

Craig Dumart

From: Laurie Palubeski
Sent: Tuesday, July 5, 2022 9:33 AM
To: Craig Dumart; Debbie Chapman; pchauvin@mhbcplan.com
Subject: [EXTERNAL] 1251-1253 King St. E & 16 Sheldon Ave. S

I am commenting on the above proposed development and am all for it provided it is an upper-scale complex unit. With having One Roof and the methadone clinic in our neighborhood for so long we need something to bring back the area to its former welcoming feeling. Many years ago coming into Kitchener via King St. and being exposed to the well kept landscape of Rockway Gardens was a boost to the city. However, years of focus on other areas has left this end of town lacking. Talk of revamping the Rockway Seniors Centre has gone by the wayside and any new businesses have not enhanced the area. We have lived in our house for 43 years and have watched the steady decline. If it continues this will become an unsafe area to raise children or for the many seniors residing in the area.

Concerned citizens Laurie & Steve Palubeski



City of Kitchener
Craig Dumart, Senior Planner: July 8/22

We live nearby with many low income
folks around us.

Re. planning for 1251-1253 King E
& 16 Sheldon Ave S.

How many of these 372 residential
units are geared to families needing
three (3) bedrooms? ^{we hope a good portion!} Among the

mixed use areas, ^① does it include

a few common spaces to ~~make~~ so
community ^{can happen} on bad weather days ^(every many levels) and ^②

does it include a convenience store
on the main level (to save transportation
for basics)?

We have struggled & sacrificed to own
our own house, but to-day many

are ready so we need to accept that
high rises will be a way of life.

thanks for
listening, E. Albrecht

Craig Dumart

From: randy morin ..
Sent: Thursday, July 14, 2022 12:00 PM
To: Craig Dumart
Subject: 1251-1253 king st e

You don't often get email from

[a why this is important](#)

Good morning

I have concerns on this matter and would like to voice them .

This is a sizeable different site then the previous application

I would like more details about this proposal

Thanks Randy

Comment Submission to Planning Department
July 30, 2022
Ann Welch

RE: proposed build: 1251 KING ST E **Application Number:** OPA22/007/K/CD

Application Type: Official Plan Amendment

Application Summary: To permit an increased density on the subject lands which will support the Borden Street Major Transit Station area, C/R ZBA22/012/K/CD.

Applicant: MHBC PLANNING

Property Owner: KING SHELDON KITCHENER HOLDINGS INC, KING SHELDON KITCHENER HOLDINGS INC

A Zoning By-law Amendment is being requested to maintain the existing High Intensity Mixed Use Corridor Zone (MU-3) and existing site specific regulations from 544R, but request the following site specific provisions to permit the proposed built form.

1. Seeking amendment to Section 55.2.1 to permit a maximum Floor Space Ratio of 7.94, whereas a maximum of 4.0 is permitted.
2. Seeking amendment to Section 55.2.1 to permit five residential units on the ground floor along the Charles Street East frontage.
3. Seeking Amendment to Section 6.1.2 a) to permit a parking ratio for Multiple Dwellings on properties within an MU-3 zone at 0.5 spaces per unit, whereas 1 space per unit is required for dwellings >51 sq.m. in size and 0.165 spaces per dwelling unit for units <51 sq.m. in size
4. Seeking an Amendment to Section 6.1.2 b) vi) c) to permit a visitor parking rate of 10% whereas 20% is required.
5. Seeking an Amendment to Section 6.1.2 a) to permit a retail, financial establishment, repair service, restaurant, personal service, health clinic/office and office parking ratio of zero for a plaza complex.

Below is the section that I will address in my comments because I suspect that once the Floor Space Ratio has been addressed all the other amendments will self correct:

1. Seeking amendment to Section 55.2.1 to permit a maximum Floor Space Ratio of 7.94, whereas a maximum of 4.0 is permitted.

The applicant is seeking to amend Section 55.2.1 of the Zoning By-law to permit a maximum Floor Space Ratio of 7.94. The increase to the Floor Space Ratio is appropriate as the site is located within a Major Transit Station Area and Mixed Use Corridor that is designated for intensification. Policy 3.C.2.3 of the Official Plan states that the City's primary intensification areas include the Urban Growth Centre (Downtown), Major Transit Station Areas, City Nodes and Urban Corridors. The Major Transit Station Area is a priority for intensification and is planned with additional densities to support the Light Rail Transit and Grand River Transit system. The proposed increase in density meets the intent of the Mixed Use Corridor designation as it plans for a mixed use development which will intensify the Major Transit Station Area and support the public infrastructure. In summary, the proposed Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement.

