

Craig Dumart

From: Jason Dahle <[redacted]>
Sent: Tuesday, June 13, 2023 3:25 PM
To: Mayor; Debbie Chapman
Cc: Craig Dumart
Subject: 417 King Street West Kitchener- Concerns

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Dear Mayor Barry and Councillor Chapman,

I am writing to express my concerns about the proposed 55-story, 622 dwelling unit development at 417 King Street West. While I am in favor of development in the downtown core, I do not believe that a building of this height and density is suitable for the area. My concerns are as follows:

- The building would block the views of many people who live downtown, which would negatively impact their quality of life.
- The increased density would lead to more traffic flow and congestion in an already busy area, which would create safety concerns and inconvenience for residents and visitors alike.

There have been several other projects that were not approved in the Kitchener- Waterloo region, which highlights the importance of carefully considering the impact of new developments. For example, in 2013, a proposed 55-floor condo at 417 King Street West was met with opposition from the community which is the same location in question. The community expressed concerns about the building's height and density, which they believed would negatively impact the downtown core.

Instead of a 55-story building with 622 units, I suggest a building with fewer units and a lower height that would not block or overpower the 40-story building being built next door and the 19 story building at 1 Victoria St S. This alternative proposal would have the following benefits:

- It would not block the views of many people who live downtown, which would preserve their quality of life.
- It would not increase traffic flow and congestion in an already busy area, which would maintain safety and convenience for residents and visitors alike.
- It could include prime commercial space on the ground floor, which would provide a benefit to the community.

Examples of High-Rise Buildings Which Were Not Approved in Kitchener, Ontario, Canada:

1. Proposed 55-floor Condo at 417 King St. W. This project was met with opposition from the community in 2013. The community expressed concerns about the building's height and density, which they believed would negatively impact the downtown core.
2. 10 Duke West. This project was proposed but has not yet been approved. It is a 45-story building that would be located in the downtown core.
3. Gaslight Condos: Tower This project was proposed but has not yet been approved. It is a 40-story building that would be located in the downtown core.

I urge you to consider this alternative proposal when evaluating the proposal for 417 King Street West. Thank you for your attention to this matter.

Sincerely,
Jason Dahle

Craig Dumart

From: Joachim Pfister
Sent: Monday, June 26, 2023 1:57 AM
To: Craig Dumart; Werner Michael Dietl
Subject: 417 King Street West - neighbourhood feedback

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Hi Craig,

We would like to raise the following comments and questions related to the proposed development at 417 King Street West.

Kind regards,

Werner Dietl and Joachim Pfister (owners of

r)

1.

2.

3. **Electric cars**

4.

a.

b.

c. Is there a requirement on the number of parking spaces that require electric
d. charging? Or could the city mandate this from the developer to make the proposed
development future proof?

e.

f.

g.

h. Is the electrical grid in DTK stable enough to provide enough electricity
i. for all the new neighbours of 1 Victoria Street South (417 King Street West and 30 Francis
Street), especially when EV usage will be increasing?

j.

5.

6.

7. **Fire emergencies**

8.

a.

b.

c. Is there enough water/hydrants in the vicinity of 1 Victoria St South
d. (19 floors), 30 Francis Street (45 floors), 417 King Street West (55 floors) in case of major fire
event to protect all of the neighboring buildings - taking into account that the block is growing in
density with several highrise buildings (notably, multiple

e. fire events happening on the same block)? We understand that the "Functional Servicing Report"
contains a fire hazard planning - but it seems to be performed for a specific proposition and not taking into
context the whole block.

f.

g.

- h.
- i. How does the city ensure that fire trucks can park/access the buildings,
- j. especially in case of a very busy Halls Lane West where many delivery vehicles are parked through different times of the day? The traffic impact study does not consider delivery traffic.
- k.
- l.
- m.
- n. Where are the supposed emergency assembly areas where people should gather
- o. in case of an alarm so that emergency vehicles are not blocked (for all buildings on that block)?
- p.
- q.
- r.
- s. Does the city have enough capacity for this increased emergency load? Do we have the
- t. training and equipment to handle a fire on the 55th floor?
- u.

3.

4.

