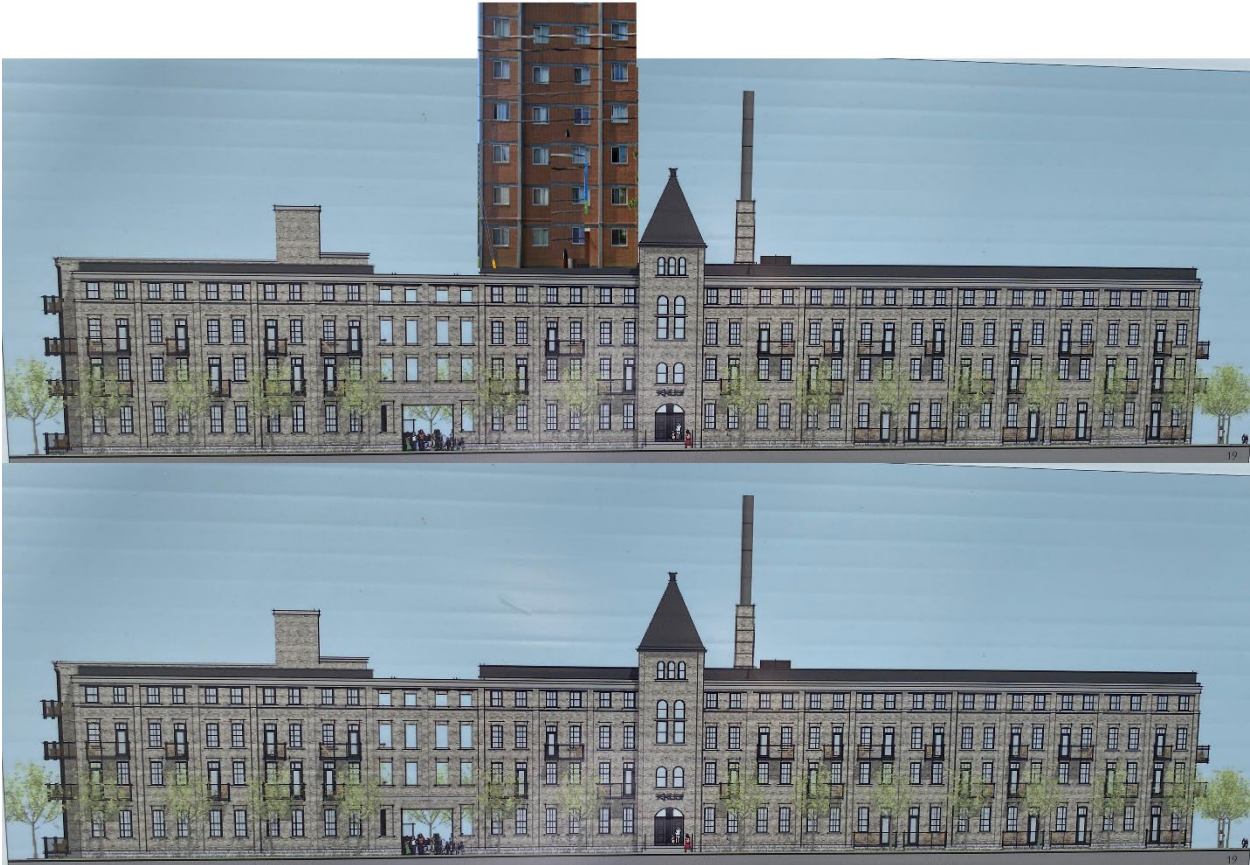
Thank you for your prompt response in advance.

Being as this futurist design is looking into the future, I wonder what energy source will be used for the development? I certainly feel that marketability will be enhanced by the use of heat pumps which will also be an air-conditioning source to cover the noise of the railway activity. I think it would be wasteful at this point in time to use natural gas with the high greenhouse gas emissions that the city and country have mandated to decrease to net-zero, so now is the time to change the source. Also, the conversion to heat pumps in the future would be a very difficult situation for owners and renters in the future and that can all be addressed from the beginning. As well, I did not read anything about having EV charging stations for the residents or any plans towards this as electric or hybrid vehicles are being made in very large quantities to help in this effort to reduce GHG and make life more liveable in a more healthy environment in the future. Could you please pass this information along to the developers to consider and email me back with any information you have or can get regarding these questions. I do realize that the PPS does not include these items in it's minimal standards, but now is the smart time to start include them for all potential residents who want to help Canada met its goals for net-zero. Perhaps Langlois Eco Homes would be a great resource for the developer on how to do this on a larger scale.

Thank you for your assistance Anthony as I prepare for the public meeting next week.

Jane Marie Mitchell

Here's what it should look like.