Background:

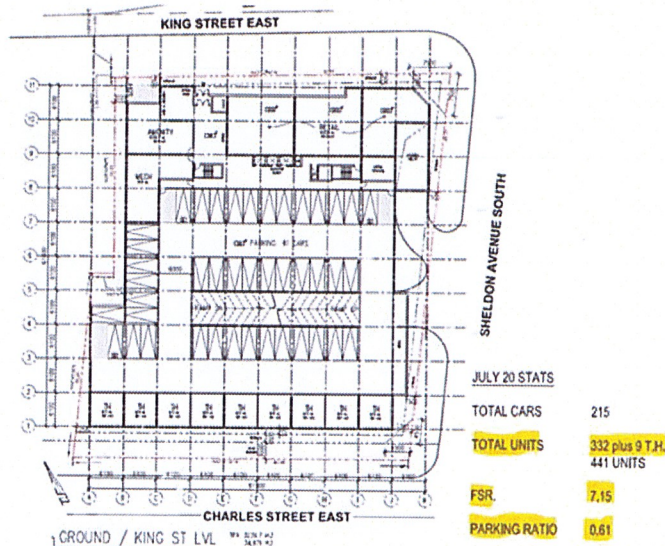
Original concept promoted by VIVE at the virtual open house



1251, 1253 King St. E. & 16 Sheldon Ave. S.
Voluntary Public Open House
For Official Plan Amendment & Zone Change
August 18, 2021

The proposed tower in the sky community development intensifies and supports the King Street corridor as an important thoroughfare that reinforces the street and will provide beautiful vistas to vast surrounding landscape, while the town homes along Charles add a diversity of housing typology. By carefully placing the principal building parallel to King Street, most residents will enjoy views of the surround landscape such as Stanley Park Conservation Area and the Rockway Golf Course.

Site Plan –
Overhead View



Note there appears to be an adding error as 322 plus 9 TH should be 341 units not the stated 441 units

	Original Concept	Updated Concept	Changes
Floor Space Ratio	7.15	7.94	Increased FSR
Units	332 plus 9 townhomes	361 plus 5 townhomes	Increased 341 to 372 units
Parking	.61 per unit	.5 per unit	decreased
Townhomes	9 – 3 bedroom	5 – 2 bedroom?	decreased

It appear that each time VIVE makes changes to a proposed design they double down, pushing the limits of their “ask” for zoning changes. In this proposal going from a 7.15 FSR to a 7.94, almost double the 4 FSR that is current allowed for the property in question.

This style of how VIVE does business was first seen in the concept for their property at 926 King Street East going from a permitted building height of 19.5m to 32m dwarfing the neighbourhood properties. And then adding insult to injury using the Committee of Adjustments for exemptions instead of the proper root of requesting a zoning change.

926-936 King Street East (VIVE Developments)

Staff Response:¹

Contrary to the submission, a 10 storey building height will not provide the flexibility of the property at 926-936 King Street East to achieve a FSR of 4.0. The concept plan, that was considered at the pre-submission in September of 2019, did not demonstrate that a 4.0 FSR could be achieved on the site by permitting a maximum building height of 10 storeys. In actual fact, the concept plan that was submitted suggests that in order to try and achieve a maximum FSR of 4.0 an incompatible building height and inappropriate transition from the adjacent low-rise residential neighbourhood, which is also cultural heritage landscape, would result.

Another oddity observation is VIVE’s push to have 2 towers on all their proposed projects. One of the first things I remember about the neighbourhood virtual open house for 1668 King Street East was Mr. Litt announcing very boldly that there was “no height restrictions” but he would restrict this proposed build to two towers of 23 stories each. Only later during my investigation did I find out that there was indeed a “height restriction” based on Floor Space Ratio (FSR). If the property was large enough, he could build his towers but according to this Zoning Amendment Request, his property is not, if fact this build is approaching twice the FSR at 7.2.