5. Delivery vehicles (commercial + e.g. food delivery) situation in Halls Lane West

- 6. Delivery vehicles seemed not to be considered in the traffic impact
- 7. study. But living here in _____rs now, we sometimes see interesting things happening, especially in Halls Lane West (with UHaul rentals + delivery vehicles + residents entering or exiting the existing 1 Victoria Parking garage).

8.

- a.
- b.
- c. What will the city do to have delivery vehicles being able to make deliveries to 417
- d. King Street West without blocking Halls Lane West (especially since no visitor parking is envisioned for 417 King Street West according to the Zoning Compliance Table).
- e.
- f.
- g.
- h. The parking for delivery vehicles needs to be rethought/reconsidered by the city for
- i. the entire block because Halls Lane West will serve as the main entrance for 3 highrise buildings and their parking garages (1 Victoria Street South, 33 Francis Street and the 417 King Street West).
- j.
- k.
- l.
- m. We suggest that the city of Kitchener, in anticipation of the traffic amount of residents,
- n. delivery vehicles and Uhaul rentals, considers to transform Halls Lane West into a one way street. Traffic could flow into from Francis Street and exit at Victoria Street. Thus, one side of the Halls Lane West could serve as a parking space for deliveries/Uhaul
- o. pickup or dropoff waiting cars and the traffic could still flow. This measure should be considered in combination with forbidding left turns on Victoria Street South into Halls Lane West which would reduce traffic congestion due to people turning left from
- p. Victoria Street into Halls Lane resulting in blocking the intersection due to further traffic. Furthermore, this might reduce issues with pedestrians that are put into danger when someone does this left turn manoeuver and wants to quickly turn into Halls Lane
- q. and "forgets" about pedestrians.
- r.

9.

10.

- 11. Gap between 1 Victoria Street South and 417 King Street West ('Exit from Parking' on
- 12. the plan)

13.

- a.
- b.
- c. How does the proposed building (417 King Street West) ensure that this small lane will not turn into an "unsafe" place where homeless people could try to seek shelter or drug trafficking could take place (central location and little visibility from the main arteries of King Street West and Halls Lane West)?

e.

14.

15.

16. **1 bedroom vs. 2 bedroom units**

17.

- a.
 - b.
 - c. Having mostly 1 bedroom units per floor (only 2x 2-bedroom units per floor) seems disproportionate
 - d. which will have an impact on the people living in the newly proposed project and to its neighbours. The proposition seems to cater to singles whereas for a healthy mix of population, also small families should be considered who would be better-suited in 2-bedroom
- e. units. Downtown Kitchener should strive for a balance that every group is represented and no specific population will be too dominant. Is this something the city of Kitchener can exert influence upon the builder?

f.

18.

19.

20. **Excavation work and soiled streets**

21.

- a.
 - b.
 - c. How does the developer of the proposed building ensure that residents needing to access
 - d. Halls Lane West don't get dirty feet or cars during the excavation phase? Will the developer be required to provide street cleaning? Background: During the excavation work for 33 Francis Street South, dirt accumulated to our perception in a substantially larger
- e. amount in the parking garage of 1 Victoria due to cars passing by the excavation truck loading zone from 33 Francis Street South.

f.

22.

23.

24. **Additional load on Willow Green (Victoria) park**

25.

- a.
- b.
- c. How is the developer proposing to account for the huge additional load on the recreational
- d. spaces in our neighborhood, in particular Willow Green?

e.

26.

27.

28. **Commercial units on the ground level**

29.

- a.
- b.
- c. Can the developer be required to add commercial units on the ground floor? With this
- d. high number of additional residents, the whole block and neighbourhood would benefit from commercial spaces that could be used for restaurants.

e.

Craig Dumart

From: Kevin Young
Sent: Tuesday, July 11, 2023 3:36 PM
To: Craig Dumart


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Hi

I am Kevin Young I like what I see but see no mention of geared to income units, or did I miss this in any reports. Other than that I thank staff for a job well done.

Craig Dumart

From: Brian Shillingford <shillingford@proton.me>
Sent: Monday, June 26, 2023 1:20 PM
To: Craig Dumart
Subject: 417 King Street West (55 Storey Development)

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Hello Craig,

I am emailing to submit my comments regarding the proposed 55 storey development.

To be blunt, 55 storeys is too tall for Kitchener.