From: Julia Elliot [REDACTED]
Sent: Tuesday, June 4, 2024 3:22 PM
To: Alexander Burnett [REDACTED]; Martin Ritsma
[REDACTED]
Subject: Further comment Development application for Trinity and King

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Mayor Ritsma and Mr. Burnett,

I received the notice today regarding the rescheduling of the Krug development. Unfortunately I will not be able to attend the meeting on June 27. I am very disappointed that the previous meeting did not go ahead and that I will therefore not be able to hear the discussion.

Therefore, I submit the following questions/ concerns regarding this development.

1. I am opposed to a 10-story building on this property. It would raise the density of the project well beyond what is feasible for a property this size, and it would not fit the character of this low-density neighbourhood. While I am in favour of repurposing old buildings within the city, adding a tower of that size in the middle of the neighbourhood would not help to maintain the heritage and charm of our city. It would also set a precedent that would be difficult to argue against for future developments.
2. I remain concerned about traffic, particularly at where Trinity and King intersect Duoro. There are already times during the day when it is difficult to turn left onto Duoro, and the addition of 300+ cars daily would make it impossible.
3. I am opposed to building residential properties in Stratford without adequate parking. This is not a city that has convenient public transit, neither within the city nor for travel outside Stratford. People in general need a car and they need somewhere to park it. In addition, there should be many more visitor parking spots than the 12 that are allocated in the plan.
4. I know this development will not be zoned to be built as short-term rental, but what assurances do we have that this will not happen post-development? I saw what happened with the Bradshaw Lofts, and am very concerned that these primarily one-bedroom units will be ideal for Air B&B and other short-term rentals. It is crucial that steps are taken now to prevent this from happening.
5. Further to point 4, we need affordable housing in Stratford. Does City Council have any plans to ask this developer to designate a portion of the development as "affordable" for first-time buyers? This would seem to be a golden opportunity to improve our availability of affordable housing.

I do not want to sound entirely negative. I am in favour of doing something with the old factories in our neighbourhood and this could be a lovely addition to Stratford.... If done right and addressing the concerns of the Stratford citizens.

Finally, I wish to be notified of the adoption or refusal of the request to amend the zoning by-law in this case.

Thank you.

Julia Elliot.

From: Aubree Erickson [REDACTED]
Sent: Thursday, June 6, 2024 10:20 AM
To: Alexander Burnett [REDACTED]
Subject: Z01-24 - 93 Trinity Street and 266 King Street

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello,

I would like to express my support for the ZBA and comprehensive redevelopment proposed in the Z01-24 - 93 Trinity Street and 266 King Street application.

I live less than 4 blocks from the proposed redevelopment site and see no issues with the proposal.

I am in support of this application for the following reasons:

- intensification within existing City lands saves development on the prime agricultural lands which surround Stratford
- development on this site makes use of existing infrastructure which saves ratepayers money and is more environmentally friendly
- this development will increase the tax base which means more money to put to local services
- reducing parking minimums assists in intensification, and this development is located along major transit routes
- studies show that intensification does not negatively impact property values
- this property currently sits largely unused and is an eye sore, redevelopment and saving the facade of the building will positively impact the neighbourhood, my neighbourhood

Based on the nimby-ism surrounding this application I think it is important that the public be reminded that Committee decisions are not precedent setting, court decisions are.

Thank you,

K. Erickson

From: Will Wellington [REDACTED]
Sent: Thursday, June 6, 2024 1:22 PM
To: Alexander Burnett [REDACTED]; Anthony Fletcher [REDACTED]; Planning Division <Planning@stratford.ca>
Subject: Public Written Submission - Zoning By-law Amendment: Z01-24 - 93 Trinity Street & 266 King Street

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Alex, Anthony, and the planning department,

Hope you're having a good one!

I am a Stratford resident writing you to express my support for the Zoning By-law Amendment: Z01-24 - 93 Trinity Street & 266 King Street.

I think this is a great project and I encourage you to pass the amendment with all the requested changes. Here are some specific thoughts;

Affordability & Density

I was excited to read an article (<https://kitchener.ctvnews.ca/plan-for-former-stratford-factory-calls-for-382-residential-units-and-10-storey-tower-1.6904505>) saying that this development will include 382 residential units, including units at different price points. This is great! I strongly support council approving amendments to allow all of these units to get built.

These additional units will relieve demand pressure, helping to slow rising rents and costs elsewhere in the community. These new residents will pay taxes which can be used to support community housing for low-income households.

Every additional unit is a victory for affordability and prosperity in our community. I encourage council to ensure this development is approved with no reduction in number of units. Every unit lost is a setback for our community.

Heritage & Character

I love that this development will preserve some of these previously run-down buildings while adding onto the lots. Heritage is being preserved while allowing for renewal and positive change. Neighbourhood character will improve without transforming overnight. What a win-win project!

Environment & Downtown

I love that this development is located one kilometer from downtown. This will give residents of these buildings the ability to walk or bike into downtown and easily access the transit hub. This aligns beautifully with our goals of creating sustainable communities

supporting active transit and reduced exhaust pollution. This will also mean new business for the downtown. Win win win!

