

Name	Date	Comment
Dave and Wendy March	Feb 1, 2022	<p>We are strenuously opposed to the proposed New Development Plan for 1001 King St. E., Kitchener. The development that is being proposed for the block framed by Ottawa/King/Bordon and Charles Streets, of a 30 story building, is totally incompatible with the area. Such a large tower being 'plopped' on top of an neighbourhood that is composed mostly of older, single family homes, is completely at odds with the character of the area.</p> <p>The Ottawa Street corridor, along with King and Weber Streets, are already heavily trafficked. Erecting a multi storied building such as this, will add substantially to the traffic volume. This development, which holds 486 units, is in addition to the the proposed development on the property around the corner at 20 Ottawa St. N.. That proposal is for another 26 story building, along with 3 or 4 shorter multi storey buildings, adding an additional 464 new residential units to our area. Such a combined influx of population cannot be handled in this neighbourhood! Traffic will be horrendous.</p> <p>As well, both proposals call for a significant lower ratio of parking spaces to units. Although the City Officials like to think that everyone is suddenly going to give up their vehicles to take public transit now that the ION is in operation, that is just not the case. We have a smaller apartment building (3 floors) in our neighbourhood that was given approval for expansion with that same thought in mind. They were allowed to add units to the building (basement), without adding parking spaces to account for an increase in vehicles. As a result we have tenants parking on the street in front of our homes constantly, and sometimes for days at a time over a weekend. It would not be a stretch to imagine that the same situation is going to occur if such a radically low amount of parking spaces are provided for the King St. building, 198 less parking spaces than housing units. Combined with the 121 less parking spaces are provided at the Ottawa St. development, we are going to be facing a monumental problem! Those new residents will be parking all over the neighbourhood streets and walking in.</p> <p>While we realize that development is going to happen no matter what, we strongly hope that these plans are revised to cut back on the volume of units in, and the number of stories of these buildings. Super towers do not belong in our neighbourhood. However, if multi-storied units are inevitable, a scaled down version of the building, 12 or 15 stories, would be unquestionably better than 30 stories! Ultimately, an attractive development of Town Houses would be a preferable fit for the area.</p> <p>Sincerely,</p> <p>----- Kitchener, Ont.</p>

<p>Geoff Schwarz and Ivy Holt</p>	<p>Feb 10, 2022</p>	<p>Hello Craig, Debbie, Katie and Sarah,</p> <p>I am a resident in the area of both of these developments. I live at -----, in Kitchener. I want to say that I openly support and welcome the development of the area. What troubles me is the constant need to push the limits of the by-law. What is the point of having zoning by-laws in place if developers push the limits without any sort of meaningful penalty? As a homeowner, if I want to push the limits I have to go through the same steps and at a substantial personal cost. I get that these larger developments have greater hoops to jump through but it seems to me that the costs of those hoops are too low as they all push the limits.</p> <p>So what concerns me about 1001 King Street is the five additional stories they are proposing. What is wrong with the 25 in the by-law? That additional height significantly impacts the shadowing of the building to the surrounding community. The set-back limits of 20 Ottawa do not have an effect on me but it may on my neighbors. The reduction of parking spaces for both is fine for me as I understand that alternative transit options are present.</p> <p>I would fully support these adjustments if these developers were forced to ensure that 5 - 10% of the units were affordable housing. Why is the City not implementing a program to force developers to have a low percentage of units set aside for affordable housing? I don't want to see a couple of trees added in order for them to have greater footprints and impacts on the community. What I want to see is a more diverse community being able to live in these new buildings.</p> <p>So there you have it. No support for either by-law adjustment from my household unless they have a minimum of 5% of the units go towards affordable housing.</p> <p>Cheers, Geoff Schwarz and Ivy Holt</p>
<p>Robert Chlumsky</p>	<p>Mar 23, 2023</p>	<p>Hi Katie</p> <p>I am a resident on ----- and was in attendance at the public session this evening. Here are some comments on the development application at 1001 King St East put forth by MHBC Planning. In principal, intensification and reduced parking near transit is appropriate, and redevelopment of this site will bring a lot of potential growth to the neighbourhood. However, there are some concerns with this application in its current state that I would like to highlight below.</p> <ol style="list-style-type: none"> 1. Commercial units should be maintained on the ground floor on both King and Charles St. There is no guarantee that live/work will provide any activation of the street. Further, this area is in need of commercial spaces. 2. There are significant concerns regarding the design of the tower. For example, the slab's proportion and size are

		<p>inappropriate for the site, and it should be redesigned based on the tall building guidelines. Any building of that height should be a point tower, not a slab, with setbacks from the base.</p> <p>3. Given that there are plans for a future tower on the same site, these towers should be included in a master plan, and the cumulative impacts of the two towers should be considered together.</p> <p>4. The redesign of the tower based on the tall building guidelines would also help mitigate the substantial shadow impacts of the building. I would like to request a copy of the shadow study and further information about the year-round impacts, including a time lapse of how the development will impact the surrounding neighbourhood.</p> <p>5. A variety of rental unit types and sizes are needed in this development. Family friendly units, including three bedroom units, should be included.</p> <p>6. In the meeting, it was mentioned that the terminating vista was focused on the low building rather than the tower. However, based on the perspectives included in the Urban Design Brief, the vista from Onward Avenue draws significant attention to the massive tower and not the smaller heritage building. This objective does not seem to be met, and the design should be reconsidered to meet this stated goal.</p> <p>7. There should be park and amenity space available to all in the community on this site.</p> <p>8. Under existing conditions, it can already be very difficult to turn left onto King Street from Onward Avenue due to the queuing on King Street approaching Ottawa Street. This development will exacerbate this issue. Please include this intersection in your traffic study.</p> <p>Thank you,</p> <p>Robert Chlumsky, MAsc., P.Eng.</p>
--	--	--