I suspect this proposal is an effort to increase dwellings to help with the housing crises. Instead of turning KW into a city of sky-scraping condo buildings a better solution is to change the zoning and allow for true mixed use and mixed density. If zoning is changed to remove single family dwelling neighbourhoods then low-rise apartments and condos can be developed.

Sky scrapers propose a number of issues. As they get taller more space is wasted. Multiple elevator shafts are needed, support columns need to be larger, and this results in less liveable space per floor than shorter buildings with the same footprint. Additionally, tall condo and apartment buildings block the sun, and if more and more of them are built then the wind tunnel effect can happen.

On top of this, another issue is density within the city. By building tall buildings you will be increasing density in a very small area. If you rezone the city and have mixed density throughout, then the density is also spread throughout the city.

Please reconsider this development. Rezoning, low-rise buildings throughout the city, and mixed use (allowing for small shops to exist in residential areas) will result in a better city and better neighbourhoods.

Thank you,

Brian

Craig Dumart

From: Ken Friedmann
Sent: Wednesday, July 12, 2023 7:03 AM
To: Craig Dumart
Subject: Re: 417 King Street Application meeting last night

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Craig, correction ... I meant the parking lot at Frances and Charles, not King and Charles.

And just a thought ... a Rink and NHL hockey team would look fantastic there!! With Kitchener being 4th largest metro area in Ontario, I believe we have the critical mass for something exciting like this. Just would need some local businesses and wealthy individuals to step up to lead the charge and not sure we have that just yet but maybe with continued growth in the tech area the money would be there for an ambitious venture of attracting an NHL franchise. I believe the community would greatly support this.

Ken

On Wed, Jul 12, 2023 at 6:35 AM Ken Friedmann <> wrote:

Hi Craig, thanks for being part of the meeting last night.

I wanted to send some comments. One of the community members expressed concerns with being overwhelmed by the developmental pace of DTK and negative impacts and in particular the load on traffic from an inconvenience point of view and also environmental.

I totally have the opposite perspective. I moved downtown a year and half ago for the sole purpose of being more in the action. I am thrilled with the development and growth downtown because right now I feel DTK is lacking some vibrancy and I believe that will change with all that is planned and the growth.

Development in the downtown area makes environmental sense with having many services easily accessible to many people. I don't understand the point made last night, that building these new places will increase the environmental impact. Perhaps in the immediate area but overall your plans are greatly reducing the environmental impact, especially when it comes to cars etc.

I look at my own personal changes. I now walk to my dentist, optometrist, service Ontario, the movies, my financial planner, grocer, restaurants and my lawyer is also downtown. Previously I was driving to all of these services. In fact, if not for needing to go to the Toronto office twice a week, I would consider not having a vehicle and grabbing the share cars on the rare occasion when needed.

So I just wanted to give you comments from a different perspective. My only real hesitation in full endorsement of the 417 development is that I live in Kaufman Lofts with my unit facing King and the new structure, along with the Frances street will loom large over my place and take away a lot of the sunlight I currently enjoy through the 10' windows, but I realize I can't have everything so overall I'm in favor of the new developments downtown and expect that at some point the empty and rarely used large parking lot at King and Charles (I think it's the Manulife parking lot) will also see some development and excited to see what is planned there... can you share what might be in store for that land?

I do have one other question and I think you may have given a brief update but I missed it. As said I go to Toronto twice a week and would love to get off the 401 and just wonder about where the region is at with the new transit hub at King and Victoria. I know that construction was supposed to start in 2020 and being conveniently close to the transit

hub was one of the reasons why I wanted to move downtown. Can you tell me what stage that endeavor is at and expected time for completion and start of all day GO service?

Thanks Craig,

Ken Friedmann

Craig Dumart

From: Jeremy Chamilliard
Sent: Wednesday, July 12, 2023 2:24 PM
To: Craig Dumart
Subject: Re: 417 King W Neighbourhood Meeting
Attachments: IN8 Construction - Neighbour Notice - Extended Working Hours.pdf

Thanks for the speedy reply, Craig. I hope we're not cutting into your vacation.

I can't speak for the other neighbourhood meeting participant (and their tenants), but at 1 Victoria, a letter was circulated implying the construction hours were IN8s to set and they were just letting us know they would be changed. I will reach out to bylaw and see what they say.