Height & Use of Space

I think it's great that this amendment seeks to increase the maximum height of the building. I think 10 storeys is a perfectly reasonable height for an apartment building. I lived in downtown Guelph across from a 10 storey apartment building and it was totally fine. It did not detract from the character of the area. In downtown Guelph, heritage buildings and 10-ish storey apartment buildings stand side by side, demonstrating a community preserving its heritage wisely without choking off change.

Please support this amendment to increase the height of this building to allow more units!

Precedent

As you review the official plan and zoning guidelines going forward, I encourage you to make developments like this legal as of right in desirable areas of the city.

I will also forward this to council when I have a second.

Thank you very much,

Will

--

Will Wellington — He / him
Stratford, Ontario; Guelph, Ontario

From: henroy bailey [REDACTED]
Sent: Friday, June 7, 2024 10:29 AM
To: Alexander Burnett [REDACTED]; Adam Betteridge [REDACTED]; Planning Division <Planning@stratford.ca>
Cc: Eva Bailey [REDACTED]; [REDACTED]
Subject: Krug Development application

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

From: Eva Bailey and Family, 266 King Street residents

To be included in notes and presented to council at the planning meeting

Re:

City of Stratford Planning re Krug Development and zone change application:

We agree, increasing density and infilling within city boundaries is the right thing to do. Parts of the proposed BMI development are promising and repurposing Krug is a positive step for the city of Stratford. We strongly oppose the proposed 10 storey building in the middle of a residential neighbourhood where the tallest residential structure is 2.5 storeys. It just doesn't belong in a neighbourhood where it so dwarfs every other structure.

We have real concerns about ongoing construction noise and dust given that our family, including elderly parents, who still work a large garden, will be living at 266 King during the construction. How does BMI plan to mitigate this? This is an urgent issue.

We are concerned that a detailed plan that adequately addresses issues of green space/ parkland given the hyper increased density is not present.

We have concerns about green space as it pertains to the City addressing environmental issues including biodiversity collapse and habitat loss. We would like to see this addressed and a plan communicated at this early stage in the planning."

Eva Bailey and family

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

From: Marie pretty [REDACTED]

Sent: Thursday, June 6, 2024 11:00 AM

To: Alexander Burnett [REDACTED]

Subject: Krug building

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I want to strongly suggest that the Krug building plan be for affordable housing for seniors!!! Not condos!! Apartments so those of us that can no longer be in our house, would have somewhere suitable to go. Stratford does not need anymore condos or town houses! Please keep me informed of meetings and amendments to the current plan. Marie Crosby/Pretty

Sent from my iPad

From: [REDACTED]
Sent: Saturday, June 8, 2024 9:06 PM
To: Alexander Burnett [REDACTED]
Subject: Krug project

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

My concerns: the large amount of people moving into the neighborhood will cause more vandalism, along with air, noise and litter pollution.

More power usage will cause black outs.

Sewage is a major concern.

Too many people and vehicles. Already too much street parking in the neighborhood.

Green is Beautiful. Greed starts wars.

Dave Scott 128 Trinity

From: Paul Steele [REDACTED]
Sent: Sunday, June 9, 2024 10:11 PM
To: Alexander Burnett [REDACTED]
Subject: Proposed Development 93 Trinity St.

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Paul Steele and Patti Prieur
39 Trinity St.
Stratford, ON
N5A 4P5

June 9, 2024

Dear Mr. Burnett,

As residents of the Trinity and Douro St. neighbourhood we have some concerns regarding the rezoning and redevelopment plan initiated by the BMI Group for 93 Trinity St. We recognize that higher density building developments are needed as future models for our cities however this one takes things to extremes in our opinion.

Our main concern is the rezoning from Factory District to R5. This proposal is not in compliance with the current bylaws; amendments will need to be made that go above and beyond the current R5 bylaws. The problem we see with this is that it does not fit with the aesthetic of our city and definitely not with the aesthetic and density of our neighbourhood.

The first issue is the 10-story apartment, we think a building of this height would be more suited to the outskirts of the city, if at all. Not only that it could set a precedence for future rezoning in any neighbourhood. An apartment building this height could also impact property values negatively.

A second issue is density. According to the regulations in section 6.4.5, maximum lot coverage is 30%. Is the BMI Group proposal within this regulation? And the maximum density would be exceeded by a substantial amount. How will this type of density impact schools, enjoyment of our residential outdoor spaces, and traffic levels on local streets?

A third issue is parking. The proposal does not meet current requirements for the density of the development. This will have an impact on the local residents by significantly increasing on street parking. This again, could have an impact on property values, the aesthetic of the and enjoyment of the neighbourhood.

A fourth issue is setbacks. Shallow setbacks of new buildings will change the physical character of the neighbourhood. With less visible green space along streets an urban feel will be created. Is this what we want?

