

THE 625 KING CORPORATION
PROPERTY MANAGEMENT

4

June 22, 2023

DELIVERED BY EMAIL TO: craig.dumart@kitchener.ca

City of Kitchener
Planning Division
200 King St. W., 6th Floor
P.O. Box 1118
Kitchener, ON N2G 4G7

Attention: Craig Dumart, Senior Planner

Dear Mr. Dumart:

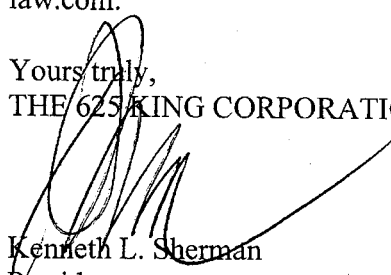
Re: 332 Charles Street East, Kitchener

Please be advised that we are the owner of the property immediately adjacent to 332 Charles Street East being the parking lot area of the professional building.
Please make a note to advise our office of all communications relating to this planning proposal, including the date of any meetings and any decisions made.

This correspondence is to advise the City of Kitchener that it is the intention of The Corporation to erect a high rise multi-residential building on the property currently be utilized as a parking lot for . This fact should be kept in mind by planning staff, considering the size and location of the proposed building at 332 Charles Street East.

All communications with regard to this application may be sent by email to ksherman@sherman-law.com.

Yours truly,
THE 625 KING CORPORATION



Kenneth L. Sherman
President
KLS/ak

Craig Dumart

From: Benji Wales
Sent: Wednesday, July 19, 2023 11:19 PM
To: Craig Dumart
Subject: 332 Charles St E and Betzner Ave S thoughts, concerns, and some kudos
Attachments: Betzner Ave S - Evening street parking full.jpg; Betzner Ave N - Evening street parking full.jpg

Hi Craig,

I live on Betzner North close to the subject lands on Betzner South. I have also been keeping in touch with recent developments in the downtown core. Below are some thoughts on this particular proposal that I hope the city and developers will consider.

Most critically, I would like to emphasize the point raised in the Staff Meeting notes for the 201-206 Duke St development: "*Through Places and Spaces — Parks Strategic Plan, the King East Planning Community has been assessed as a "Critical" priority to pursue physical land dedication through Planning applications to address the shortfall in planned active park space within the community*". The proposed development will house new residents who will move in more underserved for parkspace than current and past residents. This is not right. I understand the new constraints on the city imposed by Bill 23 and that any particular development is not responsible for the park amenities of the community. Still, something has to be done to curb this ill-directed path. Please, if you can, lobby at the provincial level to recalibrate policies that allow for park development that is proportional with residency growth.

Lastly (or not so lastly), here are my thoughts on the development proposal:

1. Unit sizes
 - a. Pleasantly surprised to see reasonably sized units! Some of the single bedrooms are on the small side, but largely this is an improvement above the trends we have seen recently.
 - b. I am still disappointed that this development is keeping with the recent tradition of excluding families from the downtown core by not offering 3+ bedroom units or planning institutional space for family amenities. Although a 2 bedroom unit technically meets the minimum requirement for suitable housing for a single child family, it does not meet the requirement for two+ children of different sexes or multi-generational families. And it definitely doesn't meet a comfortable level if one needs an at-home office space, a play space, a hobby space, or any other small space families find they need.
2. Walkway cut-through from Charles to King via Betzner South
 - a. Looking at the site plan, I can imagine that residents and passersby will want to cut through the property from Charles to King. Currently there is an incomplete fence around which you can find a lot of foot traffic (including from myself). If possible, I'd like to see the property plan to accommodate that expected foot traffic from the new residents and community members at large.
3. Guest parking space
 - a. The guest parking space is much more than what was proposed at 201-206 Duke St (13, compared with 0 visitor spaces). This is great. Despite being in the MTSA, guests (friends, family, service providers, etc) don't necessarily travel by public transport. As a local, I will say that the publicly available guest parking spaces on roads are currently all filled up! Attached are photos from tonight, after working hours, showing street parking all filled up. So, I hope the developers have included guest parking buffer in their parking budgets.
 - b. Additionally, as someone who has lived in apartments, I will say that short term guest parking is really appreciated when it is easily accessible and doesn't require a gate, or gate code. Critically, with the rise of delivery services, those cars need a convenient stopping location that

doesn't clog up Charles St or Betzner S. I hope the city or the developers plan spaces to avoid those "emergency light stops" in those tight corridors.