--
Regards,
Jeremy

On Wed, Jul 12, 2023 at 10:44 AM Craig Dumart <Craig.Dumart@kitchener.ca> wrote:

Hi Jeremy, I am glad you were able to attend the meeting. I am not sure if they (IN8) have an exemption or what permissions they have. Noise and construction By-law questions and concerns are fielded by our by-law enforcement staff. Have you had a chance to reach out to them regarding your concerns?

Craig

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From: Jeremy Chamilliard <j
Sent: Wednesday, July 12, 2023 10:39:22 AM
To: Craig Dumart <Craig.Dumart@kitchener.ca>
Subject: Fwd: 417 King W Neighbourhood Meeting

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Another attempt after correcting the typo from <https://calendar.kitchener.ca/default/Detail/2023-07-11-1900-Neighbourhood-Meeting-Proposed-Development-417-Kin> "Email" link. Hope this one gets through.

----- Forwarded message -----

From: Jeremy Chamilliard <jchamilliard@gmail.com>
Date: Wed, Jul 12, 2023 at 10:31 AM
Subject: 417 King W Neighbourhood Meeting
To: <%20craig.dumart@kitchener.ca>

Hi Craig,

Thanks for joining the neighbourhood meeting last night and fielding questions.

I'm not sure if construction is relevant at this stage, but one of the questions was about Tek Tower / 30 Francis S construction noise and it seemed like you and "the applicant" were dodging the question talking about 7am - 7pm bylaws and no work on Sundays. I'm not sure if you meant to dodge. Apologies if you did.

I think the concern was that IN8 has let neighbours at 1 Vic and Kaufman know they will be working from 4AM to midnight to take advantage of the summer months/weather, and this is disturbing the participant's tenants. It's great that VanMar won't work on Sundays (IN8 doesn't either), but will they work from 4AM - midnight during summer months?

--

Regards,
Jeremy

Craig Dumart

From: Andrew W Peters <awpeters@gmail.com>
Sent: Wednesday, July 12, 2023 7:29 PM
To: Craig Dumart; Debbie Chapman
Cc: Mayor
Subject: Re: Proposed Building at 417 King Street West, Kitchener, Ontario