A fifth issue is the percentage of landscaped open space. Looking at the proposed plan it does not appear to be the minimum 35% as stated in Table 6.4.5 of the Zoning By-law for the City of Stratford. How can we acquire more information on this?

A sixth issue is short-term stays. It appears that BMI Group currently has a license since they are allowed to have short-term stays at their Bradshaw Lofts development, so will this also be allowed at this site? If so, it will be a contributor to further housing affordability issues, and could affect property values of the new development and of current residences, enjoyment of the neighbourhood, and on street parking.

The last issue is affordable housing. It is our understanding according to section 2.5.3.5 of the bylaw that maximum density can be increased by 1 additional dwelling unit only if every two affordable dwelling units are provided up to a maximum of 20% of the permitted maximum density. BMI has not stated anything about affordable housing in their plans. Our city needs affordable housing and we disagree whole-heartedly with any type of short-term units being allowed and the lack of affordable housing.

In summation this development is too dense and is not what Stratford or this neighbourhood needs. Hopefully the city will not approve this current proposal without considering Stratford's citizens' concerns. This decision should not be taken lightly and should not be rushed. With careful thought and consideration, we believe that middle ground could be achieved.

Sincerely,

Paul Steele and Patti Prieur

From: Matthew Wells [REDACTED]
Sent: Monday, June 10, 2024 2:05 PM
To: Alexander Burnett [REDACTED]
Subject: Comments in Support of Application for Zoning By-law Amendment (Z01-24)

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I am writing this message to express my support for the proposed Zoning By-law Amendment: Z01-24 - 93 Trinity Street & 266 King Street. Please find my comments in support below.

I have been able to call Stratford home for a year now. In my short time here, I have enjoyed the opportunity to discover some of the many great things the city has to offer. However, I count myself lucky that I have a job that provides me with enough income to afford the rent on my one-bedroom apartment. I fear that if the city does not take action to increase the supply of apartments, more and more people will find themselves priced out of the city. It is my opinion that the proposed Zoning By-law Amendment: Z01-24 - 93 Trinity Street & 266 King Street be approved by council.

There are numerous benefits to increasing residential (and of course a few challenges that can be addressed) but I will focus my comments on two. One, the impact of additional housing supply on local rents. Two, how the proposed development provides the types of housing the city needs given its changing demographics.

According to Statistics Canada, since 2001 Ontario's population has been growing at about 6% between every five-year census. However, Stratford's population growth lagged the provincial average, that is until the 2021 Census saw the city's population grow 5.6% from 2016, nearly matching the provincial average. Since 2021, the province's population growth has accelerated. Statistics Canada estimates that in Q1 of this year Ontario's population is approximately 15.9 million, a nearly 12% increase since the previous census. The rapid rise in population has put pressure on housing, whether buying or renting, and Stratford is no exception.

According to CMHC's Rental Market Survey, from 2016 to 2023 the average rent on a one-bedroom apartment in Stratford has gone from \$728 to \$1445, essentially doubling in seven years. Similarly, a two-bedroom has gone from \$873 to \$1566. These numbers include units under rent control, for someone looking to move into a unit, the numbers are even worse. When I moved into my one-bedroom in June 2023 my rent was \$1700, plus electricity, I now pay \$1742.50. A quick look on Rentals.ca and you will find the lowest asking price for a one-bedroom is \$1754.

The rapid rise in rents reflects the city's low vacancy rate. Since 2017, the city's vacancy rate for one and two-bedroom apartments has not been lower than 2.1%. A healthy market, where rents are stable, would have a vacancy rate between 3 and 5%. Given that demand for these units has not been met for years, it is no surprise rents have skyrocketed. There is a clear need for more apartments in the city. The 2021 Census counted 4400 apartments (rented and owned) in the city. The proposed development would add 334 desperately needed units to the market, increasing the apartment stock by 7.5%. These new units can go a long way to bringing the city back to a healthy vacancy rate and eventually restoring affordability.

The second thing to consider is the changing demographics of the city and how that will impact future housing needs. The city's population is aging. Comparing the age groups between the 2016 and 2021 Census, you see the number of children in the city is flat, there has been some growth in the "working age" demographic, but the big increase is in those ages 65 and up. There is also a trend towards smaller households as families have fewer children. In the 2021 Census, 33% of the households had one occupant, and 37% had two.

Age Group	2016 Census	2021 Census	Numerical change	% change
0-14	4690	4800	110	2.3
15-24	3615	3385	-230	-6.4
25-34	3560	4005	445	12.5
35-44	3705	4000	295	8.0
45-54	4390	3955	-435	-9.9
55-64	4970	5155	185	3.7
65-74	3520	4440	920	26.1
75+	3000	3495	495	16.5

It needs to be asked if the residents of Stratford have enough housing options available for each phase of their lives. Apartments offer a great option for both those starting out in life, but also those looking to downsize and reduce the amount of upkeep required. The proposed development should offer better accessibility than the current apartment stock, many of which lack elevators or automatic doors. Given that the future appears to feature smaller households with fewer kids and more seniors looking to stay in their community, it is critical that there is adequate availability of all housing types so people can choose what best suits their needs.

