

Add your comments on the proposed by-law

SURVEY RESPONSE REPORT

21 January 2024 - 05 February 2024

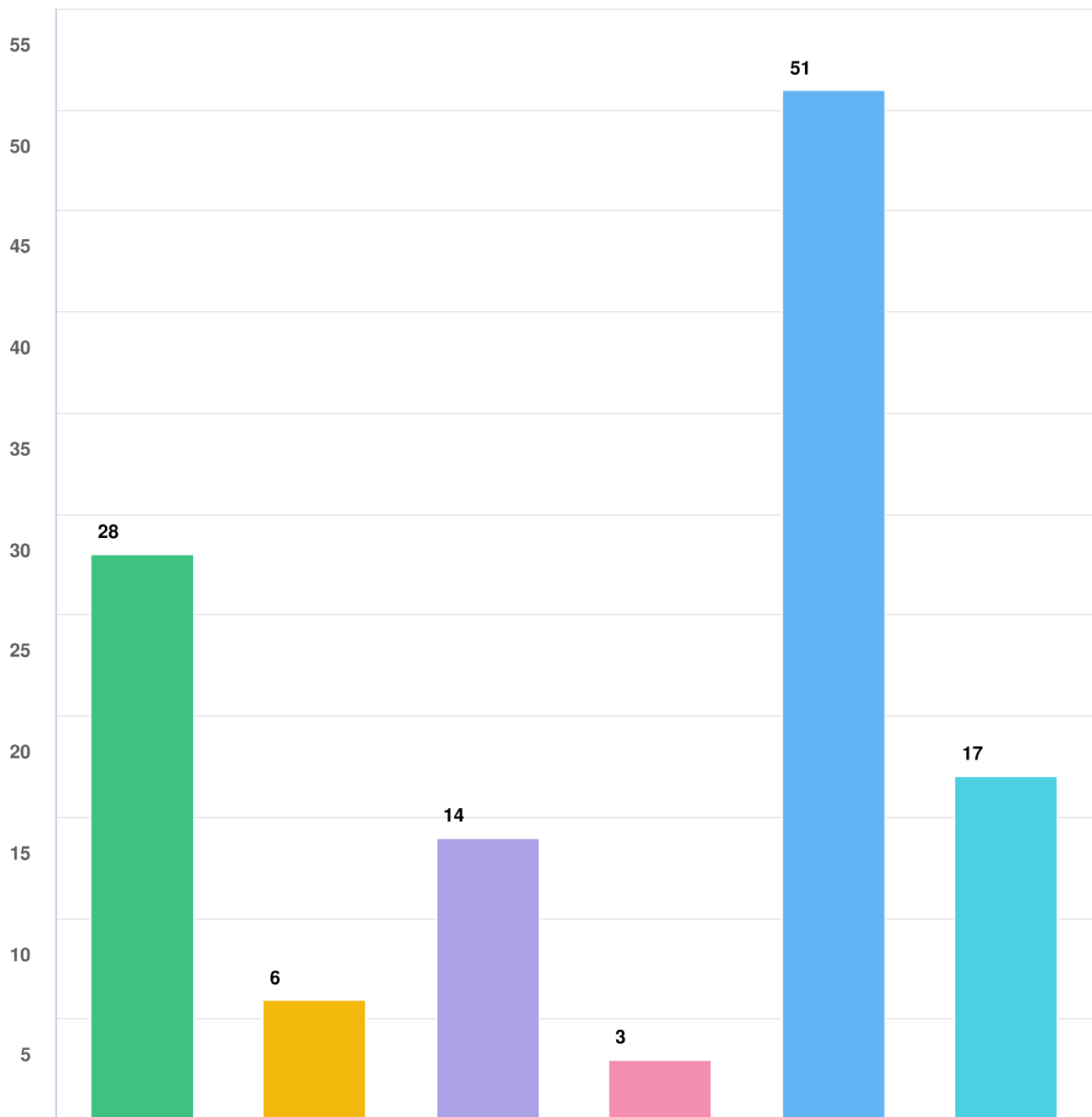
PROJECT NAME:

Enabling Four Units



SURVEY QUESTIONS

Q1 Please check all that apply to you:



Question options

- I live in a neighbourhood where there are new homes with 2 to 4 units on the property or where homes are being renovated to add more units to the property
- I live in a house with 2 to 4 units on the property
- I am interested in renovating my current house to add more units
- I am in the construction industry and will be designing or building these projects
- I am thinking about how these changes may affect my neighborhood
- Other (please describe):

Optional question (77 response(s), 3 skipped)
Question type: Checkbox Question

Q2 | Tell us about your experience living in a neighbourhood where there are 2 to 4 units on a property. Please share both positive and negative experiences.

Screen Name Redacted

1/22/2024 05:45 PM

For 60 years it was fine,. Respectfully mature neighbours. Give years ago the building was sold and I have spent my time dealing with bylaw for noise after 11 pm, backyard fires past shut off time in space that was too small. I was called all kinds of names. It made me want to move in a house and neighbourhood I have lived for over 60 years.

Screen Name Redacted

1/23/2024 11:11 AM

Dfd

Screen Name Redacted

1/25/2024 11:07 AM

As far as I am concerned there are no real negatives. We are in a massive housing crisis. We need to encourage the development of any and all additional units. Gentle intensification is amazing! We have done it several times, and it just makes communities better! More vibrant, more liveable, more affordable. win-win-win.

Screen Name Redacted

1/25/2024 12:42 PM

I haven't had negative experiences with living in an area with 2-4 units per property. Typically makes the neighborhood less car reliant because the area is being used for residential buildings. Increases viability of small local businesses.

Screen Name Redacted

1/28/2024 10:27 AM

While there are not many yet in the neighbourhood, I haven't found any negative impact to the local community feeling.

Screen Name Redacted

1/29/2024 11:18 AM

Some units in area are converted at 2-3 units. Parking problems increase with onstreet parking and full use of available spots per house. Transient renters and absentee landlords reduce sense of neighbourhood and standards of property upkeep.

Screen Name Redacted

1/29/2024 11:24 AM

I have only positive experiences with the gentle density initiatives and would like to see far more happen with far fewer restrictions

Screen Name Redacted

1/29/2024 12:35 PM

I live in Doon and close proximity to conestoga college. There are house here with more than legally allowed numbers of tenants. That is a fact, by the way. Maybe if they did not take in as many students, there would not be this need for more housing. Many years ago, mr. tibbits was appalled that our colleges were taking students from other

countries, guess money means more than quality education.

Screen Name Redacted

1/29/2024 03:16 PM

It is great. No complaints.

Screen Name Redacted

1/29/2024 03:30 PM

If planned properly, additional residential occupancy on a property has minimal impact. There have been some homes in our neighborhood where it was done without the proper approvals and led to over crowding and poor living conditions.

Screen Name Redacted

1/29/2024 03:57 PM

I enjoy having new neighbours. There is definitely a parking issue and our street has become much busier. Other than that, It is nice to diversify our street.

Screen Name Redacted

1/29/2024 06:28 PM

Need for parking has dramatically increased for our neighbourhood as current public transport system is not adequate. Our local 2 dwellings often have atleast 4 cars, 2 per dwelling which leads to cars parking on the front lawn and spilling out to the street. I support higher density living but I would also like for there to be governance requiring land owners to provide enough parking for their renters. Ideally we also increase infrastructure for public transit but I understand that will take a longer time to improve. Basic parking requirements would be good interim fix.

Screen Name Redacted

1/30/2024 08:12 AM

There have been few negative, or even noticeable affects as a direct result of long-term rental units, however, short-term rental units are more problematic. Problems include parking issues, garbage accumulation, property maintenance, and sidewalk clearing.

Screen Name Redacted

1/30/2024 09:25 AM

Positive: more variety in the people who live in an area, community feels more active and vibrant, more people increases the demand for additional services such as transit connections, options for people to stay in community as they transition through different life stages.
Negative: certain property owners do not maintain their properties to a good standard.

Screen Name Redacted

1/30/2024 09:55 AM

Most of the homes sold recently are being flipped with additional units added, it has been positive for the most part to date, but I do see some concerns starting to arise, less neighbourly feelings and transformation of quiet neighbourhood and 'knowing your neighbours", guess this is the price of a growing community, but some new focuses should be alternative, like limiting the numbers

and not having 'all' converted, %age allowable in an area or street vs all as an example.

Screen Name Redacted

1/30/2024 10:43 AM

The East Ward of Kitchener now has a large apartment building on Borden St. N. and it has completely changed that street (try dropping off or picking up your children) from Sheppard school and it forced people on East Ave. to sell their homes and now they've built oversized units where normal, well kept houses used to be. The East Ward is not that close to the LRT and we are being adversely affected so I can only imagine what some other residential areas are experiencing-----certainly this is not a positive outcome.

Screen Name Redacted

1/30/2024 12:04 PM

The neighbors across the road and to my right are both single men. The neighbors to the right are part of a triplex. Two houses down is a rooming house -- friendly men, good to have them there. On the other side is a neighbor who put an addition on to their house so they could host students and other housing challenged folks. All good experiences. We are a relatively healthy mixed community....at least from my perspective.

Screen Name Redacted

1/30/2024 12:55 PM

There isn't a lot of positive. If I look out my bedroom window next door I see 4 shopping carts from Zehrs in various places on the driveway/front yard. Across the street there are no front yards, only parking. It lowers the value of every other house on the street, because obviously these all become rentals, with absent landlords, and the tenants often don't look after their properties.

Screen Name Redacted

1/30/2024 09:31 PM

In general, our neighbourhood has mostly properties that are single family, with some renovated to have a second basement unit. In the recent past, we have seen some renovations that add additional units. Overall, some light densification is positive given the housing challenges in Kitchener and within Canada overall. However, this type of densification should be done carefully to have minimum impact to the character of the neighbourhood.

Screen Name Redacted

1/31/2024 12:49 PM

We recently moved from being adjacent to multiple properties with 2-4 units on single detached home properties or low rise multi residential. While certain properties could have been better maintained, the housing form was positive, added more diverse demographics to the neighbourhood, and contributed to having more residents able to access downtown amenities, transit, and other key services. I strongly support their inclusion across the city and fewer restrictions should be placed on housing density to reduce pressure

on the downtown area and suburban developments.