4. Bicycle space
 - a. 164 bike parking spaces is excellent. I'm very happy to see this. Kudos.
5. Green space for these residents.
 - a. The urban design brief calls out 2 parks and 1 trail as local park amenities. It is worth noting that those 3 spaces are located in the Cedar Hill area and the further Mill Courtland Woodside area, not the King Street East area where the subject property exists.
 - b. Kaufman Park is under developed and, speaking only from my perspective, perceived as school grounds. This makes it less attractive to visit, especially during school hours. Perhaps the city could revitalize this park to make it more attractive to a larger group of community members.
 - c. Sandhills park is a nice park, also somewhat underdeveloped. The physical Cedar Hill barrier though makes getting to it unattractive for the pedestrian.
 - d. Being close to the Iron Horse trail is great, but it is not a park. Also the access to the Iron Horse is via a dangerously fast section of Sterling. Perhaps the city could prioritize revitalizing that sidewalk and bike line with someone more tree-lined and safer-feeling.
 - e. None of these park spaces are well connected. I.e. you wouldn't wander into either of the parks on your way to any private or public amenity. I think that's a great quality in a local park: you can pair it with other activities. Another local park between the subject property and the downtown core would provide that "on the way beauty" everyone loves in a city.
6. Somehow less tree canopy.
 - a. Although the current site occupies little to interest the local pedestrian, it is home to several trees. These are great to look at from any distance and can provide some pleasant shade. This last point is critical because the Charles St corridor, with its rail line, is a wide, grey, homogenous desert. It is not pleasant to walk along and will become more so that way once the Charles' side of the Drewlo buildings is complete and this development's 2 story parking structure is complete. I think the future residents would appreciate space for some form of greenery along the main MTSA artery where they are encouraged to walk, specifically along Charles St.
7. Building size
 - a. I just don't understand why we can't have more Betzner Brownstones. Maybe not the greatest density, but there must be some compromise between those rowhomes and another plain 17 story building. The Betzner Brownstones are architecturally interesting, offer density, they even have a blooming tree canopy for locals using the sidewalk. Someone found a way to profit from those lands while decidedly improving the experience of people who moved-in and move through the city.
8. Commercial space requirements
 - a. I have a hard time evaluating the potential of commercial space. Of course, I'm eager for more commercial and institutional space downtown. On the other hand, I understand there is currently a lot of unused commercial space. Part of that unused space I'm sure is due to the new era of remote work; but part of that may also be unsuitable commercial space. My concern is vague so I will frame it in two questions to the city and developers: (1) Do these commercial spaces provide the necessary space, infrastructure, access to external services such as delivery, to support food services (take-out, cafe, or eat-in)? (2) In planning these two commercial spaces, what types of businesses did the developers consider as guardrails or requirements for design constraints?

As usual, thanks for reading, Craig. I can't attend the meeting on the 20th due to an earlier engagement. I hope the city and the developers can work together to address some of these concerns.

Best,
-Benji

Craig Dumart

From: Sylvie Eastman
Sent: Thursday, June 22, 2023 9:21 AM
To: Craig Dumart; David Paetz
Subject: 332 Charles St E

Hi Craig. I live at [redacted] and got an invitation to a neighbourhood meeting for this development. Some of these comments are related to City utilities and some are related to me personally as a neighbour.

Comments from City perspective:

1. Gas Servicing. David, this will be a 17 story 163 dwelling unit building. I don't imagine anyone has reached out yet about gas servicing? There is a 50mm gas main on Betzner, will this be sufficient capacity or do we need to upsize to 100mm to accommodate the load? In which case we would also have to replace the service to 310 Charles.
2. Storm Sewer. I assume you are aware there is a storm sewer cutting through this property that would have to be replaced?
3. Shoring. I assume there will be a multi-level parking garage that would require deep shoring with tie-backs. The developer will have to submit a shoring plan/profile showing tie-backs to confirm no conflict with existing utilities. In general there should not be any tie-back within 1m of a pipe.

Comments from neighbour perspective:

1. Do you know when construction will start and anticipated duration? I assume the working hours will be 7am-7pm weekdays. What about weekends?
2. Is there any information about how this will impact sunlight? I was planning to get rooftop solar panels, but no sense in proceeding with this if the sunlight will be significantly diminished. And this will also impact my gardening.
3. I see there are 163 dwelling units, doesn't say how many bedrooms/residents but if we assume they are all 1 bedroom maybe this would be 180-280 people. I understand you are pushing for fewer cars in close proximity to the LRT so if only half of the people have cars this would be about 90-140 cars. There will be 65 parking spaces so maybe 25-200 additional cars will require on-street parking? This is a big range so I strongly recommend you get more information from the developer about anticipated occupancy and also see what the parking trends are for other recent multi-residential developments in Kitchener to narrow this down. I don't think comparing it to other cities like Toronto, Vancouver or European cities is a good idea because Kitchener has historically been very car-centric and I think it would be a mistake to assume people will change their habits significantly in the short term. On-street parking will likely present a few problems.
 - a. I know from personal experience that garbage is not picked up if there are cars parked in front of a house – living at the end of the street people frequently park in front of my house for King St businesses and I have rarely had my garbage picked up in the 20+ years I have lived here – this hasn't been a huge inconvenience for me because neither I nor my upstairs tenant generate a lot of garbage and we just take it to work or put it in other garbage cans. However, if a substantial portion of the neighbourhood loses garbage collection this will be a much bigger deal. Have you spoken with the Region about this, as they are in charge of garbage collection?
 - b. During the winter the streets won't be able to be plowed if there are vehicles parked on the street. I know vehicles are not supposed to be parked on City streets overnight during the winter but realistically we all know that still happens. Have you spoken to Ops about how they will handle this? Will they just not plow those streets, and if so how will you deal with emergency access and probably resident complaints about being stuck? Will they tow the vehicles, and if so how will they do that if there is a lot of snow and the tow trucks can't access the street? Will you work with bylaw to ticket throughout the winter to deter people from on-street parking, and if so is there anywhere else they can park?

Thanks, Sylvie

Sylvie Eastman, P.Eng.

(SIL-vee EEST-man, Ms/she/her)

Utilities Engineer | Kitchener Utilities | City of Kitchener
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The City of Kitchener is situated upon the traditional territories of the Neutral, Anishinaabeg and Haudenosaunee Peoples. We extend our respect to all First Nations, Metis and Inuit peoples for their past and present contributions to this land. We also recognize and respect the cultural diversity that First Nations, Metis and Inuit bring to the City of Kitchener.

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