The fact that the MIX-4 zone does not have a maximum building height is being put forward in the submissions, by both the development industry and the community, that this means this zone has “unlimited” height. It does not. A development’s maximum building height in the MIX-4 zone would be limited by the amount of building floor area that would be permitted by the lot area and the arrangement of this building floor area on the lot based on the MIX-4’s setback requirements from lot lines, including the setbacks from low rise residential zones. No maximum building height in the MIX-4 zone does not mean unlimited height and that an FSR of 8.0, 10, or 12.0 is justified and appropriate²

During a virtual meeting with VIVE for their proposed 30 story build at 1001 King St E, Mr. Litt stated that he was designing the garage structure next to the tower in such a manner that at some point, and

¹ Planning Staff Responds to Written and Verbal Submissions received ‘Before’, ‘At’ and ‘After’ the Statutory Public Meeting held on December 9, 2019 to consider Official Plan Amendment OPA19/004/COK/TMW and Zoning By-law Amendment ZBA19/010/COK/TMW (Neighbourhood Planning Review Project) Page 387

² Planning Staff Responds to Written and Verbal Submissions received ‘Before’, ‘At’ and ‘After’ the Statutory Public Meeting held on December 9, 2019 to consider Official Plan Amendment OPA19/004/COK/TMW and Zoning By-law Amendment ZBA19/010/COK/TMW (Neighbourhood Planning Review Project) page: 415

if/when the adjacent land becomes available, he would finish that structure as a second residential tower.

Because of this pattern it raises concern as to what Mr. Litt is really planning for the adjoining 8 story building behind the 24 story building at 1251 King St E? Will it be built in a manner that at some future time it can be increased in height to match the first tower?

VIVE's Justification for Zoning Change:

The site is well located for intensification, being in such close proximity to a number of transit options, accessible to the downtown core area, and many amenities within walking distance or transit routes.

The mixed use building proposes a total of 372 units

The proposed development intends to provide intensification in the form of a mixed use development within a planned major transit station area at a Floor Space Ratio of 7.94.

Estimated Density the total people and jobs per hectare on this site is planned at 1622.29 people and jobs per hectare, including 658 residents and 14 jobs. (4008.77 people per acre)

The building mass along the Charles Street East frontage is planned at 8 storeys in height, with the base of the building broken up by the two storey towns offering a pedestrian friendly character along the street frontage with individual entrances to each unit.

The subject lands represent an underutilized property in the King Street East Neighbourhood and are designed as Mixed Use Corridor allowing for multiple residential and non-residential uses with a maximum Floor Space Ratio (FSR) of 4.0. The Secondary Plan policies balance the protection of existing lower density residential enclaves with redevelopment opportunities along King Street East through the introduction of the Mixed Use Corridor which serves as the focus for higher density redevelopment. The subject lands are located adjacent a Regional road and are sufficiently separated from the interior of the neighbourhood and established residential land use.³

Response:

Building Height 24 story 75.5m (247.70 feet) verses the 1.5 and 2 story family homes of 6m (20ft).

Maximum Floor Space Ratio 4 requesting 7.94

The site is planned at 1622.29 people and jobs per hectare, including 658 residents and 14 jobs.

During the preparation of the PARTS Plans, Planning staff determined that each of the MTSA boundaries could achieve, and in some cases exceed, the minimum density target of 160 residents and jobs per hectare, based on the maximum FSRs in the base zones in Zoning-By-law 85-1. With the proposed increases in the FSRs in the new MIX base zones, there is no issue with being able to meet and exceed this target.⁴

³ 1.3 King Street East Neighbourhood

https://app2.kitchener.ca/AppDocs/OpenData/AMANDADatasets/656105_Urban%20Design%20Brief.pdf

⁴ Planning Staff Responds to Written and Verbal Submissions received 'Before', 'At' and 'After' the Statutory Public Meeting held on December 9, 2019 to consider Official Plan Amendment OPA19/004/COK/TMW and Zoning By-law Amendment ZBA19/010/COK/TMW (Neighbourhood Planning Review Project) Page 315

Common words used in VIVE's justification is "intensification" and "high density" but also state in the conclusion that the height of the building will "Celebrate the views of the Rockway Golf Course and Stanley Park Conservation Area"⁵ but at what cost to the neighbouring properties?