Screen Name Redacted

2/01/2024 10:29 AM

A few single family homes are being converted to duplexes without changing the exterior template. That is fine as long as there is adequate parking.

Screen Name Redacted

2/01/2024 01:52 PM

There are more people outside and using community resources, which make them more inviting. Negative experiences stem from lack of pest and garbage control, extra turn-over in the community, and parking conflicts.

Screen Name Redacted

2/03/2024 02:16 PM

Within the past 2 years the wartime single-family homes on either side of my single-family house on Queen's Blvd. have been demolished and multi-unit buildings have been, or are being erected. A 4-unit building at 1080-1082 Queen's Blvd. has been completed for just over a year and has tenants in all units; it was constructed by a long-established K-W builder whose design and footprint harmonizes well with the block. A 3-unit development on the other side of my property at 1092 Queen's Blvd. is still under construction by first-time developers due to delays caused by Ministry of Labour violations and other issues. The 1092 development has caused multiple incidents of damage and/or disruption to my property and apparent changes in design have resulted in a higher building that comes much closer to my property line than was originally told to me; the height of the building will partially block my solar collector array and reduce my income from it. In principle, I am in support of mindful and appropriate urban infill construction, in order to reduce spread onto agricultural land and to keep city residents close enough to services and amenities. But I also feel that builders should be more considerate of their existing neighbours and to build at quality standards that are sustainable over a generation or two rather than trying to make fast profits out of our housing shortage. I will continue to live in my single-family dwelling, where I've lived since 1974 but there has been more negative than positive outcomes during the construction period and I won't know for sure how much impact these projects will have on me until all the construction is completed.

Screen Name Redacted

2/04/2024 08:21 PM

I live in an older neighbourhood with many modest single-family and semi-detached homes - the kind of places young people used to buy as starter homes or lived in for decades while they raised their children then aged in place before downsizing or passing away. Over the past few years, however, many of these houses have been bought by investors and turned into duplexes for rent. On the surface, this seems great. People need to live somewhere and this increases

housing stock, right?. In reality this has changed the neighborhood and not necessarily for the better. While some landlords and tenants are conscientious, generally you can tell which addresses are owned by absentee landlords looking to maximize profits and keep costs low. Some places are now housing for foreign students who come and go. Property standards have declined and I don't see the city doing much to address this. I don't necessarily blame the tenants as it is not their responsibility to mow lawns, clear snow, maintain structures, etc. They are not the owner. I fear the drive to add ever more units on existing lots will only worsen this situation,. I believe this initiative really does nothing to address the root causes of the housing crisis. In an environment with no rent controls, where only the rich can afford to buy and renovate houses to turn into multi-unit rentals, how will this help build affordable housing and livable communities? How will more one-bedroom units and studios in basements and garages help families with children? The number of housing units might increase, but so will the greed of speculators who have the most to gain from this. In the virtual neighbourhood meeting someone asked if the 4 unit initiative would have a pilot project and the answer was no. I also noted a slide in the presentation that showed the very small percentage of lots in the city that currently have 2 or 3 housing units on them. Shouldn't you consider encouraging growth of 2 units first and examining the impact of this before jumping to allowing 4 units on lots that were never designed for that type of housing density? Maybe we need to start asking why we always need to be striving for growth in this city (or on this planet) when we don't have the social and environmental infrastructure to sustain it. Maybe we need to be slowing things down, not accelerating, at least in the short to medium term until we can, hopefully, achieve some balance. I have to say I am tired of having my concerns labelled as selfish NIMBYism. Worse yet, anti-immigrant. I am against unsustainable growth and the commodification of housing in this country. I feel like the city is only listening to some interested parties in this, like self-serving developers and naïve social activists. You are focused on zoning and number of units and more, more, more as fast as possible. You talk about the "missing middle" like you have found a magic bullet to a very complex problem. Also, I work hard to keep and maintain the home I own and the quality of life I enjoy on my property in a community I care about. I won't apologise for worrying about my property value if my neighbour (an absentee landlord) decides to build a monster home on the other side of my fence. My opinion also matters. Many others share it.

Optional question (24 response(s), 56 skipped)

Question type: Essay Question

Q3 | Tell us about your experience living in a home with 2 to 4 units on the property. Please share both positive and negative experiences.

Screen Name Redacted

blah

1/23/2024 09:35 AM

Screen Name Redacted

We share the basement of our bungalow and are thankful we can share the space and the bills!

1/23/2024 05:43 PM

Screen Name Redacted

Done properly it's a positive experience. The property owner gets cashflow and underutilized spaces serve a purpose in the neighborhood.

1/25/2024 12:42 PM

Screen Name Redacted

Unfortunately I live on a busy road (Frederick) but otherwise I really enjoy the Central Frederick neighbourhood, especially living so close to many amenities.

1/29/2024 03:16 PM

Screen Name Redacted

It's a much better use of land and ensures there are more rental units available in my neighbourhood. It can also help people afford their own homes if there are additional units whose rent can help offset mortgage costs and taxes.

1/29/2024 05:05 PM

Screen Name Redacted

I own and live in a triplex so have people above and below me. This has been a positive experience for the past two decades, especially during Covid when we spent a lot more time in our backyard as a community.

1/30/2024 12:04 PM

Optional question (6 response(s), 74 skipped)

Question type: Essay Question

Q4 | In your opinion, what do we need to consider in zoning to better enable development of Additional Dwelling Units (ADUs)?

Screen Name Redacted

1/24/2024 07:05 AM

Parking and landscaping requirements.

Screen Name Redacted

1/25/2024 11:07 AM

The reason we scrapped our plan to build an ADU at 604 Guelph St was the absolutely ridiculous requirements for set-backs AND the requirements for additional walk-ways in addition to the driveway space i.e. driveway cannot be used as a walkway. We felt we were entirely up against a brick wall, so decided it wasn't worth the hassle/expense/time. No one in the planning/building department seemed willing to think critically/actually work with us to find a good solution forwards. Such a frustrating process! Our property is MASSIVE half an acre so is a prime candidate for extra units.. and yet... nope.

Screen Name Redacted

1/25/2024 12:42 PM

Streamline the process. I've tried to build an Adu around 2021/2022 - there is way too much bureaucracy in the process. The current approach is not solution orientated. The process is laden with irrelevant property criteria when the goal is to build housing Units. The government needs to get out of the way and let developers do what is economically viable

Optional question (3 response(s), 77 skipped)

Question type: Essay Question

Q5 | In your opinion, should properties with 2 to 4 units be required to have parking? Why or why not?

Screen Name Redacted

1/21/2024 01:43 PM

Parking should be required unless the property is very close to a main transit point, something like less than a 5 minute walk to a transit stop with a service frequency of 30 minutes or less. Street parking is not preferred since streets are public goods and should not be the default option for temporarily storing, i.e. parking, private vehicles.

Screen Name Redacted

1/22/2024 05:45 PM

Yes. Most people have cars in subdivisions. No if near transit

Screen Name Redacted

1/22/2024 11:52 PM

The occupants simply park on the street if parking is not provided with the unit ... with cars constantly on the street it impedes garbage pickup, snow clearing etc.

Screen Name Redacted

1/23/2024 09:02 AM

Absolutely. Intensifying the number of families on a street means an increase in the number of cars. Some families can have 2+ cars per family and that doesn't even take visitors into consideration. They can't all park on the street and doing so would negatively affect the existing residents. Where would these units park during a snow event? How do you ensure you're keeping roads and sidewalks safe for existing residents? Even 4 couples living in 4 units could mean an extra 8 vehicles with all the extra journeys they would bring.

Screen Name Redacted

1/23/2024 09:35 AM

blah

Screen Name Redacted

1/23/2024 11:11 AM

Dfg

Screen Name Redacted

1/23/2024 04:26 PM

Yes. People need accommodation and is affordable.

Screen Name Redacted

1/23/2024 05:43 PM

Not required. Some people are willing to forego a parking space for lower rent and this should be accommodated. We have lots of transportation options available outside of owning a car.

Screen Name Redacted

1/23/2024 07:25 PM

No parking required; takes a lot of space and there's no reason to require it if someone doesn't want it

Screen Name Redacted

1/24/2024 07:05 AM

Yes, and parking should be planned such that properties do not become fully paved with parking lots. We need to give consideration to neighbours who do not want renters in homes surrounding them.

Screen Name Redacted

1/24/2024 08:25 AM

Maybe not for 2 units but any more should require 1 parking spot per unit

Screen Name Redacted

1/24/2024 12:50 PM

If properties are within a 5-10 minute walk of a Light Rail Station, or similarly-critical transit option (which GRT buses may not be), they should not, or landlords should need to provide a realistic, alternate parking plan. If properties are farther away than this, occupants most-likely require* motorized vehicles to get to work, get groceries, drop

off at schools or daycare, etc. Those vehicles would need to be stored somewhere, and if not in the driveways (or parking lots), of the properties, they will be parked on the streetside, at the ends of cul-de-sacs, or in other areas that frustrate other residents. I think this could generate more pushback for the *perceived* challenges it poses, from residents who have concerns already. *: it could be argued that bicycle or e-bike transportation is a viable alternative to owning a car, but as a 4-seasons cyclist, I do not believe that this is currently true or feasible for any areas beyond the catchment areas of the Iron Horse and Spurline trails. One additional candidate would be the Homer Watson Multi-Use trail, but from my understanding it's not sufficiently connected to the downtown core or enough other places of work.

Screen Name Redacted

1/24/2024 12:57 PM

Clarification to my submission from 12:50pm, Wed Jan 24th * I saw in my response that I'd written that "if properties are within 5-10 mins, they should not require parking, or the landlord provides a viable alternative..." The landlord-provided alternative was meant to apply to properties that SHOULD require parking, not ones that should not.