I hope my comments have made clear the need for the proposed development to add new units to the constrained markets and how this type of development is needed given the changing household demographics in the city. I urge the city to approve the zoning by-law amendment. Thank you for your time and I would be happy to share my sources if you wish.

Sincerely,

Matthew Wells

315 Willow St - Apt 102

Stratford, ON N5A 3B8

From: Dwayne Schwantz [REDACTED]
Sent: Monday, June 10, 2024 7:20 PM
To: Alexander Burnett [REDACTED]
Subject: Krug Building and area Development care of Alex Burnett

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

My name is Dwayne Schwantz . My wife and i are owners of 132 Trinity Street, for the past 23 yrs . We are on board with the Krug factory rebuild. We do feel the development of the remaining green space area is a little too much although. Our questions are the following. Is Trinity Street going to be expanded and if it is will there be sidewalks on both sides of the street? Is the sewer system going to be upgraded and how will that affect our older existing pipes and drainage.? Will the existing shade trees be cut down and replaced? Will there be adequate parking for new site or will we lose our minimal parking out in front of our houses? After years of saving we put in a cement driveway and walk way raised stone cement. If this is dug up during any development will this be replaced as it is as of this date? Will there be access to the street during any development for our cars to come and go as we please? How long is the development expected to last until completed? What amount of sunlight will we lose due to the height of all new buildings? I'm sure we will have more questions as this project goes forward.

From Dwayne/Brenda Schwantz

Comments on the Juliana Development Zone Change Application

To: Stratford Planning Department
Attn: Alex Burnett

I am writing to express concerns over the Juliana Development and the Zone Changes that have been requested. Below is a list of the biggest concerns I have about the changes. They are listed in order of the most concerning to the least.

Density

The increased density of this project will destroy this neighborhood. We are currently living in a city block with a density of between 30-35 units per block. This project is almost 4 times that density. There are so many questions about whether the existing infrastructure can handle this increase in population.

The studies that have been provided by the developer are nice 'picture perfect' examples of how it 'could' work, but the reality will likely be something much less desirable.

The conversion of the Krug factory into residential apartments is welcome. I think that is a great re-use of the existing property. Utilizing some of the surrounding land (parking lot/field) makes sense to work in conjunction with the factory building. However, adding another 238 units on top of the 144 factory is excessive. A density of 75-100 units per hectare would be much more in keeping with the feel of the neighborhood. There is a serious lack of green space in the proposal. If the density were reduced, there would be less need for parking and less need for building space which could increase the green space.

I am concerned that the 'housing crisis' has tainted the attitudes of developers and planners that we need to cram as many housing units as possible into any area we can. I don't want to see much expansion into farmland either, but why does there appear to be two sets of density rules? Inside the city stack them as deep and as high as possible, but on the newly developed farmland, continue to provide single family houses with large yards.

Height

The request for the exemption of the height requirement is a very arrogant attitude of the developer. There are no residential buildings in Stratford that are over 22 m. Why do they think they cannot only exceed the maximum height, but blow through it by an additional 63.6%? In this case it is not just the local neighborhood that will be affected. The tower will be able to be seen for miles around. Many tourists come to our 'picturesque' city for the Stratford Festival and the small town feel. I'm sure tourists will

be able to see the new eyesore as they come in along Ontario Street towards the Festival. So much for the 'picturesque' city.

The developer's comment that the 36 m building is set in the middle of the property to help reduce shadows and reduce the height discrepancy with the surrounding existing houses is not entirely believable. When I drive around Stratford, I can see the tall structures (Dufferin Water Tower, Forman Ave Water Tower, and Masterfeeds grain elevator) from several kilometers away. These are all smaller objects than what has been proposed for the Juliana development. Also, none of these will have people living in the structure, who will be able to look out their windows and look down over the neighborhood. So much for privacy on your own property.

From a personal point of view, this 10-story building will be situated directly in front of my house. I'm not looking forward to having this building take up a significant part of my horizon. When we moved into our house 25 years ago, I knew the Krug factory existed. I accepted that building as part of my view. I also knew at that time there was potential down the road to have the parking lot and field turned into development (houses). I never thought this would be developed into high density tall buildings.

Off Street Parking

The number of parking spots allocated to this development is below the standard allowable for R5 residential zoning. This is a concern for me, as where are the excess cars going to park? On the street? There are 382 units proposed for this site, with (including visitor parking) 393 parking spots. Many families have more than 1 car. There are 149 2-bedroom apartments, and 49 3-bedroom units for a total of 198 units that have a potential of multiple cars. These cars will need to go somewhere.