<p>Armando Damiao</p>	<p>Jan 24, 2022</p>	<p>Hello My name is Armando Damiao and I have lived on ----- in Kitchener for (26 Years). It has come to my attention that there is a proposal for new development in Ottawa between King and Weber. I strongly believe that there is a need for rental housing in our region but having said that I am strongly opposed to a 30 story building in front of my house, and the added traffic that will cause in our neighborhood. We have young families on our street with young children.</p> <p>There will be blockage of sunlight in the morning that is vital, I am strongly not in favor of a 30 stories building in our quiet neighborhood. This needs to be discussed with further detail on noise pollution, traffic on our street etc</p> <p>Thank you for your attention. Am hoping that our City Councilor (Debbie Chapman) will agree with this. -- Armando Damiao</p>
<p>Murray Armstrong</p>	<p>Jan 22, 2022</p>	<p>Hello Ms. Anderl and Mr. Dumart,</p> <p>I am a resident with a family of five living on ----- and I wanted to express my concerns regarding the planned developments at 1001 King St East. and 20 Ottawa St N.</p> <p>I understand the need for housing, and for intensification. I also supported the construction of the LRT and understand that one of the main reasons for its development was to encourage development along its corridor. I am also excited about the mixed use plans, as I believe that is the best approach to development.</p> <p>However, the size of both these projects is beyond anything reasonable. 30 Stories and 26 stories are incredibly high buildings, and is not appropriate directly adjacent to residential neighbourhoods. 10- 12 story buildings are more reasonable like the one being built at 926 King St E. at Borden.</p> <p>Additionally, the building at 1001 King St. E. in its current configuration will be almost 200 parking spots short relative to the number of residential units. That is only 59% availability! I am not sure where the cars will go?!? I know the hope is that people will take the ION instead, but that is a big shortfall, that will be a problem for the neighbourhood as people look for additional parking on neighbouring streets. Add to that, the plan to build a 26 story building around the corner at 20 Ottawa St. S. (approximately 200m away from each other) and the shortage of 131 parking being proposed there, and the problems will be compounded. Not to mention our neighbourhood will have 2 massive buildings surrounding us here on Onward, with no room for the cars to go.</p> <p>I think it is interesting to point out that while these 2 projects are in such close proximity to each other, they</p>

		<p>are in two different wards (9 and 10). Regardless of this fact, both building are in the same neighbourhood and should be considered that way.</p> <p>I can not support either project as they are currently planned.</p> <p>Please add me to the list of concerned citizens that would like to be involved and have a voice in the next steps for both these projects.</p> <p>Thank you for your time and consideration,</p> <p>Regards,</p> <p>Murray Armstrong</p>
--	--	--

<p>Mike Sabo</p>		<p>(summary of comments provided by phone call) Supports height and density on this site provided there is sufficient green space and streetscaping. Supports widening to ensure sufficient road width and provision of appropriate transit stops. Also supportive of cycling facilities in appropriate locations.</p>
<p>Phil Roberts</p>		<p>Hello,</p> <p>I am writing as a private citizen, and resident owner of the Ward 10 property located ----- to express my vehement opposition to the proposal redevelopment per planning application OPA22/001/K/KA at 1001 King Street East.</p> <p>The Eastwood neighbourhood within which I live is a quiet and serene neighbourhood consisting of mainly single-family dwellings, which is the primary motivating factor in my decision to purchase my home here. This neighbourhood would be severely impacted by not only the visual uglification of the surrounding neighbourhood by way of impositions of tall structures on the skyline, but also by the unwanted population intensification which will manifest itself in many ways, including but not limited to:</p> <ul style="list-style-type: none"> • Increased intensity of traffic in, out and through the community, in an area where traffic enforcement is already lacking in its effectiveness to establish safe travel speeds and compliance with road safety regulations. • Increased traffic noise, again in an area where traffic enforcement is already lacking in its effectiveness to ensure that vehicles operated in and around the community meet established legislated vehicle noise emission standards, resulting in further worsening of street noise already above a reasonable level due to traffic both along Highway 7 and within the community's own streets. • Increased general noise directly caused by the population intensification in an area already plagued by noise not only from the aforementioned lack of enforcement of established legislated vehicle noise emission standards, but by increased air traffic in and out of the municipal international airport (YKF). • Increased disruption by construction activities as the developer would implement planned facility. • Increased crime due to the intensification of population in the community that this project will cause. • Erosion of our voices as voters and as property owners within the physical boundaries of this neighbourhood.

		<p>I ask that the City of Kitchener to:</p> <ol style="list-style-type: none"> 1. Deny this application and prevent the project from going forward, 2. Withhold from use any funds from the tax base at the municipal, regional, provincial, and federal levels into which our community residents contribute, saving those funds from being diverted away from the neglected community standards enforcement already plaguing this community to further enhance profitability of the commercial interests of this property owner and commercial entities working with them. 3. Reject this application with prejudice so as to set a precedence to not further entertain applications of this nature in this community going forward by this applicant or by other applicants. 4. Not prove the ineffectiveness of democratic process by reviewing and subsequently ignoring this request. 5. BE BETTER in its proactive and EFFECTIVE informing of residents affected by proposals such as these (all residents, at least within a 1km radius of proposed project sites). <p>Sincerely, Phil Roberts, Canadian Citizen, Voter and Resident Owner</p>
<p>Bill Cressman</p>		<p>Hello Ms. Anderl,</p> <p>I am writing as a private citizen, resident, and owner of the Ward 10 property located at ----- to express my vehement opposition to the proposal redevelopment per planning application OPA22/001/K/KA as shown above at 1001 King Street East, Kitchener ON.</p> <p>The Eastwood neighbourhood within which I live is a quiet and serene neighbourhood consisting of mainly single-family dwellings, which is the primary motivating factor in my decision to purchase my home here. This neighbourhood would be severely impacted by not only the visual uglification of the surrounding neighbourhood by way of impositions of tall structures on the skyline, but also by the unwanted population intensification which will manifest itself in many ways, including but not limited to:</p> <ul style="list-style-type: none"> • Increased intensity of traffic in, out and through the community, in an area where traffic enforcement is already lacking in its effectiveness to establish safe travel speeds and compliance with road safety regulations. • Increased traffic noise, again in an area where traffic enforcement is already lacking in its effectiveness