Screen Name Redacted

1/25/2024 11:07 AM

Absolutely not. Many folks don't have a car, particularly those on transit lines/in more walk-able/bike-able areas. The parking requirement is 100% old-fashioned and is purely to appease NIMBY-ers who don't want cars parked on the street. Rely on appropriate street parking by-laws and move on. We don't want to encourage car-centric living.

Screen Name Redacted

1/25/2024 12:42 PM

No. Let the owner/developer decide parking requirements. Mandating parking is short sighted and counter productive of what intensification brings to a community.

Screen Name Redacted

1/25/2024 03:48 PM

In areas close to frequent transit I think this should be optional, otherwise I believe spot per unit should be required. Those required spots should be designed with an available EV charging port if the intent of the ADU is to be rented.

Screen Name Redacted

1/28/2024 08:28 AM

yes-- in a non-walkable area car is essential

Screen Name Redacted

1/28/2024 10:27 AM

Yes and no. There should be some parking options available for these types of residences, whether that's on site, or on street. However, I don't feel every unit needs parking. We should transition to less

parking as a model for development with strong public transit and walkable neighbourhoods. But we also need to recognize some people in these unit will need to travel to location not easily accessible by foot or transit (or bicycle). So, therefore, some parking, but not parking to cover all units is a good balance I think.

Screen Name Redacted

1/29/2024 10:08 AM

It is OK to park on city streets for unlimited time in residential areas (except in snow emergencies which could be done on the odd numbered side of streets followed by even numbered side of streets

Screen Name Redacted

1/29/2024 10:12 AM

NO. The tax revenue from these units should go towards our public transportation, bike and pedestrian infrastructure. We NEED to encourage less car dependency and having less parking is a way to force this.

Screen Name Redacted

1/29/2024 10:16 AM

Parking requirements should match those of other dwellings in the neighbourhoods. Dwellings in suburban areas will require parking to be functional for the tenants, whereas downtown dwellings may not.

Screen Name Redacted

1/29/2024 10:18 AM

Yes and no. It's a tough balance, because if the tenants do not drive/do not have cars there is wasted space if there is a minimum parking requirement. Conversely, if there is little to no minimum parking requirement but all the tenants have cars, there may be impacts on the surrounding streets. I like the option of not having parking minimums so more homes/properties can be easily retrofitted without the potential barrier of providing parking, but then this might mean more leniency with on-street parking by-laws, may need to establish more street permits throughout the city.

Screen Name Redacted

1/29/2024 10:22 AM

yes. Otherwise we will end up with vehicles parked on front lawns, boulevards and sidewalks more than they do now.

Screen Name Redacted

1/29/2024 11:18 AM

Yes . Adequate parking is essential at 1 car per sleeping unit. Currently a detached home usually has up to 2 parking spots per house to a max. of 4 for a double car driveway at double depth. Additional occupancy rentals means additional car(s) parked on the street not withstanding seasonal parking restrictions/ bad weather restrictions.

Screen Name Redacted

1/29/2024 11:23 AM

Yes, I think parking in a must. My concern is the front yards are being used as a parking lot. So much for drainage. I thought there was a

bylaw regarding how much property can be parked on? I think this will make neighbour hoods look like trash city!

Screen Name Redacted

1/29/2024 11:24 AM

There should be no parking minimums for adding more units to an existing property. Parking minimums artificially subsidize parking spaces and driving since they represent a floor on the available space for cars. Housing is the least free of all markets and we need to stop artificially distorting it as much as we can. One of the best ways to do that is to stop having parking minimums. Making housing available that doesn't automatically come with parking is a great way to offer lower price tiers of housing. Not everyone needs or wants to drive and should be able to acquire housing that doesn't have parking so they can maximize the savings of going car free. Those who choose to drive should pay more for housing that has parking associated. If people building additional units want to include parking because they think it will attract higher rents they should be free to do so. If people want to skip some or all parking to get a 4th unit in instead of 3 they should be free to do that. The city should not impose a minimum the forces everyone to make the same choice.

Screen Name Redacted

1/29/2024 11:26 AM

Absolutely. Street parking, particularly in subdivisions, is already a serious problem. The crowded streets are dangerous.

Screen Name Redacted

1/29/2024 12:19 PM

I don't think they should be required to have parking, because that further encourages car-dependent urban development. The city should think about what infrastructure changes are needed to reduce car-dependency (think walkable cities), and commit to supporting and investing in such infrastructure in neighborhoods most likely to be impacted by the 4-units project. The landlord can consider parking, but it shouldn't be a requirement.

Screen Name Redacted

1/29/2024 12:35 PM

Absolutely, look at green valley drive, even in the winter when parking is not allowed. Stiiil and over flow of vehicles, why is that? Why not tow them so they get the message.

Screen Name Redacted

1/29/2024 12:45 PM

They should not be permitted in existing neighbourhoods. If they were then each until should have parking. The streets are narrow and residents should not be further impacted by having multiple vehicles parked on the streets.

Screen Name Redacted

1/29/2024 01:12 PM

Yes parking is required. We are not yet with technology that will change this requirement.

Screen Name Redacted

1/29/2024 02:01 PM

I think that such requirements should exist, if anywhere, only where the area is not well-served by the transit or active transportation network and where staff believe excessive amounts of on-street parking are likely to result. If in doubt, it should be left to the property owner to determine whether including parking on their property is necessary to attract a tenant or otherwise make the additional unit useful.

Screen Name Redacted

1/29/2024 02:55 PM

Yes, Waterloo Region does not score high on walkability and transit can be very inconvenient outside of a few core areas (and I say this as someone who exclusively takes transit and walks). Many people need to drive to their places of work, appointments, etc. Also, the city of Kitchener does not allow street parking during the winter, so if someone was living in a unit without parking and had a car - what would be their options? Every unit should have at least one parking spot required.

Screen Name Redacted

1/29/2024 03:16 PM

No. If people require parking, they will simply choose a rental unit that offers parking. Parking adds a cost to the construction of units, and often looks terrible (esp. when there is more of it). The City and Region have long-term plans for a more sustainable city, and it seems that parking minimums are at odds with these plans.

Screen Name Redacted

1/29/2024 03:30 PM

No, parking is a luxury. However, there needs to be enforcement on the number of vehicles parked and where they are parked. Having multiple units on a property isn't the only reason for excessive vehicles, I live next door to a single detached where one person lives and he has 5 vehicles parked on his property. Bylaws restricting parking are what is required, a person renting a unit without parking should know that going in and plan to use public transit/other means.

Screen Name Redacted

1/29/2024 03:44 PM

Yes. If parking is not required, streets will become unsafe because of vehicles parked on streets, etc. In addition, only streets with sidewalks on both sides should be considered for 4 units to keep pedestrians safe.

Screen Name Redacted

1/29/2024 03:51 PM

Definitely not. First off, parking minimums are something we should be moving away from, they increase the cost of homes that might not need them and fly in the face of the city and region's plans for more walkable communities. Most importantly, for 2-4 unit infill, parking minimums (when combined with existing regulations like setbacks) will just end up disqualifying many properties that would have been a

great fit. If adding units to a lot requires adding parking, and there's no economical way to add both units and parking without running afoul of other bylaws, then these additional units won't get built at all.

Screen Name Redacted

1/29/2024 03:57 PM

That is a tricky question. If there is insufficient parking, the street gets crowded with cars. But Greater restrictions on street parking will be a problem for everyone. Ideally, people will take transit or walk more. But I have a car and my own parking. That is a huge privilege.

Screen Name Redacted

1/29/2024 04:33 PM

yes but minimal

Screen Name Redacted

1/29/2024 05:05 PM

Depends how close they are to transit routes. Closer they are to Transit, the less a parking space is required.

Screen Name Redacted

1/29/2024 05:05 PM

I don't believe that there is a "one size fits all" answer to this question, since the number of parking spots is dictated by lot size, road access & traffic implications, site drainage, damage to the tree canopy required to meet parking requirements, and easements & utilities access / piping.

Screen Name Redacted

1/29/2024 05:11 PM

if they do there needs to be ample driveway space for winter parking

Screen Name Redacted

1/29/2024 06:10 PM

Yes. I live on a street with narrower lots and the road is always full of parked cars which in my opinion is a safety issue. Not have parking on the lots with multiple units would increase the amount of street parking.

Screen Name Redacted

1/29/2024 06:28 PM

Yes absolutely! Most of the 2 dwellings in our area have at least 4 cars some of them 5 cars which causes renters parking on the front lawn as well as cars spilling out into the streets. Need for parking has dramatically increased I our neighbourhood as current public transport system is not adequate. I support higher density living but I would also like for there to be governance requiring land owners to provide enough parking for their renters. Ideally we also increase infrastructure for public transit but I understand that will take a longer time to improve. Basic parking requirements would be good interim fix.

Screen Name Redacted

YES. We are already dealing with cars parked on boulevards on the

1/29/2024 08:24 PM

road on the grass of the property.

Screen Name Redacted

1/29/2024 08:56 PM

Yes I think these building need to require parking otherwise the neighbours will be affected by cars parked on lawns, partially in front of their driveway which is happening all too often now.

Screen Name Redacted

1/29/2024 09:00 PM

I think it should be up to the owner and how close the property is to bus stops/transit, and of course the layout that best maximizes the land to keep it functional and fitting in with the neighborhood

Screen Name Redacted

1/29/2024 09:03 PM

Parking must be included, we cannot become another GTA , Mississauga on street parking twenty four seven. Including commercial trucks

Screen Name Redacted

1/29/2024 09:35 PM

Yes to having off street parking. Otherwise, road become congested with parked cars.

Screen Name Redacted

1/30/2024 06:12 AM

No requirement. If the lot can support some parking, then that can be the homeowner/developer's prerogative to add or not. Otherwise, requiring parking can be the difference between a lot being able to support additional units or not. Parking takes up SO MUCH surface area on lots. It's unlikely many lots in Kitchener can support 1:1 parking ratio, stormwater requirements, landscaping, and maybe a tree plus setbacks. I also think, if you require parking, it's going to push people to only consider adding more units if it's new development. This should be also be encouraging to folks who don't/can't afford to tear down, but work with the existing building they've got! Additions, ADUs, etc. This is a no brainer to me. Remove parking requirements.