The parking study carried out by the Baker Planning Group for this proposal is not worth the paper it's printed on. Comparing the parking potential of this site to Campbell Court and 337 Home Street is very much comparing apples to rocks. Neither of these two sites have the same socioeconomic levels as the Krug neighborhood. For the Campbell Court area, many residents are just able to afford housing, and maybe not a vehicle. For the Home Street apartments, again they are less likely to afford a vehicle, and some of those residents are older and may no longer be driving. I would assume the Juliana development would be looking for a mix of families and younger professionals to take up residency. For a more equal comparison, use the parking lots of the new Oxford Haus apartments at 25, 45, 65, 85, and 105 Oxford St., the apartments at Romeo Court at 40 Long Drive, or the Villas of Avon on John Street.

I am concerned about overflow parking on the surrounding streets. Many of the houses on Trinity St. share a driveway. In many cases the Trinity St. residents park their cars on the street during the day, to make it easier for the 2 homes to get in and out of their driveways. At night the cars generally park in their shared driveways. Adding a

significant number of cars to the area, without adequate parking, is going to make an already existing problem worse. Cars from the development will use Trinity St. to park, thus congesting the road more, as well as making it more difficult for those who already live in the area.

Where will the snow get piled up during the winter when the parking lots are plowed? I assume it will likely be piled on the existing parking spaces. That would mean even fewer parking spots in the winter.

What is the contingency plan for too many cars and not enough space? At the Bradshaw Lofts it appears the backup plan is the empty parking lot where the Bradshaw townhouses are supposed to go. There is no backup parking plan for the Juliana project.

Lot Coverage

The expected lot coverage of the Juliana development exceeds the lot coverage allowed by an additional 40%. They want buildings to cover 42% of the property, instead of the allowable 30% of the land.

WHY?? Cramming more people and more buildings into the allowable space does not seem pleasant for the residents of the site, nor the existing people who live around the site. The percentage of lot coverage does not include the required parking spaces to service these buildings. Nowhere in the developers plans does it include how much of the land is devoted to parking spaces. There seem to be 2 large parking areas, 2 smaller parking areas, a Woonerf which has a TBD design, and a single lane access road. That is a significant portion of land that is covered either by buildings or asphalt. I would imagine it is much more than 42% of the property.

Yard Depths (Front, Side and Rear)

Decreasing the depths of the yards on the new proposed buildings is unnecessary. Reducing these depths allows for more units, allows for more parking, at the cost of the quality and aesthetics of the neighborhood. I understand the existing factory cannot be moved, in that case and only the case of the Krug factory the zoning amendment could be approved. There is no need to amend the new buildings for their yard depths. It appears this amendment is about nothing more than greed to put as many units as possible into this space.

Rezoning Land that isn't owned by Juliana Developments

The rezoning application is for 93 Trinity Street and 266 King Street. Juliana Development (BMI) does not own the property at 266 King Street. All these plans are based on the development team owning the King St property. How can this city council approve the rezoning of land that is not owned by the party asking for the rezoning? It

sets a very dangerous precedent. What is to stop others from doing it in the future to enhance their own projects?

Rezoning Amendment Implications

If the city allows these rezoning amendments, where does it stop? If you let one developer build a 10- story building, the next developer will say you allowed it once, so we can build one just as high. The next one might be downtown, or in one of the more well-off neighborhoods. Once Stratford opens the door, the developers are going to come rushing in. Sounds great for the city, but at what cost? The small town, Festival City will be developed right out from under us.

This covers the zoning amendments that have been requested for this development, but there are still many more issues that I would like to voice my concerns over on this project.

Traffic

The traffic study done on the roads around the Juliana development site were certainly biased based on the time of the year they were completed. Traffic in the middle of summer is much lower than during the rest of the year. The site plan shows the main entrances to parking are off Douro and Trinity Streets.

Assuming a 50/50 split, that means on Trinity St. we are going to increase by an additional 196 cars per day.

- What happens when you combine the extra on-street parking, with the additional traffic?
- Do you widen the street to accommodate the extra traffic?
- If you do widen, which side of the street do you take it from?
- I think there is only one answer since, on the official plan of the Juliana development, buildings come right up to the road. Why should I lose some of my front yard to accommodate the developer?

Building Aesthetics

The Official Plan for Stratford (August 2015) states that the Goals and Objectives for High Density Residential Areas (4.6.1) should:

- To provide for the creation of new high density residential areas in locations which generally respect adjacent development.

Furthermore, from section 4.6.4:

- A mix of development forms and densities
- High density residential uses are:
 - Intermixed with medium density development and/or commercial, office and institutional components as part of mixed use developments;
 - Primarily street oriented in design; and
 - Located with direct access to collector and arterial roads, park and greenland areas, community facilities and/or commercial areas.
- Designed to ensure that there are no significant impacts with respect to privacy and shadowing, and that appropriate buffering can be provided for any adjacent land in the Residential Area designation;
- Size and scale of the development is such that it can be integrated with any adjacent residential areas, in particular conforms with the policies of Section 3.5, Heritage Conservation and preserves designated and listed heritage buildings and structures, where located adjacent to such buildings and structures is designed to be compatible; and
- Municipal services with the capacity to accommodate the proposed development are or can be made available.