		<p>to ensure that vehicles operated in and around the community meet established legislated vehicle noise emission standards, resulting in further worsening of street noise already above a reasonable level due to traffic both along Highway 7 and within the community's own streets.</p> <ul style="list-style-type: none"> • Increased general noise directly caused by the population intensification in an area already plagued by noise not only from the aforementioned lack of enforcement of established legislated vehicle noise emission standards, but by increased air traffic in and out of the municipal international airport (YKF). • Increased disruption by construction activities as the developer would implement planned facility. • Increased crime due to the intensification of population in the community that this project will cause. • Erosion of our voices as voters and as property owners within the physical boundaries of this neighbourhood. <p>I ask that the City of Kitchener to:</p> <ol style="list-style-type: none"> 1. Deny this application and prevent the project from going forward, 2. Withhold from use any funds from the tax base at the municipal, regional, provincial, and federal levels into which our community residents contribute, saving those funds from being diverted away from the neglected community standards enforcement already plaguing this community to further enhance profitability of the commercial interests of this property owner and commercial entities working with them. 3. Reject this application with prejudice so as to set a precedence to not further entertain applications of this nature in this community going forward by this applicant or by other applicants. 4. Not prove the ineffectiveness of democratic process by reviewing and subsequently ignoring this request. 5. BE BETTER in its proactive and EFFECTIVE informing of residents affected by proposals such as these (all residents, at least within a 1km radius of proposed project sites). <p>Sincerely, William (Bill) Cressman Citizen, Resident, Owner</p>
Rhonda Cressman		<p>Hello Ms. Anderl,</p> <p>I am writing as a private citizen, resident, and owner of the Ward 10 property located at ----- - to express my vehement opposition to the proposal redevelopment per planning application OPA22/013/K/KA as shown above at 1001 King Street East, Kitchener ON.</p> <p>The Eastwood neighbourhood within which I live is a quiet and serene neighbourhood consisting of mainly single-family dwellings, which is the primary motivating factor in my decision to purchase my home here. This neighbourhood would be severely impacted by not only the visual uglification of the surrounding neighbourhood by way of impositions of tall structures on the skyline, but also by the unwanted population intensification which will manifest itself in many ways, including but not limited to:</p> <ul style="list-style-type: none"> • Increased intensity of traffic in, out and through the community, in an area where traffic enforcement is

		<p>already lacking in its effectiveness to establish safe travel speeds and compliance with road safety regulations.</p> <ul style="list-style-type: none"> • Increased traffic noise, again in an area where traffic enforcement is already lacking in its effectiveness to ensure that vehicles operated in and around the community meet established legislated vehicle noise emission standards, resulting in further worsening of street noise already above a reasonable level due to traffic both along Highway 7 and within the community's own streets. • Increased general noise directly caused by the population intensification in an area already plagued by noise not only from the aforementioned lack of enforcement of established legislated vehicle noise emission standards, but by increased air traffic in and out of the municipal international airport (YKF). • Increased disruption by construction activities as the developer would implement planned facility. • Increased crime due to the intensification of population in the community that this project will cause. • Erosion of our voices as voters and as property owners within the physical boundaries of this neighbourhood. <p>I ask that the City of Kitchener to:</p> <ol style="list-style-type: none"> 1. Deny this application and prevent the project from going forward, 2. Withhold from use any funds from the tax base at the municipal, regional, provincial, and federal levels into which our community residents contribute, saving those funds from being diverted away from the neglected community standards enforcement already plaguing this community to further enhance profitability of the commercial interests of this property owner and commercial entities working with them. 3. Reject this application with prejudice so as to set a precedence to not further entertain applications of this nature in this community going forward by this applicant or by other applicants. 4. Not prove the ineffectiveness of democratic process by reviewing and subsequently ignoring this request. 5. BE BETTER in its proactive and EFFECTIVE informing of residents affected by proposals such as these (all residents, at least within a 1km radius of proposed project sites). <p>Sincerely,</p> <p>Rhonda Cressman Citizen, Resident, Owner</p>
Janet Stewart	March 11, 2022	<p>Hello,</p> <p>I am writing as a condominium owner of the Ward 10 property located at [REDACTED] [REDACTED] to express my vehement opposition to the proposal redevelopment per planning stated above.</p> <p>The Eastwood neighbourhood within which I live is a quiet and serene neighbourhood consisting of mainly single-family dwellings, which is the primary motivating factor in my decision to purchase my</p>

		<p>home here. This neighbourhood would be severely impacted by not only the visual uglification of the surrounding neighbourhood by way of impositions of tall structures on the skyline, but also by the unwanted population intensification which will manifest itself in many ways, including but not limited to:</p> <ul style="list-style-type: none"> • Increased intensity of traffic in, out and through the community, in an area where traffic enforcement is already lacking in its effectiveness to establish safe travel speeds and compliance with road safety regulations. • Increased traffic noise, again in an area where traffic enforcement is already lacking in its effectiveness to ensure that vehicles operated in and around the community meet established legislated vehicle noise emission standards, resulting in further worsening of street noise already above a reasonable level due to traffic both along Highway 7 and within the community's own streets. • Increased general noise directly caused by the population intensification in an area already plagued by noise not only from the aforementioned lack of enforcement of established legislated vehicle noise emission standards, but by increased air traffic in and out of the municipal international airport (YKF). • Increased disruption by construction activities as the developer would implement planned facility. • Increased crime due to the intensification of population in the community that this project will cause. • Erosion of our voices as voters and as property owners within the physical boundaries of this neighbourhood. <p>I ask that the City of Kitchener to:</p> <ol style="list-style-type: none"> 1. Deny this application and prevent the project from going forward. 2. Withhold from use any funds from the tax base at the municipal, regional, provincial, and federal levels into which our community residents contribute, saving those funds from being diverted away from the neglected community standards enforcement already plaguing this community to further enhance profitability of the commercial interests of this property owner and commercial entities working with them. 3. Reject this application with prejudice so as to set a precedence to not further entertain applications of this nature in this community going forward by this applicant or by other applicants. 4. Not prove the ineffectiveness of democratic process by reviewing and subsequently ignoring this request. 5. BE BETTER in its proactive and EFFECTIVE informing of residents affected by proposals such as these (all residents, at least within a 1km radius of proposed project sites). <p>Sincerely, Janet Stewart</p>
--	--	--