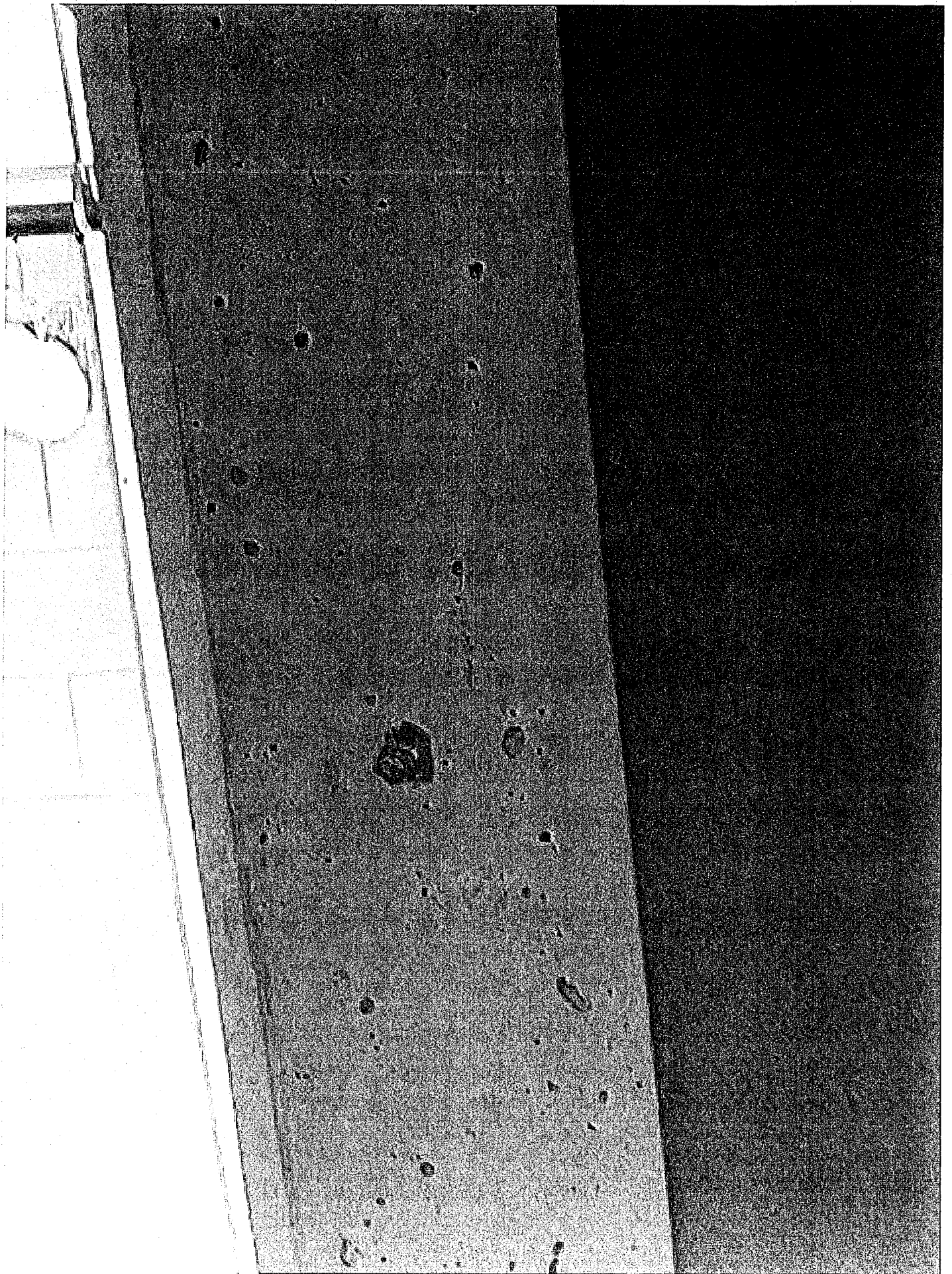
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Hi Craig and Debbie,

I sincerely appreciate your time at the council meeting last night.

I made the comment/question regarding parking enforcement. I own units at [redacted] and unfortunately the parking license system is quite flawed and has been since construction was completed. The condo corporation is responsible for maintaining the parking garage yet the developer owns the parking garage under a separate corporation name. The developer at 1 Victoria, Momentum Developments is quite close with Vanmar. Momentum through a separate corporation owns a company called Park Co, which is used for parking management at station park, 100 Victoria, Charlie West and 1 Victoria. I have attached a photo taken this afternoon at [redacted]. Their system has not been operational over the last three years.

I am aware that the same system is not functional at station park, Charlie West, or 100 Victoria. I bring this to your attention because I don't believe the developer is being truthful when they state that they have the tenants and area residents best intention when it comes to parking management which also deviate from the honesty of their proposal when it comes to an accurate number of parking spaces allocated per unit. Neither Park Co, Momentum Developments or Vanmar are at all aware of parking utilization in any of their buildings.

Regards,
Andrew



From: Andrew W Peters

Sent: Tuesday, June 13, 2023 5:55 PM

To: Mayor <mayor@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>; Craig Dumart <Craig.Dumart@kitchener.ca>

Subject: Proposed Building at 417 King Street West, Kitchener, Ontario

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Good afternoon,

I am writing to express my concerns about the environmental and traffic flow issues in Kitchener, mainly downtown. As a resident of the community, I believe it is crucial to ensure that our city is taking the necessary steps to become more sustainable and environmentally friendly.

One of the main concerns I have is the proposed building at 417 King Street West. The size and height of the building appear to be ***significantly*** out of proportion with the surrounding area, which may disrupt the established aesthetic and architectural harmony that characterizes the downtown core. This discrepancy has the potential to diminish the appeal of the area and detract from the unique charm that attracts residents and visitors alike.

Additionally, the potential impact on traffic and parking in the vicinity could exacerbate the existing strain on Kitchener's infrastructure. Increased traffic congestion would not only inconvenience residents but also pose safety risks to pedestrians and cyclists.