I highlight these sections of the Official Plan for Stratford as there are several components that do not respect the existing adjacent lands.

- The new buildings are all of a very modern design. Their square angular designs do not fit in with the 1900's style surrounding residences.
- The townhouses that have been proposed are 3 plus stories (when you include the roof patios), and will be directly across from 1½ story existing houses. The existing houses will be dwarfed, particularly by buildings I and K from the developer's plan.
- The entire development looks like all the amenities of the plan are inward facing. Large buildings surround the outside of the block. Only those on the inside get the open space. With the new buildings it looks like they want to create a wall between the existing neighborhood and their modern city within a city.
- There have been shadowing studies completed on the development that show the impact of the buildings. When people moved into this area, they were all aware of the Krug Factory as an issue with shadows, and chose to live within the

shadow of the factory. The addition of 10 more buildings with high heights and shadows was not something we expected to be added to our neighborhood.

Green Space

The Juliana development does not appear to have much in the way of green space. Apart from the amenity courtyard and the parkette there is not much in the way of public open spaces.

- The parkette is significantly smaller than any of the buildings.
- The amenity courtyard has provisions for a single lane vehicle access.
- The Urban Design Brief by Martin Simmons Sweers Architects Inc, have shown what looks like a very green design. My questions about their design are:
 - How does a single row of trees along the parking areas constitute a green space?
 - Their picture shows green roofs. Who gets to use them? Will they get used? Will they even be created, and if so, will they be maintained into the future? Does a green roof 5 stories up really count as open space?
- The existing field at the Krug Factory has been used by the local kids for years to play ball or explore an urban natural landscape. With this being bulldozed, where are they supposed to play? The parkette is only a few square meters in size and surrounded by pavement on three sides, and the amenity courtyard will likely not be too inviting to the outsiders. This development is missing the opportunity to create a decent park for the existing and new residents.

Sewer Capabilities

I ask if the sewer systems can handle the extra water that will be produced from the site? It appears the plan is to modify the storm sewers in the area in front of the Krug Factory on Trinity Street to handle all of the runoff from the entire property. Many questions are raised about this idea:

- **WHO IS PAYING FOR THIS??** As a resident of Trinity Street, I don't think I should since it is not my idea to build a development. We just replaced the sewer system on Trinity Street about 17 years ago.
- Even with the proposed changes, can the system handle it? The open field on the site has been acting as a natural holding pond whenever it rains. Even the developer's geotechnical report confirms this. Paving over most of this green

space will stop that water holding capacity of the property and let the excess water run into storm drains.

- Why are there no holding ponds built into the development of this site? All other sites in the city seem to require them.
- In one of the reports, it states this upgrade 'should' be able to handle the 1 in 5-year flood event. That doesn't seem to be a very long storm period, we quite often hear about the 1 in 100-year storm events a couple of times a year. Especially with our modified environment with more intense storms.
- If the snow is piled on the parking areas or other paved areas, that excess snow melt is going to need to go somewhere. I assume from these plans it will go down the storm drain. Can it handle the snow melt on top of a significant rainfall?

Comparison to other Developments

I fully understand the need to infill underutilized properties within the city. I agree with this idea, but why are we still building new subdivisions out in the country that follow previous density rules? There are no high-density residential areas in any of these developments:

- Knightsbridge Development – Approx 12 Hectares – 63 Units
- Poet & Perth Development – Approx 11.5 Hectares – 392 Units
- Avon Park Development – Approx 20 Hectares – Unknown
- Festival West Development – Approx 11 Hectares – Unknown

Where is the push to make these high-density developments? Only one of them even comes close to the Juliana development in terms of units but is over 4 times the size.

Gaslighting

The Juliana project has been a masterclass in revealing only a bare minimum of information in order to avoid controversy and get this massive project approved. A fully above-board project should have nothing to hide. The information is available but has taken a lot of digging and persistence to get this far. Below are the many examples:

- The original neighborhood interviews last summer contacted 12 individuals. I was not interviewed so I do not know what level of detail about the plans were announced. Based on the report from the Baker Planning Group, it would seem most of the conversation revolved around keeping the Krug factory and the open space.