		<p>Citizen, Resident and Owner</p> <p>[REDACTED]</p>
Anonymous	Feb 5, 2022	<p>Hi Katie, I really don't care about the new potential development between King and Charles at Ottawa. If anything it will just be another pain with all the roads shut down due to construction.</p>
Chureb Kowtecky	Jan 21, 2022	<p>Hello, Ms. Anderl:</p> <p>I just noticed in today's Record the "Notice of Development Application" info for 1001 King St. East here in Kitchener. I know you must be very busy, but I wondered if you might enjoy a little "history" of the site, just for interest.</p> <p>The former house at 1001 belonged to my father's aunt, Ruth Tompkins (d. 1944) and her husband, Charles Norton who established and ran the "Berlin Soda Works" on that site. According to our family records, Ruth was born in 1860 on the family farm at Listowel, one of 16 children (plus 2 adoptees) of George & Isabella Tompkins. My father (who was one of her many nephews) had fond memories of going with his siblings on Sunday visits to visit "Aunt Ruth at 1001 King St." which was at that time, on the edge of the city. Ruth, her husband and son lived in the two-story house on the property (1001 King St.) and ran the Soda Works out of their factory behind, which faced Charles St. On August 17, 2012, Jeff Outhit did a story on Ruth for the Record ("Empty Land Full of Mystery"), as some of their land was needed for the new Ion Project.</p> <p>I just thought that, coming from such a large family, and always eager to welcome visitors to her home, Ruth would be delighted to know that 1001 will be home again, this time to lots of families, workers and businesses.</p> <p>'Hope this little story brings a smile to your busy day!</p> <p>Sincerely, Chureb (Tompkins) Kowtecky</p>

Comment Submission to Planning Department

February 18, 2022

Ann Welch

[REDACTED]
Kitchener, On [REDACTED]

RE: purposed build **1001 King St E**

It is not the responsibility of the residents of Kitchener or their elected representatives to accommodate a developer's project when they knowingly purpose a project that is not within the zoning or within the true meaning of a minor adjustment to that zoning.

Developers do not have us in their best interest; they are legally bound to maximize profit for their shareholders and investors. I do not say this as a negative, it is law. That is why the planning department and our elected representatives have been trusted as the gatekeepers and tasked with trying to find the balance between the current residents and developers on how the King East area will evolve. This is a new territory and we will only get one shot to get it right.

Having been an observer to the Ontario Land Tribunal hearing of January 13th 2022 "Albrecht v. Kitchener (City)" I have to question what really is the purpose of sharing our thoughts on this development as it appears to me that "the fix" is in. The city decided not to represent or defend its own planning department that spent hundreds of hours and tens of thousands of taxpayer's money to plan the future growth of the King Street East Neighbourhood and instead supported the decision of the volunteer committee of adjustment whose chairman is taking the city to the Ontario Land Tribunal over his own interest.¹

But residents aren't convinced the committee of adjustment is designed for public process. "If the city planning department says it is not minor in nature, that's it," Snyder said. "That should automatically mean it's not a committee of adjustment issue."²

The only possible way for Mr. Albrecht to have even been taken seriously at that hearing was for him and his neighbours to mortgage their homes to hire a lawyer and several experts to defend the City of Kitchener planning department's recommendations against the developer's expert, Pierre Chauvin, a planner with MHBC Planning representing Vive, who appears to know better about what should be built than the city's planning department. And if that is the case, why bother with the expense of a planning department?

And now the province is adding an additional burden for residents to challenge these types of intrusions into established neighbourhoods require a \$10,000 filing fee for third-party appeals to the tribunal.³

¹ <https://www.therecord.com/news/waterloo-region/2021/09/20/proposed-highrise-in-downtown-kitchener-sparks-controversy.html>

Denny Cybalski, the applicant behind the development, is also the volunteer chair of Kitchener's committee of adjustment, a city-appointed committee made up of volunteers who grant variances, as well as allowing changes to zoning bylaws such as building setbacks.

² 10-storey tower can move ahead on King Street block January 19th 2022

<https://therecordpaper.pressreader.com/waterloo-region-record/20220119/textview>

Larger builds lead to less-livable cities⁴ – The Record February 21, 2022

Dismantling urban design protections such as setbacks, stepbacks, and shadowing guidelines is a terrible idea. While it may result in larger builds, it won't result in more livable cities. Design protections preserve the function, esthetics, and environmental health of cities. If we build dense, poorly designed cities, bereft of sunlight and open space, everyone who can leave, will. Those who can't leave, like houseplants in a dark corner, will suffer reduced physical and mental health.

"It's up to citizens to preserve their mature neighbourhoods"⁵ - The Record January 21, 2022

"Other neighbours' commitment to oppose this development took nine months and thousands of dollars. We fought for the integrity of the neighbourhood, all the way to the Ontario Land Tribunal.

As homeowners with pride in our distinct neighbourhood, we were treated as underdogs by the city. Can we count on the city to protect these neighbourhoods? When it bumps into policies favouring intensification, don't count on their support."

Hysterical NIMBYism isn't driving opponents of Belmont Village development⁶ - The Record January 21, 2022

"Luxury condos are not needed in Belmont Village, but affordable family housing, rental options, and green space development would be enthusiastically welcomed. That the applicant and institutional enablers refuse to address these needs, choosing instead to ignore or misrepresent residents' legitimate objections, speaks to the tacit NIMBYism inherent in profit-driven planning. This, however, is conspicuously absent from the public discourse. Such analysis, it would seem, is too long and complex a conversation to have."