VIVE's Planning Justification Report Official Plan Amendment & Zoning By-Law Amendment

3.2 Community Benefits:

The proposed 372 rental units will add to the much needed supply of rental units in the City of Kitchener. The rental units will be provided at **attainable rental rates**. A variety of unit types are provided for various family and independent living situations in the form of studio, one-bedroom and two-bedroom units.⁶

5.1 Provincial Policy Statement (2020)

Sections 1.4 and 1.6 of the PPS direct municipalities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. This includes providing a range of housing forms, and all forms of residential intensification, directing new housing development towards areas with appropriate levels of infrastructure and public service facilities, and promoting densities that efficiently use land, resources and infrastructure and support active transportation and transit and also utilize existing infrastructure. Section 1.8.1 of the PPS promotes development that is compact in form along transit corridors, and encourages and makes use of active transportation and transit facilities.⁷

"In summary, the proposed Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement."⁸

5.2 Provincial Policy Framework – A Place to Grow – Growth Plan (2020) - Growth Plan for the Greater Golden Horseshoe

The Growth Plan is guided by the principles of: supporting the achievement of complete communities; intensification and higher densities to make efficient use of land and infrastructure and support transit viability; capitalizing on new economic and employment opportunities while providing certainty for traditional industries; supporting a range and mix of housing options; improving the integration of land use planning with investment in infrastructure and public service facilities; managing growth; conserving and promoting cultural heritage; protecting and enhancing natural heritage and agriculture; and integrating climate change considerations into planning and managing growth.

In summary, the proposed Official Plan and Zoning By-law Amendments conform to the Growth Plan for the Greater Golden Horseshoe.⁹

⁵ 4.5 Conclusion https://app2.kitchener.ca/AppDocs/OpenData/AMANDADatasets/656105_Urban%20Design%20Brief.pdf

⁶ 3.2 Community Benefit page 8

https://app2.kitchener.ca/AppDocs/OpenData/AMANDADatasets/656105_Planning%20Justification%20Report.pdf

⁷ PLANNING JUSTIFICATION REPORT OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT: 5.1 Provincial Policy Statement (2020) page 24

https://app2.kitchener.ca/AppDocs/OpenData/AMANDADatasets/656105_Planning%20Justification%20Report.pdf

⁸ PLANNING JUSTIFICATION REPORT OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT: 5.1 Provincial Policy Statement (2020) page 25

https://app2.kitchener.ca/AppDocs/OpenData/AMANDADatasets/656105_Planning%20Justification%20Report.pdf

⁹ PLANNING JUSTIFICATION REPORT OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT: 5.1 Provincial Policy Statement (2020) page 26

https://app2.kitchener.ca/AppDocs/OpenData/AMANDADatasets/656105_Planning%20Justification%20Report.pdf

5.3 Overview of the Regional Official Plan

The policy states that most of the Region's future growth should be directed to Urban Growth Centres, Major Transit Station Areas, Reurbanization Corridors, Major Local Nodes and Urban Designated Greenfield areas. Generally, these areas should create a more compact urban form. **In summary, the proposed development conforms to the Region of Waterloo Official Plan.**¹⁰

5.4 City of Kitchener Official Plan

The majority of the residential growth in the Built-Up area is encouraged in the intensification areas. The proposed 372 residential units will contribute to the Region's residential intensification target.

In our opinion, the proposed development will conform to the 2014 City of Kitchener Official Plan and King Street East Secondary Plan, and the proposed density that is appropriate for this MTSA and will help achieve the Region's intensification targets.¹¹

Surprised that VIVE's proposed project claimed to be meeting all level of government intensification targets I looked to how the province define "intensification" in the "Provincial Policy Statement" and nowhere did I come across the suggested that they were calling for "sky towers" instead they define it as higher density than currently exists and opening up land that wasn't being used for residential.

Intensification¹²: means the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings.