- A second interview process was taken in September, which included the invitation to the open house plus further discussion. Again, I was not interviewed, but based on the feedback from Baker Planning Group, the focus was still on the re-use of the old Krug Factory building. There were few mentions of the new buildings.
- The public open house gave us the first indications of what was planned for this site. At a first glance it seemed impressive, but after the fact the realities of it began to filter through. One of the comments that made it to the Baker Planning Group report about feedback from the community was "the neighbors remarked they like the green space in the development with those living directly across from the proposed parkette happy to be fronting onto the new park space." Since this was my family, I can comment about the rest of that sentence that was not included in the comments. It was a remark made to one of our neighbors who is going to be living directly across from one of the giant townhouses. We were sarcastically commenting that our situation was only slightly better than theirs. We were not endorsing this project.
- During the open house, many of the details on parking numbers, final building designs, traffic numbers, etc., were not available. It is difficult to give a proper opinion if not shown the whole story.
- The posted sign for the public meeting about the development is misleading. The only illustration is a rendering of the existing factory and what it could look like after development. There is no indication of what the rest of the new development will look like. The community is very positive about the redevelopment of the factory itself, there is little opposition to that part of the project.
- The original posted sign for the initial public meeting only provided 6 days to submit written comments about this plan. It was put up May 1st, with a deadline for comments of May 6th.
- The letters of notice of a change in zoning only went out to properties within 120 meters of the site. For a small project that involves a minor variation this might be appropriate. I understand that this is the regulations, but a project of this scale should be communicated to more people. It doesn't just affect the adjacent neighbors.
- The full plan is not available on the city's web site. Other communities that are working on similar controversial projects at least provide the full information on their web site. In Stratford you need to request it from the planning department

via e-mail or in person. Again, it is making the public work harder to find information that should be freely available.

- Any mention of this project on the news (TV, radio, City of Stratford web site) is strongly promoting the infilling of land for housing; re-using old industrial buildings, saving farmland, and sometimes affordable housing. In the case of TV and radio, that is only half the story because that is all they are being told. It wasn't until the issues with the cancellation of the City council meeting on May 28th that anything was even disclosed about this project. The city web site on this project makes it look like it is only about the factory redevelopment, as with the posted sign on the property, the picture on the web site is only the new factory elevation map. There is no mention of the 10-story apartment in the background that would dwarf the factory.
- With all of this withholding of useful information it has made for great mistrust between the public and the partnership between City Hall and the developers. How can we trust these plans are going to be followed in the future?

Conclusion

Despite this long list of issues, I am in favour of redeveloping the Krug Factory and its adjacent land. It just needs to be logical, fair, and fit into the existing neighborhood. It shouldn't be a modern city dropped into the middle of an older, established community.

Less Density

Less Height

More Green Space

More Open Communication

Mark Aikman

Trinity Street

From: [REDACTED] On Behalf Of Wilma de Young
Sent: Monday, June 17, 2024 5:58 PM
To: Planning Division <Planning@stratford.ca>
Subject: Krug development

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I read Bill Atwood's article in the Beacon Herald about the proposed Krug development. I agree with the comments made by Adam Bettridge, Director of Planning. This 7 acre site seems ideal for housing and I understand that there is an interior park planned as well. I have not seen any plans, and have not discussed this proposal with anyone. I have no connection with the BMI group but respect their work on existing properties such as Bradshaw Lofts and the former People Care building. Repurposing existing buildings in the core, makes so much sense, environmentally and aesthetically. I also support intensification and have no problem with a 10 storey building. Stratford is growing, and with knowledgeable City staff and proven developers, I have confidence in their decisions and work. I hope the Krug project proceeds smoothly and in a timely manner. Thank you.



**BY-LAW NUMBER XXX-2024
OF
THE CORPORATION OF THE CITY OF STRATFORD**

BEING a By-law to confirm the proceedings of Council of The Corporation of the City of Stratford at its meeting held on June 27, 2024.

WHEREAS subsection 5(1) of the *Municipal Act, 2001, S.O. 2001 c.25*, as amended, (*the Act*) provides that the powers of a municipal corporation are to be exercised by its council;

AND WHEREAS subsection 5(3) of the *Act* provides that the powers of council are to be exercised by by-law unless the municipality is specifically authorized to do otherwise;

AND WHEREAS it is deemed expedient that the proceedings of the Council of The Corporation of the City of Stratford at this meeting be confirmed and adopted by By-law;

NOW THEREFORE BE IT ENACTED by the Council of The Corporation of the City of Stratford as follows:

1. That the action of the Council at its meeting held on June 27, 2024, in respect of each report, motion, resolution, recommendation or other action passed and taken by the Council at its meeting, is hereby adopted, ratified and confirmed, as if each report, motion, resolution or other action was adopted, ratified and confirmed by its separate by-law.
2. The Mayor of the Council and the proper officers of the City are hereby authorized and directed to do all things necessary to give effect to the said action, to obtain approvals where required, and, except where otherwise provided, to execute all documents necessary in that behalf in accordance with the by-laws of the Council relating thereto.

Read a FIRST, SECOND and THIRD time and

FINALLY PASSED this 27th day of June, 2024.

Mayor – Martin Ritsma

Clerk – Tatiana Dafoe