The planning department went to great effort and time to update the zoning, including massing models, wind studies, shadow studies, and application of design guidelines and community input to arrive at the current vision to grow and current zoning, only to have developers disregard the zoning and want what they want.

To truly appreciate the work that the planning department did to find the correct balance between old and new I recommend that you take the time to read all 631 pages of **"Planning Staff Responses to Written and Verbal Submissions received 'Before', 'At' and 'After' the Statutory Public Meeting held on December 9, 2019 to consider Official Plan Amendment OPA19/004/COK/TMW and Zoning By-law Amendment ZBA19/ 010/COK/TMW (Neighbourhood Planning Review Project)"⁷**

Example: page 213

Staff Response

In responses to the comments received at the various Open Houses with respect to the

³ <https://www.therecord.com/news/waterloo-region/2022/02/15/provincial-task-force-report-on-housing-crisis-favours-easing-obstacles-to-development.html>

⁴ <https://www.therecord.com/opinion/2022/02/21/larger-builds-lead-to-less-livable-cities.html>

⁵ <https://therecordpaper.pressreader.com/waterloo-region-record/20220121/textview>

⁶ <https://www.therecord.com/opinion/letters-to-the-editors/2022/01/21/hysterical-nimbyism-isnt-driving-opponents-of-belmont-village-development.html> letter to editor

⁷ https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_DSD-2021-92_Appendix-B.pdf

transition of medium and high-rise developments and their compatibility with adjacent low-rise residential areas, planning staff completed extensive 3D modelling.

The purpose of this modelling was to determine the most appropriate combination/correlation of Floor Space Ratio (FSR) with maximum building height and to determine the most appropriate distance or setback of a medium and high-rise development from an adjacent low-rise neighbourhood.

What Planning Staff were finding is that when a property had a maximum FSR and building height that did not correlate the development would meet one zoning requirement first, and put forward that they could exceed this zoning requirement because the other zoning requirement had not been met. Both FSR and Maximum Building Height were meant to work together, and this was not happening. The miscorrelation was being taken as an interpretation that one of the zoning requirements could be exceeded if the other zoning requirement had not been maxed out. For example, if the maximum FSR of a property was 4.0 and the maximum building height was 10 storeys, a proposal for a development having a FSR of 6.0 would be put forward because the maximum building height on the site was 10 storeys.

The fact that the MIX-4 zone does not have a maximum building height is being put forward in the submissions, by both the development industry and the community, that this means this zone has "unlimited" height. It does not. A development's maximum building height in the MIX-4 zone would be limited by the amount of building floor area that would be permitted by the lot area and the arrangement of this building floor area on the lot based on the MIX-4's setback requirements from lot lines, including the setbacks from low rise residential zones. No maximum building height in the MIX-4 zone does not mean unlimited height and that an FSR of 8.0, 10, or 12.0 is justified and appropriate.

All the direction of this intensification is about supporting the LRT, adding up towards 10,000 new residence per year but what is not talked about is all the supporting infrastructure that is already outdated and under serious stress. Hospitals were already full before the pandemic, how and where will the city be able expand without adequate services in hospital/fire/paramedics/ambulance

Regional Chair Karen Redman said the province also needs to be looking at hospitals, schools and highways to support any new growth. "We can't just build houses and not have services available that everybody expects to be there and they need to be funded by the province," Redman said. She added, "I think that you can't impose things on the community. I think that there still has to be due process, I still believe in managed growth."⁸

Hospitals: Dec. 18, 2021 "At Grand River Hospital, for example, patient occupancy is regularly over 95 per cent, with some key departments, such as stroke, oncology and mental health, at beyond 100 per cent capacity, said Bonnie Camm, executive vice-president of clinical services."⁹

Fire: Oct 05, 2021 "The Kitchener Fire Department (KFD) says it needs more firefighters and a new station to better handle the growing number of emergency calls they are receiving as a result of the city's growing population." "Firefighters are very expensive and we've been doing a good job of running

⁸ <https://www.therecord.com/news/waterloo-region/2022/02/15/provincial-task-force-report-on-housing-crisis-favours-easing-obstacles-to-development.html>

⁹ <https://www.therecord.com/news/waterloo-region/2021/12/18/omicron-inferno-poses-threat-to-already-overtaxed-waterloo-region-hospital-system-officials-warn.html>

efficiently and lean, but with the population growth and intensification, especially in the downtown, now we're finding response times and getting firefighters on the scene in a timely fashion is becoming more difficult," he said. The addition of more high-rise buildings in the city also puts a strain on resources, Gilmore said, because more firefighters are required to safely respond.¹⁰

Paramedics/Ambulance: Jan. 18, 2022 - Region of Waterloo paramedics say code red has been issued a lot more lately -- when there are no ambulances available to respond to an emergency call. In December, the region's paramedics saw 11 periods of code red.¹¹

Comments on 1001 King St E purposed build:

Although each project has to be addressed as "site specific" and each study the developer submits will only look at what is in place now it is really important to look at the big picture.

From Vive Development's webpage:

A celebration of history, this project will pay homage to the former headquarters of the Onward Manufacturing Company by incorporating original design details into this new residential development. A wide variety of amenities including a pool, dog exercise area and live-work units will provide residents with an exciting live-play opportunity, while also having direct access to the LRT outside their front door.¹²

1001 King St E is pushing the envelope by purposing a 30 story tower having an 8.27FSR in the middle of a block surrounded by one and two story buildings on either side of the street and positioning the building very close to the street. During the virtual open house we were told that the shadow of the building would go half way to Weber St.

One just gets the feeling that the King Street East neighbourhood is being treated like "low hanging fruit".

Even though we have the infrastructure for children, both public and separate schools, the developers are only purposing to build 1 and 2 bedroom rental "units" not a place that families can call home. And these units don't come cheap (\$1,400 to \$1,800 per month) and being aimed at the \$50K and above market.

There is no green space being purposed, no additions to the city's tree canopy and outdoor amenities will be 4 stories above the street leading to a disconnect from the existing community.