Screen Name Redacted

1/30/2024 07:39 AM

Depends on location and proximity to public transit. Parking should be available in residential neighbourhoods. Lang Cres is a good example of large lots that could accommodate increasing the number of units/dwellings. There are no sidewalks on Lang Cres. Adding more cars to street parking would make walking there more dangerous and more difficult for snow removal.

Screen Name Redacted

1/30/2024 08:12 AM

Yes, particularly in suburban areas where cars are, and will continue to be, the primary means of transportation.

Screen Name Redacted

1/30/2024 08:28 AM

I would really prefer to not require parking, but that might just push parking out onto the street. I'd really like to see more investment in public transit and the walkability/bikeability of neighbourhoods, so that it's more viable to not need a car. In that kind of neighbourhood, I'd definitely like to do away with requiring parking.

Screen Name Redacted

1/30/2024 09:00 AM

Yes, because even though the ministry wants to "go green" this municipalities transit is not great, everyone knows if you live here you need a vehicle to get anywhere timely.

Screen Name Redacted

1/30/2024 09:25 AM

Properties with 2-4 units should not be required to have parking for each unit if they are on a transit line (bus or ION). A unit without parking would need to be marketed as such, and would be at a disadvantage. Forcing a requirement for parking spaces which may not be used is adding an additional layer of complexity and reducing space which could be utilized for dwelling or green space on a lot.

Screen Name Redacted

1/30/2024 09:55 AM

Yes parking should be a definite requirement for any conversion of property use, one space minimum per unit for additional units added. On street parking always generates complaints and abuse, the reality of expecting those to 'reduce' their car use is not always achievable. Our area is rapidly growing and access is a primary generator of new residents here, if we had all amenities and work places walkable distance this may change but not realistic. With Ontario such a large province, to get anywhere you need to literally drive there out of town, so the focus should not always be 'public transit, walking and cycling' there is more than just local in this world.

Screen Name Redacted

1/30/2024 10:43 AM

ABSOLUTELY!!!!

Screen Name Redacted

1/30/2024 12:04 PM

No they shouldn't. In my triplex, over the years there have been times that I am the only one with a vehicle -- the other two units ride bicycles. I put up a secure bike shed so they could store their bicycles. I have had tenant applicants who have requested for two parking spaces which I have refused because I don't have the parking space. We need to encourage more reliance on public transit, walking and bicycling.

Screen Name Redacted

1/30/2024 12:55 PM

Yes, because parking on the street creates hazards for children. I am on Huber Street and it seems to be used as a high speed short cut.

Screen Name Redacted

1/30/2024 02:18 PM

No because lots of people can't afford a car - requiring parking increases costs but may not benefit them. We do need good parking enforcement so that streets don't become difficult to navigate due to illegally parked vehicles

Screen Name Redacted

1/30/2024 04:55 PM

Yes. Likely renters will work across the region or beyond and public transit is not meeting that need. But I would not make it a deal breaker.

Screen Name Redacted

1/30/2024 05:23 PM

Yes! It is already challenging during the winter months to drive down streets that are full of parked vehicles. It becomes a safety issue for pedestrians and for the ability of plows to do a proper job. It clogs up streets for EMS and Fire. They can barely get down our street where there is a group home that often has staff parked on the street. Plows and garbage trucks have had to back out of our street.

Screen Name Redacted

1/30/2024 07:42 PM

Depends on distance to local transit. However, one parking spot per unit - on average, should be adequate.

Screen Name Redacted

1/30/2024 08:14 PM

Yes, so the streets won't be full of parked cars

Screen Name Redacted

1/30/2024 09:31 PM

Yes, parking should be available for all units. In addition, street parking should be carefully monitored and enforced by bylaw officers. Street parking should not be considered a permanent parking solution for rental units. Street parking should never be allowed overnight in the winter.

Screen Name Redacted

1/31/2024 08:51 AM

No, parking should be provided at market rates. Tenants who do not use it shouldn't be forced to pay 500\$/mo for it, which is what is currently happening.

Screen Name Redacted

1/31/2024 12:49 PM

No, there are many residents who do not need to make use of a car. The city and region have invested in improving active transport and transit and should encourage densification in neighbourhoods located near employment and amenities. Concerns raised about street parking can be addressed through better street design and enforcement. Our household of 4 has a single car and uses e-bikes and transit to fill as many trips as possible. This can be the case for others. An excess of parking would actually make me less interested in 2-4 unit housing, as I would prefer properties with room for natural yards or simply more housing space.

Screen Name Redacted

1/31/2024 09:10 PM

Yes they should be required to have parking. In the winter when there is a snow event where would these cars be parked if the properties did not have parking. The street is for guests to park not people living in properties. The streets would be too crowded if parking was not mandatory.

Screen Name Redacted

2/01/2024 10:29 AM

Absolutely, their should be at least one space per residential unit. In the suburbs, public transportation is not enough, one needs a car. Mostly, everyone needs a car in Canada. Distances too great and general lack of public transportation. Need for parking is a major issue in itself which city development planners are totally ignoring. Developers love city staff, they save at least \$60,000 per space which goes directly into their pockets.

Screen Name Redacted

2/01/2024 01:52 PM

Parking should not be required, IF transit options can be sufficient to meet demand.

Screen Name Redacted

2/02/2024 08:30 PM

In my view, the requirement for properties with 2 to 4 units to have parking is unnecessary and could be reconsidered. This opinion is based on two primary reasons. First and foremost, there seems to be no justifiable reason for imposing such a requirement, especially when considering the existence of other regulations such as minimum lot size, walkway requirements, and maximum lot coverages. These existing measures already address concerns related to space, accessibility, and overall lot usage. Secondly, the current parking requirement has led to the need for numerous minor variances. This suggests that the regulation imposes an unnecessary burden, particularly on smaller lots in downtown areas where the development of properties with 2 to 4 units is often desirable. The variances indicate that the existing parking requirement may not align with the practicalities and needs of these specific locations. Therefore, I believe it would be beneficial to reevaluate the necessity of mandating parking for properties with 2 to 4 units, considering the redundancy of the current provision and its potential hindrance to desirable developments, especially in smaller lots near downtown areas.

Screen Name Redacted

2/03/2024 02:16 PM

They should either have no parking space required, or parking for up to half the units, especially when these properties are located within easy reach of public transit, street parking or city lots.

Screen Name Redacted

2/03/2024 03:58 PM

Yes, the properties should have to prove that they have enough driveway space for parking for each unit. Because if not, there will be a huge influx of people parking on the streets in these neighborhoods. This is concerning because increased street parking creates difficulty with clearing snow, and increases danger for bikers and pedestrians. It decreases visibility for drivers which could result in bikers and pedestrians getting hit.

Screen Name Redacted

2/04/2024 08:21 PM

Only two unit properties should have parking and that parking should be limited in size. Aren't we supposed to be promoting public transit use and active transportation? I see even single unit properties expanding driveways (legally and otherwise) to accommodate more and larger vehicles - everyone who can drive has a car, SUV and/or truck, plus maybe a trailer, camper or boat. The more units are added to a property, the more potential vehicle users are being added. Too many streets are beginning to look like parking lots as it is. It's especially bad when street parking is allowed. People park their vehicles on the road (legally and otherwise) while the driveways are empty.

Optional question (74 response(s), 6 skipped)

Question type: Essay Question

Q6 | What opportunities and benefits do you see as more properties include up to 4 units in our community?

Screen Name Redacted

1/21/2024 01:43 PM

It is critically important to challenge the need for or inevitability of continual growth. Gentle intensification of residential areas has to be preferred over intensive, i.e. high-rise, developments or low-density sprawl that destroys essential and irreplaceable farmland and natural areas. It may also be a way of keeping at least some of the rental housing stock out of the hands of greedy real estate trusts.

Screen Name Redacted

1/22/2024 05:45 PM

None whatsoever. Kitchener is turning into no plan of where larger homes are going to go. You can't just change an existing neighborhood with no consideration to the existing neighbours who are tax payers. Maybe we are as big as we are supposed to be. People that live in Owen sound have had almost no growth and very little good farm land

Screen Name Redacted

1/22/2024 11:52 PM

More intense neighbourhoods resulting in additional retail and more "eyes on the street" resulting in a safer community.

Screen Name Redacted

1/23/2024 09:02 AM

I don't think it's beneficial at all

Screen Name Redacted

1/23/2024 09:35 AM

blah

Screen Name Redacted

1/23/2024 11:11 AM

Dgg

Screen Name Redacted

1/23/2024 04:26 PM

Community housing

Screen Name Redacted

1/23/2024 05:43 PM

Homes are expensive. This can help spread the cost. Aging parents can have a place to stay close to family. Helps add density without sprawl.

Screen Name Redacted

1/23/2024 07:25 PM

More housing for people

Screen Name Redacted

1/24/2024 07:05 AM

Very few, honestly. We already allow ADUs in most properties; I believe increasing to 4 per property is a mistake. Properties will become poorly managed and maintained and will become all parking and hardscape. I do not support 4 per property.

Screen Name Redacted

1/24/2024 12:50 PM

1. Reduced costs of rent & housing prices via increased supply of rental units, and increased income opportunities for current or aspiring homeowners
2. Increased densification, and reduced growth of suburban sprawl, which can (ideally): -- reduce the City's long-term cost per resident for utilities and infrastructure -- allow more people and families to live their lives while relying on 1 (or ideally zero!) cars -- keep more viable farmland in Waterloo Region, which is not simply a Subdivision-in-Waiting

Screen Name Redacted

1/25/2024 11:07 AM

More affordability, multi-generational living, supportive living for family with disabilities, seniors being able to stay in their homes/stay with family (out of retirement homes), more options for consumers, more vibrant communities, gentle intensification, getting away from urban sprawl. Honestly the list is never ending...

Screen Name Redacted

A more diverse group of inhabitants.

1/25/2024 12:42 PM

Screen Name Redacted

1/25/2024 03:48 PM

Creating more middle density areas will improve use of existing municipal services, and obviously create more housing. Transit and active transportation will be used more in denser areas and therefore hopefully regional transit and active transportation will improve (with regards to frequency and infrastructure) as more usage increases.