Moreover, I believe it is imperative to consider the environmental implications of such a development. Given the growing urgency of climate change, it is crucial that new constructions prioritize sustainable practices and energy-efficient technologies. I request a thorough environmental impact assessment to ensure that the proposed building aligns with Kitchener's commitment to becoming a greener and more sustainable city, as well as testing given the location and environmental issues that were discovered in that city block during the construction of 1 Victoria St S and that are present in the land bordering the UW School of Pharmacy.

I would appreciate reviewing the Planning Justification Report for this location.

In closing, I kindly request that you take into account the concerns I have raised regarding the proposed building at 417 King Street West and the environmental issues in Kitchener. By carefully considering these factors, we can ensure that any developments in our neighborhood contribute positively to the overall well-being of the community and align with the shared vision for a vibrant, sustainable, and inclusive Kitchener.

Thank you for your attention to this matter. I look forward to hearing your response and engaging in further discussions on this issue and will attend on July 11 for the Zoom Meeting.

Yours sincerely,

Andrew Peters

<image012.jpg>

3D Axonometric View (Courtesy of Kirkor Architects)

On Jun 20, 2023, at 10:38 AM, Craig Dumart <Craig.Dumart@kitchener.ca> wrote:

Hi Andrew,

Thank you for your taking time to provide comments. You have been added to the email distribution list to keep you informed on the proposed development. Please let me know if you would like to discuss the proposed the development in advance of the neighbourhood meeting and I will arrange for a phone call to discuss.

Thanks,

Craig Dumart, BES, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener

(519) 741-2200 ext 7073 | TTY 1-866-969-9994 | craig.dumart@kitchener.ca

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Craig Dumart

From: Katie Steckly and Daniel Penner <katie.steckly@cityofkitchener.com>
Sent: Thursday, July 13, 2023 12:10 PM
To: Craig Dumart
Subject: Feedback on the Proposed Development for 417 King Street W

You don't often get email from katie.steckly@cityofkitchener.com. [Learn why this is important](#)

Hello,

My name is Daniel Penner and I'm a unit owner and resident at [417 King Street W](#). I'd like to provide feedback on the Proposed Development for 417 King Street W. Kitchener.

I wasn't able to attend the virtual meeting on Tuesday but I have read through the planning documents in detail. Here is my feedback, from highest priority to lowest:

- Developer should pay for a portion of (or enhancements to) the proposed Transit Hub.
 - Similarly to how the approved development immediately south (on the NW corner of Francis and Charles) paid for enhancements to the Francis Green
 - Residents of this development will be primary users of the Transit Hub (due to proximity and the fact that most units won't have parking spots) which is excellent!
- Include 3 and 4 bedroom units
 - I'd like there to be diversity of demographics and family units downtown; not solely young professionals
 - I'd suggest a minimum of 15% of the units be 3+ bedrooms
- Include Affordable Housing or Social Housing
 - Specifically I'd like to see 20% units sold below market rate to individuals and families who could not otherwise afford to be homeowners.
 - Even if that isn't possible, I'd ask that the pricing of the units be such that it meets the Region of Waterloo's definition of Affordable Housing (30 per cent of their income on housing costs)
- Mitigations for wind conditions on sidewalks
 - The wind study acknowledges "localized uncomfortable conditions during winter months". There is already a "Venturi Effect" or "wind tunnel" noticeable in the area that I've noticed on my own experience.
 - I'd like to see both hard and soft wind barriers (fixed canopies and windscreens on the structure; trees or hedges along the sidewalk – if there's enough light to keep them alive).
- At least 1 bike parking space per unit
 - Given how compact bike parking is, this seems like a bare minimum.
- At least 50% of required parking be EV ready
 - I personally think this would be a selling point for the developer. It seems like a small ask.

I understand that this process is a negotiation with the developer. What I ask is that you drive a hard bargain on behalf of the city and its residents. I agree that this is the exact type of development that the city should be encouraging (high density within the core), but it seems to me there is no shortage of developers proposing new condos in this area. I strongly believe we should be negotiating for every communal benefit we can get from these developers, even if that means scaring a few of them off.

I'd appreciate a reply so that I know you received this email and an acknowledgement that my comments will be included within the summary of public feedback. I'm also happy to follow-up if any of my comments are unclear or if you have any additional questions.

Thank you for your openness to feedback!
Daniel Penner