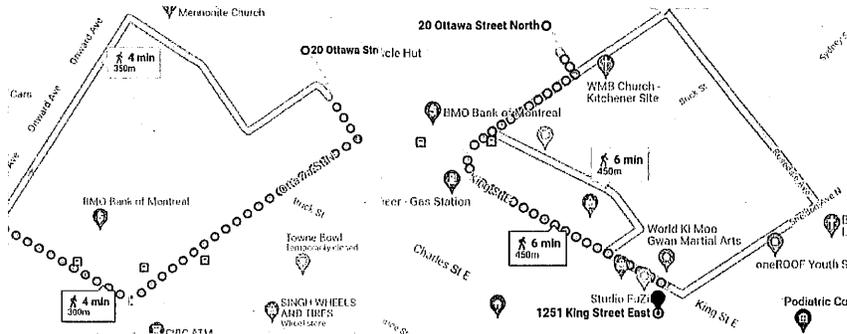
This is not a case of not wanting new development, we all welcome it, what is concerning is that the character of the neighbourhood will be overwhelmed by "sky towers".

¹⁰ <https://www.cbc.ca/news/canada/kitchener-waterloo/kitchener-fire-department-more-staff-new-station-1.6198944>

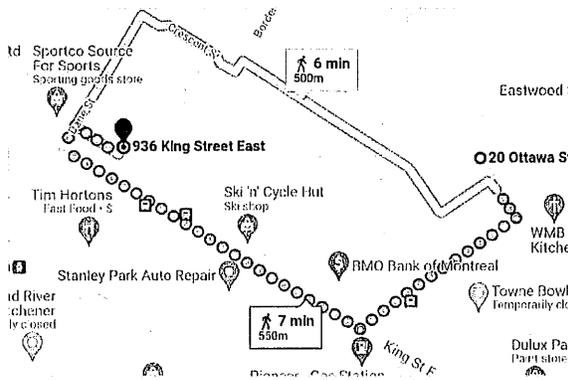
¹¹ <https://kitchener.ctvnews.ca/paramedics-battle-code-red-influx-in-waterloo-region-1.5745540>

¹² <https://vivedevelopment.com/project/king-charles-ottawa/>

1001 King St 30 story rental tower, less than 300 meters away to the north, 20 Ottawa St N is purposing a 26 story condo tower, 400 meters to the east at 1251 King St E is purposing a 24 story rental tower (see Table A)



61 meters west on King to 936 King St E there is already a 10 story building that has been approved.



In this space of a couple of blocks within a well established neighbourhood there appears to be a lack of diversity in the buildings being purposed. Based on the purposed builds known, the increase of the population in this area is now between 2,355 – 4,710 with the majority of those “rental units”

- Where are the townhomes?
- Where are the low rise apartment buildings?
- Where are the stacked townhomes?
- Where are the mid rise condos?
- Where are the semi detached houses?

The demand is there but it appears that the will is not.

Lack of Diversity in housing: Jan. 11, 2022 “Townhomes we just launched this week, for 10 units we had 1,500 people sign up showing interest,” said Geoff McMurdo, chief administrative officer at Activa. By the time the list had been whittled down to serious buyers, it still had a whopping 750 names on it.¹³

1251 King Street E added 9 three bedroom rental townhomes and 20 Ottawa St N has included two six storey buildings with 68 dwelling units each but no information how many bedrooms these units contain or what the rental rates will be.

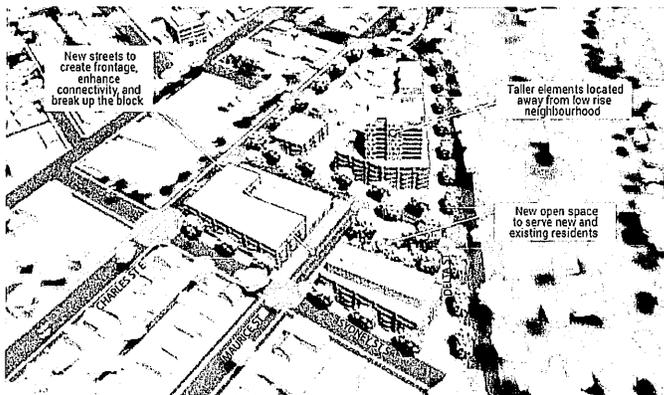
¹³ <https://www.therecord.com/news/waterloo-region/2022/01/11/bizarre-housing-market-1500-people-sign-up-to-buy-10-new-townhomes-in-cambridge.html>

Floor Space Ratio (FSR): My understanding is this ratio is to find a balance between lot size and building(s) and to prevent overbuilding. From the proposals I have seen there appears to be a push to go up much higher than what this area was made to believe.

“What Planning Staff were finding is that when a property had a maximum FSR and building height that did not correlate the development would meet one zoning requirement first, and put forward that they could exceed this zoning requirement because the other zoning requirement had not been met. Both FSR and Maximum Building Height were meant to work together, and this was not happening. The miscorrelation was being taken as an interpretation that one of the zoning requirements could be exceeded if the other zoning requirement had not been maxed out. For example, if the maximum FSR of a property was 4.0 and the maximum building height was 10 storeys, a proposal for a development having a FSR of 6.0 would be put forward because the maximum building height on the site was 10 storeys.”¹⁴

We were told during the review of the King Street East Neighbourhood that this was an example of the type of development we should be expecting, one that blended and balanced with the existing properties with lots of parking, green spaces and a diversity of housing. Not something that overwhelmed the neighbourhood like this current proposal.¹⁵

9 Facilitate redevelopment of the mid-sized site bounded by Charles St, Delta St and Sydney St.

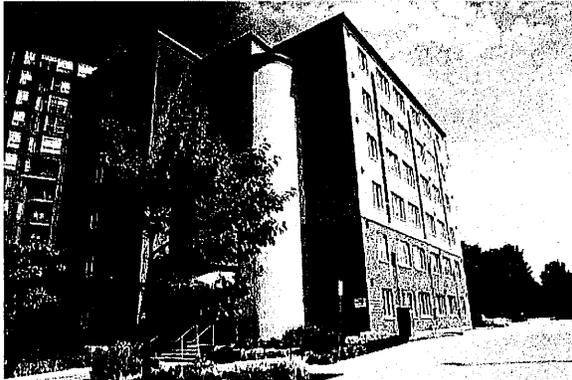


Currently there no “sky towers” in the area and there are actually not that many mid-rise buildings either but several come to mind that show excellence in their development and a balance/blend within the current neighbourhoods. The common element into blending these buildings is that they have a small street foot print but run deep, amply parking for residents and visitors, surrounded by green space and have a human scale.