Screen Name Redacted

1/28/2024 08:28 AM

wealth transfer, get rich quick schemes

Screen Name Redacted

1/28/2024 10:27 AM

I would imagine local small business would benefit from more residents in proximity. There would also be less demand on expanding out so we can preserve the excellent farm lands in the region as well as natural spaces. Could also benefit schools if more families could live closer to schools and less buses are needed. Could also provide opportunities to include affordable rental housing, and disperse renters around the city rather than concentrating them in specific areas. One note, I think of older neighbourhoods in the city (think Central Frederick, Auditorium, etc), where small apartment complexes are a common sight mixed into quite back streets without any disruption or concerns. So I don't see how these 2-4 unites being proposed would significantly different, while offering more density to our growing city.

Screen Name Redacted

1/29/2024 10:08 AM

Provide much needed housing. Provide housing for increased population growth. save farm land

Screen Name Redacted

1/29/2024 10:12 AM

More available housing, no sprawl, better usage of existing infrastructure

Screen Name Redacted

1/29/2024 10:16 AM

Increased density leading to lower housing costs and more sustainable development.

Screen Name Redacted

1/29/2024 10:18 AM

Diversity/range of housing types. Able to house more people and potentially lower rent because of increased supply. More people get to live in low-rise neighbourhoods or wherever they want, as opposed to the only option being dense, high-rise areas .

Screen Name Redacted

1/29/2024 10:22 AM

great for investors and speculators not good for resident owners

Screen Name Redacted

1/29/2024 11:18 AM

3 units is detrimental to housing in my area but 4 units would be CATASTROPHIC in areas of detached homes. Single high value housing areas don't seem to be under attack as other neighbourhoods.

Screen Name Redacted

1/29/2024 11:23 AM

I really do not see any opportunities or benefits to putting up to 4 units on a property. I can not believe that the city is allowing this, is our drainage going to be affected, how will our sewers handle from a single family dwelling to a 4 unit dwelling?

Screen Name Redacted

1/29/2024 11:24 AM

There is a huge opportunity to add infill density without radically altering neighbourhoods and 4 units per lot is a great way to do that. We do need to be far more flexible with the height and setback requirements than the existing 3 unit requirements. I looked into building an ADU with an architecture firm and the size limits made it basically impossible. The resulting unit would be so small that no one would want to live in it. My lot should be perfect for an ADU. I live on a busy street (Lancaster) within 20m of a bus stop. My backyard is a blank wall of an apartment building (no windows). And yet the current rules are so restrictive it makes no sense for me to invest in an additional unit. Setbacks need to be flexible and allowed to be smaller with various methods to increase fire resistance. Building heights need to allow for actual practical living units, not 320 sq ft prison cells. Variances to adapt to the specific lot and situation need to switch from needing to prove the case to being permitted by default unless someone directly affected can demonstrate a material issue. Finally only directly adjoining neighbours should be able to object to plans, with a prescribed adjudication/mediation method and standard compensation for disruption. The rules should also incorporate Transit Oriented Development, with lots near existing transit routes given more leeway on setbacks and heights.

Screen Name Redacted

1/29/2024 11:26 AM

This will create some housing opportunities, but it is very short-sighted and the cons far outweigh the benefits.

Screen Name Redacted

1/29/2024 12:19 PM

Increased financial value from the same amount of land. Potential for more affordable housing and supply reduces demand.

Screen Name Redacted

1/29/2024 12:35 PM

The post secondary institutions can then bring in more students to increase their revenue. No jobs, no housing, but hey, they get money and that is what it is all about.

Screen Name Redacted

This will benefit contractors and real estate developers and harm

1/29/2024 12:45 PM

communities by increasing density.

Screen Name Redacted

1/29/2024 01:12 PM

Yes many changes will happen, financial gain for many that buy and change land use, overall for people that want to live in nice neighbourhoods with great neighbours will loose that ability

Screen Name Redacted

1/29/2024 02:01 PM

Including more of these units has the potential to add much-needed housing supply relatively quickly, without requiring a massive expansion of the urban boundary, street grid, or other municipal services. This increased density might also make more frequent transit service, more density of service and retail businesses, etc. viable, especially for neighborhoods near the downtown core or transit spine. These additional units are likely to, like multiple-dwelling housing in general, have less of an adverse effect on both environmental impact (e.g., CO2 emissions) and the cost of providing city services.

Screen Name Redacted

1/29/2024 02:55 PM

I like the idea of neighbours and community that would come with this kind of living. Also, we need more housing and quickly! I feel like many property owners, not just developers, may be interested in turning their properties into 3-4 units. We need more smaller apartments to drive down the unattainable price of bachelor and 1-bedroom apartments in the city.

Screen Name Redacted

1/29/2024 03:16 PM

More neighbours. I'll add that I'd like to see commercial units permitting in more locations, so that more neighbourhoods contain more amenities.

Screen Name Redacted

1/29/2024 03:30 PM

Better land use, increased ridership on transit, less urban sprawl. Increased amenities in the down town to serve increased residents.

Screen Name Redacted

1/29/2024 03:44 PM

Poor urban planning by the city is being dumped on home owners so the only benefit is to the city.

Screen Name Redacted

1/29/2024 03:51 PM

We have so many great, walkable neighbourhoods - particularly in the core - with old 2-4 unit buildings that are now illegal to make today. This city desperately needs infill, particularly small size, missing middle stuff. Allowing for these units to be built will increase overall housing stock, lowering prices, rents, and helping to address homelessness in the region. Additionally, if we only allow MDUs in the form of condo towers, family sized units will continue to dwindle in

number. That will continue to push young families out of Kitchener entirely. Denser infill also makes for better neighbourhoods that have lower per-family infrastructure costs and a lower carbon footprint.

Screen Name Redacted

1/29/2024 03:57 PM

More neighbours, diversity, perhaps more amenities to support the increased population, better transit service.

Screen Name Redacted

1/29/2024 04:33 PM

more affordable housing and density

Screen Name Redacted

1/29/2024 05:05 PM

It's a much better use of land and ensures there are more rental units available in my neighbourhood. It can also help people afford their own homes if there are additional units whose rent can help offset mortgage costs and taxes.

Screen Name Redacted

1/29/2024 05:05 PM

I think that the theory is that higher densification of properties will provide for more homes at (presumably?) lower or more affordable rates. While I can see this being the case for "new builds", it's not clear to me that adjusting pre-existing neighbourhoods is a wise choice for our city.

Screen Name Redacted

1/29/2024 06:10 PM

I don't see any benefits other than increasing the housing availability.

Screen Name Redacted

1/29/2024 06:28 PM

Ideally this will force street and public transport infrastructure to improve as there will be more traffic and higher population density. I would like to see more pedestrian only or pedestrian/bike only routes in downtown kitchener. Increase in population density will hopefully bring more businesses to the area and improve economy. Increase in population density will hopefully bring more art and cultural events to the area Increase in units will hopefully broaden the range of affordable units. Especially adding units minimum wage workers can afford (\$2650 pay a month for minimum wage means units should ideally be max \$900 a month to be affordable)

Screen Name Redacted

1/29/2024 07:18 PM

Easier to have access to amenities without having to drive.

Screen Name Redacted

1/29/2024 08:24 PM

none- our community was never designed for this methodology!

Screen Name Redacted

1/29/2024 08:56 PM

I don't see the benefits squeezing more people in places that had often at the most five people including children. Now I am seeing new Canadians with 12 people in a house. This affects the neighbour and not for the better.

Screen Name Redacted

1/29/2024 09:00 PM

Fewer highrises that bring it more congestion, affect bird migration and the flight path, not to mention the shadow impacts. Many old properties have huge backyards and front yards, if we allow for additional houses, with the same height on the property, it would definitely help. Maybe there should be incentives for people to build. Kind of like the first time homebuyers where u can use RRSPs for financing or something like that.

Screen Name Redacted

1/29/2024 09:03 PM

These units will only lead to a more inclusive and viable city and it's neighborhood

Screen Name Redacted

1/29/2024 09:35 PM

Provision of more rental properties.

Screen Name Redacted

1/30/2024 06:12 AM

Neighbourhoods will still feel and look like neighbourhoods. Allows homeowners to have multi generational living or act as a mortgage helper. In theory it can democratize housing development.

Screen Name Redacted

1/30/2024 08:12 AM

It may, in time, reduce rental costs due to increased availability. It will also help offset ongoing purchase costs by allowing for an additional revenue stream. It is also an opportunity for older adults to age in place by developing shared accommodation with family members.

Screen Name Redacted

1/30/2024 08:28 AM

I like seeing more density, particularly in existing neighbourhoods that only have single family homes. This allows more people to live in areas close to existing downtown/uptown areas instead of pushing them to newly built suburbs on the fringes of the region.

Screen Name Redacted

1/30/2024 09:00 AM

?

Screen Name Redacted

1/30/2024 09:25 AM

Increase housing without additional sprawl. Maximize our housing within existing neighborhoods and keep people living in the older areas. Increasing to 4 units will also shift the economics of renovation and building to a more realistic scenario: input cost of properties is still high, need to have more units to make the dollars make sense if

looking for additional infill development.

Screen Name Redacted

1/30/2024 09:55 AM

I think the tax base for these units should account for these enhancements and additional fees reviewed. Opportunities for community to grow in various areas rather than all in a new area or highrise DTK condos which are small and not able to accommodate families. Benefits - community can adjust and center programs enhanced for our growth and improvements to community parks/trails/neighbours day expansions to celebrate.

Screen Name Redacted

1/30/2024 10:43 AM

NONE!!!!!!

Screen Name Redacted

1/30/2024 12:04 PM

I have a large back yard where I could build/install at least one ADU (Accessory Dwelling Unit). If not for City permitting requirements which add dramatically to cost, I would have built one several years ago. Why does a 350 sq ft tiny home need to have R40 in the walls and R60 in the ceiling and be built to the same standards as a new build? Unless you install an HRV (Heat Recovery Ventilator) the occupants would be starved of oxygen because the dwelling volume is so small! This is a dramatic example, but my point is couldn't we have different regulations for "tiny homes" so they could be built for less than \$150,000-200,000? There are so many creative ways that could be explored for this category of dwelling so people would be encouraged to build them and we would actually stand a chance at achieving our goal of "an additional 35,000 homes by 2031". I would appreciate being part of that conversation.