¹⁴ https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_DSD-2021-92_Appendix-B.pdf

¹⁵ https://www.kitchener.ca/en/resourcesGeneral/Documents/CSD_PLAN_PARTS-Rockway-Preferred-Scenario.pdf

Rockway Gardens Village - 1420 King St. E
50 unit six-story apartment building



1522 King Street East Kitchener



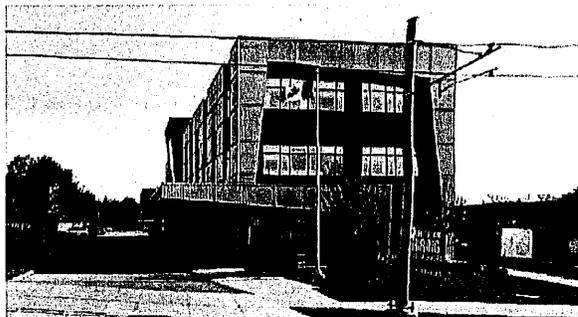
Eastwood Community - 1414 King St E
10 story condo underground parking



76 Sydney Street South Apartments



KW Habilitation
99 Ottawa Street South



KW Habilitation
22 Unit fronting onto Sydney St S



Sky Towers: lack human scale, there is also a tendency to fill the building lot leaving little if any green space at ground level. Instead those amenities are several stories above and people living in these towers may feel a disconnected from the community.

Table A: Approved/Purposed Builds King Street East

Address	Units	Parking	Occupancy Range	Floor space Ration Permitted	Floor Space Ratio Requested	Building Type
1001 King St E ¹⁶	486	286	486 - 972	4	8.27	30 Story rental tower
20 Ottawa St N	464	343	464 - 928	1	3.00	26 story rental tower
936 King St E ¹⁷	98	50	98 - 196	n/a	n/a	10 story rental tower
1668 King St E	616	371	616 -1,232	4	7.20	two 23-storey rental towers
1251- 1253 King E	332	199	341 - 682	5	7.15	24 storey rental tower 9 townhouses
50 Borden Ave S ¹⁸	350		350 - 700	5	unknown	contemplate a multi-tower
851 King Street E ¹⁹	Unknown	Unknown	unknown	5	unknown	unknown
1440 King St E ²⁰	Unknown	Unknown	unknown	4	unknown	unknown
Total		1249	2,355 – 4,710			

Parking rates:

Some of the justification we are being given for the reduction of parking are:

High water table – that is not our problem but a poor business decision to try to build “sky towers” on land that is not compatible

Cost of building parking – again the developer knew going in what the requirements were but wants an exemption because it would affect their “profit”

I gave up on trying making sense of this idea that people are going to be riding bikes everywhere, even during the winter months. Instead I think I would offer up that a great business opportunity exists for someone to purchase land and build a parking garage for all those missing a spot where they rent.

¹⁶ Page 394 #e

¹⁷ Page 385 #128

¹⁸ https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_DSD-2021-92_Appendix-B.pdf#%5B%7B%22num%22%3A1830%2C%22gen%22%3A0%7D%2C%7B%22name%22%3A%22XYZ%22%7D%2C70%2C284%2C0%5D page 274 #512

¹⁹ page 448 #138

²⁰ page 274 #91

There is still a lot of land at Charles/Borden/Courtland/Kent that will come onto the market as well as the former Schneider property that will offer more than enough intensification to meet with the 160 residence per acre and support the LRT and other transit options, so why the rush to put up all these "sky towers".

In summary: I would support a development that is within the current zoning restricted to the FSR4 and the building pushed back from the street to allow for some greening of the property and give it a more residential appearance.

Although it is just wishful thinking, having a percentage of the units as 3 bedrooms would appeal to families as well as the "young professionals and/or downsizers"²¹ the developer is directing this build to and the bonus would be that less parking would be needed as there would be fewer units.

People need homes, not "units"

Sincerely

Ann Welch
Kitchener, On

²¹ VIVE invitation to virtual open house flyer July 21, 2021

████████████████████



SHAPING GREAT COMMUNITIES

February 17, 2021

File No: 22053

Facet Design Studio Ltd.
490 Dutton Drive, Suite B1
Waterloo, ON
N2L 6H7

Attn: Steve Burrows
Facet Design Studios

**RE: Planning and Urban Design Commentary
Regarding 1001-1051 King Street East & 530-564 Charles Street
Official Plan Amendment OPA22/001/K/KA
Zoning By-law Amendment ZBA22/001/K/KA**

Dear Mr. Burrows,

Background

As requested, please find enclosed our preliminary planning and urban design commentary regarding the proposed applications for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) for the properties. We have reviewed the relevant application materials on the City's website and offer the following general commentary on planning and urban design matters (the latter in consultation with GSP's urban design group) as it affects the property at 991 King Street East. It needs to be stressed that this commentary is a cursory review and focused on potential implications for the development of 991 King Street East.