Screen Name Redacted

1/30/2024 12:55 PM

I see opportunities for absent landlords to pad their pockets, and for the city to enlarge its tax base. For the average person, no benefits. Please don't insult my intelligence with lip service to "affordable housing " It does not exist on the open market.

Screen Name Redacted

1/30/2024 02:18 PM

More affordable housing, more density so there's better transit

Screen Name Redacted

1/30/2024 04:55 PM

Lots of community interaction -- neighbourhood BBQs etc.

Screen Name Redacted

1/30/2024 05:23 PM

It depends on where this is happening. It is the demise of the sense of community. Usually units like this are transient in nature. There is little to no sense of ownership. If these units are on major transit routes there could be benefits to people have accessibility to

amenities/work or school, These units do not fit into small crescents or cul de sacs

Screen Name Redacted

1/30/2024 07:42 PM

Decrease the amount of land currently wasted on single home properties. Will allow friends/family to live close by without living on top each other 24x7

Screen Name Redacted

1/30/2024 09:31 PM

Potential alleviation of rental housing shortages and reduction of the high cost of rent.

Screen Name Redacted

1/31/2024 08:51 AM

Increased density means better, more complete, neighbourhoods.

Screen Name Redacted

1/31/2024 12:49 PM

Most critically - faster expansion of the available housing supply and densification of the areas surrounding downtown, high density areas. This is particularly relevant for family scale housing that may not be easily integrated or marketed for condo developments. When looking for our home, we would have actively considered well designed and located multi-residential properties near key transit locations. Unfortunately, this intermediate form is mostly absent from our housing stock.

Screen Name Redacted

1/31/2024 08:00 PM

none whatsoever

Screen Name Redacted

1/31/2024 09:10 PM

I see no benefit as 3 Plex is more than enough for one property to be able to handle. What about garbage for the additional cost units ? Also with more population growth transportation, health care and transportation are also strained.

Screen Name Redacted

2/01/2024 10:29 AM

This idea is really not necessary given all the virgin lands still available to build on as well as the vacate spots all over the city ie. former petro locations.

Screen Name Redacted

2/01/2024 01:52 PM

Huge cost savings benefit to those renting, and young families.

Screen Name Redacted

2/02/2024 08:30 PM

Expanding the inclusion of up to 4 units in our community presents significant opportunities and benefits. As a lifelong resident of Kitchener, my family and I are keen on contributing to the vitality of our hometown. After thoughtful consideration of past by-laws, I

propose adjustments to the Zoning By-law to foster this aspiration and extend similar opportunities to others. Eliminating Parking Minimums: This adjustment allows for more flexibility in property development. By approving lower parking ratios through 'unbundled' parking, developers can tailor parking provisions to market demands. Granting property owners autonomy in deciding whether to provide parking enhances adaptability, applicable city-wide, not just near LRT stations. Removing Lot Width Requirement: This step addresses redundancy in zoning regulations. With minimum lot size, walkway requirements, and maximum lot coverages already in place, the lot width stipulation proves unnecessary. Its removal accommodates diverse developments, particularly in smaller lots near Downtown, where the current requirement poses an unnecessary burden. Increasing Building Height to 4 Storeys: Allowing a 4-storey height provides enhanced design flexibility, aligning with efficient slab-on-grade construction. Uniform height for detached ADUs and primary dwellings supports a cohesive aesthetic and accommodates developments with up to 4 units. Permitting Units in Front Lot and Exterior Side Yard: Encouraging more efficient space utilization contributes to a dynamic and vibrant community landscape, fostering innovative development patterns. Seeking Justification for the 1.1m Walkway Requirement: Addressing this requirement is crucial, especially in older neighborhoods near Downtown. Requesting real-world analysis and engaging in a neighborhood walk with staff helps understand the implications and align this regulation with practical considerations. Removing the 50% Building Floor Area Cap: This adjustment promotes more balanced development, discouraging overbuilding of primary residences and ensuring equitable size standards for detached ADUs across all lots. Permitting Severances: Allowing lot severances where easements for access can be secured is a financially viable solution. Assessing reasonableness at the time of severance without necessitating an OPA/ZBLA streamlines the process, fostering accessibility. In a time where mortgage struggles are prevalent, these adjustments not only align with the needs of our community but also lay the foundation for a symbiotic relationship where communities can thrive.

Screen Name Redacted

2/03/2024 02:16 PM

With greater density, it can be possible to create or rebuild neighbourhood communities, where people can enjoyably interact. Less land maintenance might benefit young single or career couples, as well as those starting families with two or fewer children. If well-maintained city parks, green spaces, or community garden plots are nearby, these can make up for the lack of large lawns or backyards. Above all, multiple-unit (up to 4) buildings on former single lots should be AFFORDABLE -- not "market affordable" that developers talk about, but INCOME affordable, costing no more than 30-35% of tenant's earnings.

Screen Name Redacted

2/04/2024 08:21 PM

We are in a climate crisis. Anything that limits suburban sprawl and protects natural areas and agricultural lands is necessary. Building inside city limits and building up is one solution. But only if done thoughtfully and within limits. We need to recognize that this is Canada and the majority of Canadians still dream of owning a single family house on a plot of land, not renting in a 4-plex or being cheek-to-jowl with their neighbours. I don't see that changing anytime soon. It's nice to think of this helping out multi-generational households. I recognize for many people in the city, this living arrangement is a cultural norm they want to maintain. If they have the means and the lot size to do so, this should be accommodated (within reason). Also, the population is aging and more and more the burden of caring for the elderly is falling on their younger relatives. So in theory things like in-law suites and granny flats would give seniors some independence while having free and caring support close at hand, at least for a certain time. There might also be an opportunity for younger members to have an affordable place to live while they save for their own, larger home (which, like most people, would ideally be a single family home with a sizeable lot). Unfortunately, I do not think these situations will be the majority of applications to add units to existing houses. The majority will come from investors who will not be living in the primary unit and may not even be living in the city.

Optional question (70 response(s), 10 skipped)

Question type: Essay Question

Q7 | What concerns do you have as more properties include up to 4 units in our community?

Screen Name Redacted

1/21/2024 01:43 PM

Space for gardens, flower beds, trees and other landscaping features will be lost to building footprint and parking which will fundamentally change the character of any neighbourhood with a significant amount of 4-unit redevelopment. Zoning requirements for 4-unit redevelopment should include measures to prevent the affected residential areas from becoming something resembling strip malls for housing.

Screen Name Redacted

1/22/2024 05:45 PM

Too much overcrowding. Most people that live here don't want to live in an over crowded city. There hasn't been enough thoughtful plan to growth and now just stick it anywhere and who cares what it looks like. Just jam them in.

Screen Name Redacted

That owners will simply use the Committee of Adjustment to get

1/22/2024 11:52 PM

approval to circumvent the front/side/backyard setbacks and increase the height ... there needs to be height restrictions based on the height of surrounding buildings. Infill and new builds should be required to replace trees cutdown due to construction - Toronto doesnt allow ADUs if trees need to be cut down.

Screen Name Redacted

1/23/2024 09:02 AM

Pressure on services, parking issues, shoddy development impacting on existing residents, units being too large for the space, noise from the concentration of families on one plot, changing the feel of residential areas, over intensification

Screen Name Redacted

1/23/2024 11:11 AM

Dfg

Screen Name Redacted

1/23/2024 04:26 PM

Loss of green space, parks, community gardens needed for health, gardens help with poverty.

Screen Name Redacted

1/23/2024 05:43 PM

Added vehicle traffic and street parking is often increased.

Screen Name Redacted

1/23/2024 07:25 PM

Literally nothing

Screen Name Redacted

1/24/2024 07:05 AM

Parking, poor maintenance and management, junky looking properties, limited storage for outdoor items thus things left in yards. Most homes and properites are too small to allow for well designed 4-units.

Screen Name Redacted

1/24/2024 08:25 AM

If you increase the density I have doubts that the city will be able to supply the services eg: police , health, reasonable on street parking , fire services and on and on. I also wonder if there will be a property tax reduction for the people who keep single family homes. After all is said and done there should a large uptake in tax collection from these multiple units while there will be a loss in value for those who just want a single family home if it's located with a 4 unit dwelling on either side.

Screen Name Redacted

1/24/2024 12:50 PM

1. That this program/initiative misses its mark of enabling Citizen Developers, and instead keeps a disproportionate amount of housing in the hands of already-advantaged landlords -- If the City is unable to provide resources (incl. how-to guides, but perhaps some forms of incentives) to individual homeowners to add units, there is a high

chance that this simply leads to new fourplexes being built into already-planned subdivisions far from the Core, or for existing single-family homes to be bought by developers, replaced by new-build fourplexes, and sold to landlords who do not live there, or have any interest in their tenants beyond providing MORE monthly income.

Screen Name Redacted

1/25/2024 11:07 AM

absolutely none aside from poorly thought out zoning/bylaw standards that make it nearly impossible for new builds/renovations. It's so ridiculous, Kitchener claims they want to increase housing and yet have massively restrictive building regulations, particularly in old neighbourhoods, where lot sizes are smaller. These are the neighbourhoods people want to live in!

Screen Name Redacted

1/25/2024 12:42 PM

None. The government needs to get out of the way and let developers do what is economically viable.

Screen Name Redacted

1/25/2024 03:48 PM

Constructing in difficult to access narrower backyards to build ADUs could be very difficult and potentially cause inconveniences for neighbours, and also the potential for damages.

Screen Name Redacted

1/28/2024 08:28 AM

Increased temporary residents decreases neighbourhood security and cohesion. The emergence of slumlords and those who will not familiarize themselves with the LTB.