The following commentary is based on the proposed development associated with the applications for Official Plan Amendment and Zoning By-law, which includes the following:

- One large slab tower with structured parking, ground floor commercial uses, 5 live/work units along Charles Street and 486 multiple residential dwellings (total of 491 dwelling units)
- Structure parking to include 260 parking spaces, with surface parking providing an additional 28 parking spaces
- Building height of 30 storeys (92 metres) with a total Floor Space Ratio of 8.27

PLANNING | URBAN DESIGN | LANDSCAPE ARCHITECTURE

72 Victoria Street South, Suite 201, Kitchener, ON N2G 4Y9 519 569 8883
162 Locke Street South, Suite 200, Hamilton, ON L8P 4A9 905 572 7477
gspgroup.ca

Urban Design Commentary

GSP's urban design team reviewed the Site Plan, Urban Design Brief, Architectural Renderings and Shadow Study, and Wind Assessment for the proposed OPA and ZBA applications. Our commentary focuses on the application of the Tall Building Guidelines (the "TBG") for the proposed applications and any potential implications affecting the future design and development of 991 King Street East. The below are the principal massing and form considerations of the TBG as it relates to potential implications for 991 King Street East.

a) Floorplate

The proposed 30-storey tower floorplate is large relative to contemporary comparisons; per the submitted Urban Design Brief, it is a 1,530 square metre tower footprint measuring generally 27 metres wide by 57 metres long. This floorplate is continuous for the height of the proposed 30-storey tower. The TBG characterize the proposed building as a "Large Slab" owing to the combination of its tower floor area and tower proportions. The TBG generally prefer "Compact Point" towers for intensification areas, rather than "Large" tower forms. The proposed 30-storey tower, however, is approximately 55% greater than the threshold for "Compact" and approximately 33% greater than the threshold for "Point". The proposed development has a very large tower mass in totality.

On its own, the characterization as a Large Slab to this extent does not necessarily determine appropriateness but, rather, it influences some of the other considerations (and calculations) of physical fit and form, including physical separation, overlook and microclimatic impacts. The TBG does not preclude "Large" tower forms but sets high design expectations for massing and form to accommodate such buildings: "*Large Point Towers and Large Slabs must demonstrate significant design measures to reduce the visual impact of their mass*".

b) Separation

The TBG suggests physical separation distance between tower forms to property lines as a function of the relationship between a building's height and length. Per the submitted Urban Design Brief, the TBG suggests a 26.27 metre physical separation to the property line shared with 991 King Street East owing to the proposed 30-storey tower's length and height. The proposed tower is set back only 10 metres from its own property line with the remaining approximately 16 metres of the suggested physical separation extending onto 991 King Street East. This puts over 60% of the suggested physical separation onus onto the abutting property at 991 King Street, an overburdening which the TBG specifically seeks to avoid with the physical separation guidance.

Further, this 16-metre extension onto 991 King Street East is in addition to any physical separation distance required for future redevelopment of 991 King Street East that would need to be accommodated on 991 King Street East. For instance, the TBG suggests for a 15-storey building with an 875 square metre (25 metres by 35 metres) floorplate a physical separation distance in the order of 8.5 metres. This results in a suggested total tower setback on 991 King Street East in the order of 25 metres to the shared property line with the subject OPA and ZBA property (where required to include the off-site 16 metre setback), resulting in a setback of approximately half the depth of 991 King Street East from Borden Avenue. For comparison purposes, a mid-rise 8-storey building with a 1,125 square metre floorplate (28 metres by 40 metres) situated along

Charles Street more fully using the area of 991 King Street East would require a cumulative physical separation of 20 metres, which could not be achieved given the proposed 30-storey tower form.

c) Overlook

The TBG suggests a maximum overlook (or overlap) between tower forms related to the extent of suggested physical separation: a greater physical separation distance results in a lower maximum overlap between towers. The Urban Design Brief notes a maximum overlap of 30% owing to the suggested separation distance greater than 14 metres for the proposed 30-storey tower. The placement and mass of the proposed 30-storey tower, however, virtually guarantees a full overlap between itself and any proposed taller building on 991 King Street East and/or the property assembly at the corner of King and Borden. The TBG instructs that design mitigations should be employed where suggested overlook is not achieved, such as greater physical separation, mitigative massing and thoughtful balcony placements. Such measures have not been employed for the proposed 30-storey tower as it rises consistently in shape and form through its height.

d) Placement

The placement of the proposed 30-storey tower mass aligned with and closer to western property line shared with 991 King Street East appears on its face to be principally driven by the location of the “memory tower” situated mid-site on the King Street frontage. This is a “commemoration” of the existing heritage building, involving demolition and recreation the vertical element in the same location. Regardless of the merits and rationale for positioning this recreated vertical element *in situ*, it should not excuse the proposed 30-storey tower’s design from the balance of the TBG outlined above and below.

e) Shadow

The proposed 30-storey tower mass casts wide shadows onto 991 King Street East for most of the morning hourly periods through different seasons. When 991 King Street East is developed, the core developable portion of 991 King Street East along Charles Street sunlight will be limited on any proposed “eastern”-facing elevations and rooftop terraces. In the morning, these elevations and areas will be largely shaded by the proposed 30-storey tower mass and in the afternoon periods shaded by itself. This is a consideration that should be taken together with the above commentary regarding building separation and overlook.

f) Wind

The provided Wind Assessment is a qualitative assessment of anticipated wind conditions post-development of the proposed 30-storey tower, as compared to a quantitative desktop or wind tunnel assessment. This provides expectations for wind conditions but not predictions based on modelling. Given this, it is not possible to conclusively identify wind impacts on and surrounding 991 King Street East.

Based on the above considerations related to the TBG, the proposed tower placement, height and massing presents constraints to the flexibility of development options for 991 King Street East on an individual basis or when hypothetically combined with the remaining property assembly at the corner

of King and Borden. Recognizing the TBG are meant as a flexible design guideline tool to shape tall buildings, and are not meant as rigid regulations, the design of the proposed 30-tower does not incorporate the mitigative design measures (placement, massing, or shape) contemplated by the TBG to counter the very large mass of the proposed 30-storey tower.

Summary

We trust the above and enclosed satisfies your needs at this time for providing input into the proposed applications for the captioned properties.

Sincerely,

GSP Group Inc.

Kristen Barisdale

Kristen Barisdale, MCIP
Associate, Senior Planner