Screen Name Redacted

1/28/2024 10:27 AM

Transit infrastructure will need to be reviewed after these start going in to ensure we have the capacity and frequency to make more density viable. Also, walkability in these neighbourhoods will need to be reviewed to ensure there are pathways, local businesses/destinations, and schools/parks/other infrastructure to again make the increased density viable. The tree canopy also need to be considered. I'm sure more density will mean the need to cut down some trees, but we should be careful to keep as many mature trees around in neighbourhoods as we can. They provide a very good positive impact on the feel, temperature, and environment of a community. Cutting mature trees down and replacing them with new young one is not a one to one substitute as they take forever to grow back in. So let's just keep the canopy in mind when organizing how this density comes in.

Screen Name Redacted

1/29/2024 10:08 AM

none, put them everywhere

Screen Name Redacted

1/29/2024 10:12 AM

That it has taken this long to look at this as a way to help with the housing crisis

Screen Name Redacted

1/29/2024 10:16 AM

Maintaining greenspaces and tree cover in neighbourhoods without impacting construction. Many new build dwellings completely destroy all tree cover on the lot.

Screen Name Redacted

1/29/2024 10:18 AM

Servicing, garbage, landscaping, and parking need to be carefully considered, but I think it'll work itself out. E.g. many of Toronto's older low-rise neighbourhoods have a diversity of units like duplex, triplex, etc. and while it can be cramped sometimes with finding parking, collecting garage, there is so much character and charm with having a lot of people in these tight-knit communities - more "eyes on the street"??

Screen Name Redacted

1/29/2024 10:22 AM

loss of trees, grass and shrubs etc. More pressure on our ageing infrastructure, turning the subdivisions into concrete ghettos

Screen Name Redacted

1/29/2024 11:18 AM

More occupants/renters (transients) with no sense of neighbourhood, property upkeep standards and groundskeeping standards. Particularly applies if the owner/landlord is absent. Neighbourhood appeal falls as more conversions occur and symptoms are more visible.

Screen Name Redacted

1/29/2024 11:23 AM

The city looking run down, ghetto like. Tell me how many family's out there do not have one car, than the kids stay home longer and before long each unit has 2-4 cars....really

Screen Name Redacted

1/29/2024 11:24 AM

I'm concerned transit frequencies are not sufficient to support people who want to live in a car-free or car-light way. Far too many bus routes are 30 minute frequency which is simply not enough to get around the city in a reasonable manner. We also don't have nearly enough separated bike infrastructure to allow comfortable cycling as a primary means of transportation.

Screen Name Redacted

1/29/2024 11:26 AM

I believe that these housing units will essentially be created slums. The properties most likely to take advantage of this are ones that are owned by developers, investment companies or landlords. This will further create generations of renters, which will primarily impact people of lower economic means. This will also create infrastructural issues. The communities where these will be built were not designed

with this in mind. There will be traffic issues, concerns around groundwater demands and other similar issues. For example, how will garbage pick up be managed? The current policy is 3 bags of garbage per household. Does this mean that if there are 4 units on a property that now means there can be 12 bags of garbage or is it still somehow 3? How is this enforced? I am fully supportive of creating more housing, such as building new apartment buildings etc., but this project seems very short-sighted and it will have longterm negative effects.

Screen Name Redacted

1/29/2024 12:19 PM

So. Much. Concrete. Looking at the proposal what struck me the most was the loss of green space for housing. Not all green space is created equal, but it's so important for humans and other species to have natural areas to be in. Forget parking, what ecological requirements will this plan contain? For every mature tree removed to make space for housing, how will we recoup that ecological loss?

Screen Name Redacted

1/29/2024 12:35 PM

Read the comments above, pretty clear

Screen Name Redacted

1/29/2024 12:45 PM

This will change the composition of older neighbourhoods. The frontage of many lots is not sufficient for larger units. These will likely be rentals and may detract from the community of many of our neighbourhoods. The place for density housing is high rise buildings in the downtown core. Not in established neighbourhoods where this will detract from the peace and quiet and potentially impact upon the green space in a negative manner.

Screen Name Redacted

1/29/2024 01:12 PM

These changes will result in junky places to live that are now possible to really enjoy. Have a look at locations in Waterloo that have homes taken over already. The loss of pride and maintenance of homes in nice neighbourhoods will result.

Screen Name Redacted

1/29/2024 02:01 PM

On the whole, I think the housing crisis in Kitchener comes before most concerns I might have, so I think my concerns are mainly that the city might not remove as many obstacles as possible to the success of this effort. The city should proactively identify areas where the planning/building process can accelerate such developments where they make sense, and include supporting the expansion of the housing stock in how the city prioritizes, e.g., any changes to add/upgrade connections to municipal services, regional plans for transit service, etc. Perhaps the city could even identify neighborhoods or streets where existing infrastructure (electrical, water, roads, transit, etc) can already support more units and

encourage such development/improvements there (e.g., through making that information available to the public; providing blanket, simplified or expedited approval; waiving or reducing municipal charges; etc.).

Screen Name Redacted

1/29/2024 02:55 PM

I think there should also be some rules around how these type of properties should be built - since people will be living so closely with one another. For example, it should be mandated to have an exhaust fan above stoves and in bathrooms. Also, walls should be insulated between units and any mandated precautions to prevent outbreaks of rodents or bugs. It should be illegal to build apartments with paper-thin walls and all landlords should equip their units with working fire extinguishers.

Screen Name Redacted

1/29/2024 03:16 PM

None. This is a preferable approach to growth.

Screen Name Redacted

1/29/2024 03:30 PM

Ensuring they are properly planned for from an infrastructure servicing perspective, as well as transit and other active transportation methods.

Screen Name Redacted

1/29/2024 03:44 PM

Parking Drop in property value of nearby single detached homes. Garbage collection issues Property maintenance issues (absentee landlords) Streets with single detached homes are not wide enough for the increased traffic. Reduced number of trees i.e. trees cut down in neighbourhoods

Screen Name Redacted

1/29/2024 03:51 PM

If the city is not careful, this law will be a change in name only. The city should make sure to review other relevant zoning regulations and determine if rules like setbacks or parking minimums will end up blocking these units from getting built. There's no use making 2-4 units legal if the other laws still make them either illegal in some other way or so impractical/expensive as to not be built.

Screen Name Redacted

1/29/2024 03:57 PM

My biggest concern is about noise. Loud cars or loud parties. The risk for both go up as the population increases.

Screen Name Redacted

1/29/2024 05:05 PM

My only concern is that this is being framed as multiple units being the exception. I think from now on, only multiple unit dwellings should be allowed. No more single family homes.

Screen Name Redacted

1/29/2024 05:05 PM

I have numerous concerns. Higher population densities will lead to more traffic, sewage, and utility usage within pre-existing neighbourhoods which were not likely to have been designed with densification in mind. As a result, you run the risk of significantly degrading living conditions, lowering property and home values, and changing the very nature of the neighbourhoods in which “post-build” densification occurs — this will increase crime and decrease the overall quality & liveability scores of our communities for generations to come. My strong recommendation would be to NOT re-zone existing communities, which are a “known thing”, but rather, to incorporate densification “by design” into newly-planned communities, undeveloped areas, and certain zoned plots on a case-by-case basis only.

Screen Name Redacted

1/29/2024 06:10 PM

I suspect that most of these units become rentals and most of the lots that could accommodate such units would be in older neighborhoods that have larger lots. My concern would be for the residents of those neighborhoods dealing with poor maintenance of their new neighbours in these multi units. For example there should be mandatory lawn and snow removal policies enacted that make landlords responsible for the property maintenance.

Screen Name Redacted

1/29/2024 06:28 PM

1- parking and street wear for up to 4x increase in usage 2- sewers and water management need improvement. Sewers and storm water need to be upgraded to handle the 4x increase in usage. Building additional structures reduces open land for water to collect and travel across requiring improved storm water management. Water tables are very high in our neighbourhood, additional structures will require additional access to storm drains, sump pumps and their own storm water management rather than pushing water onto neighbouring lawns. 3- maximums on increase on rent to keep these new places affordable 4-increase schools and hospitals for population density increase 5 - increase waste management and recycling for 4x increase in usage 6 - improve electrical infrastructure to handle 4x increase in usage 7- increase internet infrastructure to handle 4x increase in usage 8 - traffic management, up to 4x the drivers requires additional traffic congestion management especially since public transport is not currently adequate for many residential neighbourhoods in kitchener 9 - increase access to public services and input, more people means you need better systems to serve them and receive input from them

Screen Name Redacted

1/29/2024 08:24 PM

Our community was never designed for this! Infrastructures are going to be pushed to their limit and if something fails, it will be catastrophic!!!!

Screen Name Redacted

1/29/2024 08:56 PM

More people starting business in their garages. Watering down our neighborhoods will have a negative effect. The majority of people do not want this in their community.

Screen Name Redacted

1/29/2024 09:00 PM

Some people may think it's acceptable to have 7 people living in a house. So 7 x 4 It adds up. So there should be a disclosure of how many people are able to occupy, in total, on the 4 units. Another thing is the privacy of neighbours and the additional noise that will be generated by the additional units. Green space should be required for pets, kids or for a garden for the birds and the bees (environment). Will these lands be severed or will they have to be owned by the person who owns the land?

Screen Name Redacted

1/29/2024 09:03 PM

Rent control must be included, geared to income

Screen Name Redacted

1/29/2024 09:35 PM

As a owner of a single family dwelling, I am not interested in becoming a landlord by developing my plot and providing more housing. This change benefits those who wish to make money from their property.

Screen Name Redacted

1/30/2024 06:12 AM

That homeowners won't be able to afford the construction costs required to do it. So the likelihood of folks converting homes or building an ADU won't have the positive effects impact on increasing housing as much as we hope it will. Lack of financial incentives to accompany this proposed zoning change. Storm water management concerns. Although, getting rid of parking requirements might alleviate it.

Screen Name Redacted

1/30/2024 07:39 AM

Will these units fall under the provincial rent control or will they be exempt? Will the owner of the units live on site or rent all units? Are there bylaws in place for the owner of the units/property to be responsible for property maintenance?

Screen Name Redacted

1/30/2024 08:12 AM

Residential streets are generally narrower so on-street parking and modification of parking bylaws is not an option. There must be changes made to planning permissions to allow for on-site parking development with a minimum of 1 parking space per unit. Existing parking bylaws must be strictly enforced to keep streets safe and prevent an encroachment of on-street parking.

Screen Name Redacted

1/30/2024 08:28 AM

I'm concerned that this creates more of a wealth gap in the region, creating more landlords out of existing homeowners. It could result in more inspection costs and wait time, as lots of renovations to add units finish, which could encourage renting out units that don't adhere to building/fire codes. I'd love to see more 4-6 storey multi-unit mixed-use buildings, like the ones seen in many European cities.

Screen Name Redacted

1/30/2024 09:00 AM

That there will not be enough parking. That there will be some eye sore units that are quality built. I think fire rating and sound proofing should be prioritized. Fire rating for obvious reasons and sound proofing, to help with neighbors frustration amongst each other, limiting/ lowering possible police involvement. I am also concerned about locations, should be able to be next to 2500 + sf homes as this could depreciate property values.

Screen Name Redacted

1/30/2024 09:25 AM

My concerns are not directly with the increase in the number of units, but in how the city will roll out this program and how many barriers there will be to implementation. The program needs to have options for all property types within the city, not just the ideal suburb lot.

Screen Name Redacted

1/30/2024 09:55 AM

I think it may/will be beneficial in the long run but short term pain while construction is ongoing and contractor parking and abuse. Resident parking will be a concern if exemptions are allowed and a wait and see approach SHOULD not be used, requirements should be implemented right from the start and adhered to as current residents should have a say in their neighbourhoods and changes/development. Flips and sales and greed is always a concern, price gauging for max profits and tenant behaviours with more and closer residents than has been the norm in mature neighbourhoods. All combined could be a real issue, I understand the need to change to accommodate our housing crisis but more in this way is not always the solution, limits on areas, neighbourhood specific may go a long way.

Screen Name Redacted

1/30/2024 10:43 AM

My comments above pretty much explain my reasons why 4 units on any residential property will adversely affect the adjoining residential properties as they will be de-valued and the individual lot boundaries will not be respected because of crowding. I have already seen this happen and it will only get worse.

Screen Name Redacted

1/30/2024 12:04 PM

I think a lot of education needs to happen. The photograph used for this page shows very large houses with two-car garages designed for one family. Often these houses are under-utilized -- smaller families,

breakups, age -- so represent a big opportunity for additional shelter. Many people I know wouldn't consider living in a triplex with neighbors living on the other side of the wall or on a different floor. We are fixated on our independence and privacy despite the homeless occupants of tents we drive by in our city. Is this "comfort" we seem to think we need part of giving us a better quality of life or are we being deceived? Even asking the question suggests we've created a world where our personal needs and wants should be catered to above the needs of our community.

Screen Name Redacted

1/30/2024 12:55 PM

Over crowding, reduced quality of life due to loss of greenspace and increase of greyspace, increased crime, increased travel times to work and school on congested roads.

Screen Name Redacted

1/30/2024 02:18 PM

Just that all the units be inspected to confirm that they're safe and livable

Screen Name Redacted

1/30/2024 04:55 PM

None. Come to Laurentian Hills.

Screen Name Redacted

1/30/2024 05:23 PM

The Infrascture of existing houses trying to accommodate uses that were not intended for the original build. The water and sewer lines for a single residential building would not be built to withstand the increased use. Would Direct Detect and sprinkles be mandatory in these buildings? who would make sure that the units were built to fire code? How are the builds monitored to make sure that the proper ventilation is built for multiple cooking times if the dwelling is shared without proper separation? Who would make sure that there was enough parking? Already parking is at a premium in many of the newer developments. Parking is happening on front lawns, across the aprons of driveways and on streets. Small streets /courts and crescents were not built to accept the significant increase in density which impedes the ability for EMS and Fire to gain safe access to the properties that may not have the increased density. I have seen where Fire could not get onto our street during an emergency call and had to honk repeatedly to gain access to the home where the emergency response was required.

Screen Name Redacted

1/30/2024 07:42 PM

Absolutely none. I think it's a fabulous idea, and one which will go a long way toward correcting the zoning errors of the last 70 years.

Screen Name Redacted

1/30/2024 08:14 PM

We are concerned about how many people the land lords will allow to live in one small unit. Some houses, especially rental properties are

already over crowded.

Screen Name Redacted

1/30/2024 09:31 PM

First, new construction should be mandated to have the style of the additional units blend in with the design esthetic of the neighbourhood. Second, construction plans should be designed so as not to impede proper drainage of the properties that could cause flooding or excess water on neighbouring properties. Third, since privacy is important, there should be additional set backs from the property line that need to be adhered to. Fourth, since green space is important, construction of additional units should not allow for the destruction of mature trees on the property. Fifth, as some densification occurs, the city needs to ensure that local services (schools, roads, parks, transit) are appropriately managed given the increasing population in some areas. Sixth, units need to be permitted and legal, with proper controls on maximum occupancy.

Screen Name Redacted

1/31/2024 08:51 AM

Communities that are zoned for 3+ floors already should also be for 6 units by default.

Screen Name Redacted

1/31/2024 12:49 PM

I am concerned that the zoning requirements such as setbacks and floor area ratios will be overly restrictive and not make a significant impact in the increase in housing supply. I am also concerned that the city needs to continue to expand the walkable, bikeable and transit accessible streetscapes to support denser, low-car housing. Ensuring provision of more park space and city amenities is also important to make living denser more attractive with easy, local options that are not a car ride away.

Screen Name Redacted

1/31/2024 08:00 PM

You're basically trying to turn middle-class subdivisions into slums!
Bad idea!

Screen Name Redacted

1/31/2024 09:10 PM

Backyards are meant to be a place for leisure and enjoyment. The more units the more busier neighbourhoods will become. People will not know their neighbours as much.

Screen Name Redacted

2/01/2024 10:29 AM

Not sure how compatible the residents of these additional units will be with the existing population. Furthermore, these conversions should only be allowed in cases where an existing resident wants to do this and stay living in their residence. The city does not need more absentee slum landlords, speculators and investors. That would poison the entire neighbourhood.

Screen Name Redacted

2/01/2024 01:52 PM

I'm concerned about the prevalence of "luxury" units. It seems whenever a duplex goes up, it is replacing a house that was on the more affordable end, and the resulting luxury units are priced far higher.

Screen Name Redacted

2/02/2024 08:30 PM

One prominent concern with the increasing inclusion of up to 4 units in our community is the potential loss of trees, greenspaces, and naturalized areas, which play crucial roles in groundwater penetration and water management. As properties are developed to accommodate more units, there is a risk of diminishing these vital environmental elements.

Loss of Trees: The expansion of properties may necessitate the removal of mature trees, impacting the community's overall canopy coverage. Trees are essential for absorbing rainwater, preventing soil erosion, and contributing to improved air quality. Their removal could disrupt the delicate balance of the local ecosystem.

Reduced Greenspaces: The development of multi-unit properties may lead to a decrease in available greenspaces. Greenspaces serve as permeable surfaces that aid in rainwater absorption, reducing runoff and potential flooding. A decline in greenspaces could compromise the community's resilience to extreme weather events.

Diminished Naturalized Areas: Naturalized areas, such as wetlands and meadows, contribute significantly to groundwater penetration and water filtration. These areas act as natural sponges, absorbing excess water during heavy rainfall and facilitating groundwater recharge. The reduction of such spaces could impede the natural processes that help manage water resources.

Impact on Water Management: The alteration of natural landscapes through increased property development may disrupt established water management systems. Trees and greenspaces act as natural buffers, mitigating the impact of stormwater runoff and enhancing overall water quality. Their removal could strain existing water management infrastructure and increase the risk of water-related issues.

To address these concerns, it is crucial to incorporate sustainable development practices that prioritize the preservation of existing trees, greenspaces, and naturalized areas. Implementing measures such as green roofs, permeable pavements, and strategic landscaping can help mitigate the environmental impact and ensure that the community retains its essential natural elements for groundwater penetration and effective water management.

Screen Name Redacted

2/03/2024 02:16 PM

Some general concerns were expressed in Item 2 but more specifically, some others are: poor tenant screening, resulting in excess noise, uncontrolled or unsuitable pets, illegal activities (such as theft and drug-dealing); poor property maintenance by landlords and tenants, congestion caused by too many vehicles parked in too small a space; light pollution; exploitation by developers concerned

more with profit than quality and design.

Screen Name Redacted

2/03/2024 03:58 PM

-increased danger for pedestrians and bikers associated with increased number of people who have to park on the street. - increased garbage - how will all these units have their garbage and recycling picked up? There is a limit on number of garbage cans per household. -increased noise coming from poorly insulated outdwellings -decreased curb appeal

Screen Name Redacted

2/04/2024 08:21 PM

Setbacks and heights - Some of the pictures showing of 4 unit properties look anything but "gentle" density. It looks like structures will be allowed practically up to the property lines. How will you address the impact on the privacy of neighbours, especially where the additional unit(s) will be more than one story high? Someone asked in the virtual neighbourhood meeting if you are considering 4-story units. This should not be allowed or only be allowed in large lots. The quality of the additions to the primary unit or additional structures – When some people build an addition, frankly, they build an eyesore by anyone's standards. Is there, or will there be, any measures to ensure these new units will be in keeping with the character of the primary unit and neighbourhood? This is something that needs to be in place not just for designated heritage neighbourhoods. What will stop these sorts of developments from being turned into illegal rooming houses or short-term rentals? We are losing tree canopy to the effects of climate change. What protections will be put into place to prevent removal or damage to mature trees to allow for additional units? Offering to plant some saplings somewhere else in return should not be an option to the builder. Because of climate change we can expect to see more and more severe weather events. What will the impact be on rainwater management (run off) if permeable land is effectively paved over to build additional units and parking spots? Someone in the virtual neighbourhood meeting asked about waving development charges to build these multi-unit structures. How can this even be a consideration? I thought cities were in a revenue crisis. How do you plan on paying for the costs of increasing infrastructure to accommodate all these extra units?

Optional question (71 response(s), 9 skipped)

Question type: Essay Question