Residential intensification¹³: means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

- a) redevelopment, including the redevelopment of brownfield sites;
- b) the development of vacant or underutilized lots within previously developed areas;
- c) infill development;
- d) development and introduction of new housing options within previously developed areas;
- e) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- f) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, additional residential units, rooming houses, and other housing options.**

¹⁰ PLANNING JUSTIFICATION REPORT OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT: 5.1 Provincial Policy Statement (2020) page 29

https://app2.kitchener.ca/AppDocs/OpenData/AMANDADatasets/656105_Planning%20Justification%20Report.pdf

¹¹ PLANNING JUSTIFICATION REPORT OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT: 5.1 Provincial Policy Statement (2020) page 35

https://app2.kitchener.ca/AppDocs/OpenData/AMANDADatasets/656105_Planning%20Justification%20Report.pdf

¹² Page 45 Provincial Policy Statement, 2020 <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>

¹³ Page 50 Provincial Policy Statement, 2020 <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>

From the law office of Denton: What's changing? The *Provincial Policy Statement, 2020*

The province attempts to incentivize the building of a variety of housing types to increase Ontario's available housing. It is also encouraging residential intensification within previously developed areas. The province revised the definition of residential intensification to include new housing options within previously developed areas. **Included are a range of housing types, such as multiplexes, additional residential units, tiny homes and multi-residential buildings.** Housing options can also refer to a variety of housing arrangements and forms, such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses. These changes are made in an effort to increase the province's available housing supply by incentivizing the building of a variety of housing types, to encourage options to meet projected market-based and affordable housing needs.¹⁴

City of Cornwall understanding of the PPS:

According to the PPS, the definition of housing options relates to a range of housing types such as, but not limited to single detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes and multi-residential buildings. The term would also refer to different housing arrangements such as life lease housing, co-ownership housing, co-operative housing, land-lease community homes, affordable housing and housing for people with special needs, to name a few.¹⁵

VIVE promotes their rental units as “attainable housing” which is not necessarily “affordable housing”

What Is Attainable Housing?¹⁶

Attainable housing is housing that is affordable to people earning around the Area Median Income (AMI). Households living in attainable housing and earning between 80% and 120% of the AMI should not need to spend more than 30% of their income on housing costs. Attainable housing is housing that is affordable to those earning the Area Median Income, meaning they need to spend no more than 30% of their income on their home. **StatsCan reports household incomes in Waterloo Region up almost 10 per cent over five years after stalling when manufacturing jobs melted away¹⁷. The median household income in the region in 2020 was \$92,000.**

Low and moderate income households means¹⁸:

- a) In the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area; or
- b) In the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.

¹⁴ <https://www.dentons.com/en/insights/articles/2020/march/9/whats-changing-the-provincial-policy-statement-2020>

¹⁵ <https://www.standard-freeholder.com/news/local-news/new-provincial-policy-statement-could-mean-more-housing-options-for-cornwall>

¹⁶ <https://www.attainablehome.com/what-attainable-housing-means-vs-affordable/>

¹⁷ <https://www.therecord.com/news/waterloo-region/2022/07/13/waterloo-region-claws-its-way-back-to-prosperity-but-more-headwinds-emerge.html>

¹⁸ Page 45 Provincial Policy Statement, 2020 <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>

The Public Debate:

Seven reasons too many highrise towers are bad for you¹⁹

- Luisa D'Amato Record Columnist July 8, 2022 (Architect John MacDonald has a warning for us, and says we need to plan for something other than highrise towers downtown)

"It's a landscape of investment, not a community," says MacDonald.

- **They're bad for our sense of community.** The view from the 18th floor may be stunning, but "living on the 18th floor is a kind of abstraction. You can't lean out the window and shout at Jerry" (or whoever), said MacDonald. "The view is very static."
- **They're not built on a human scale.** "You become lost and engulfed in glass and steel canyons, which can be isolating and dehumanizing."
- **They create what MacDonald calls a "monoculture"** because they're mostly built for just one kind of person. **"A Millennial stereotyped tech worker? We have a box for you in the condo tower to rent from an investor,"**
- **They're bad for our physical and mental health.** Children and the elderly are less likely to go outside for the exercise they need.
- **They aren't good for the environment.** They're built of glass and concrete, which produce a lot of greenhouse gases just to manufacture.
- **Highrise construction goes hand in hand with inflated land prices.** Inflated land prices make it harder for affordable housing and historic buildings nearby to survive. They also perpetuate more skyscrapers.
- **Highrises have helped create a polarized choice of types of home,** between tiny apartments in downtown towers, or single-family suburban homes in the outlying areas, and little in between. High land prices make it very difficult to build the "missing middle" of lower-scale apartment buildings, and that means less diversity of households and income.

Supporters of proposed regional growth plan urge councillors to vote in favour²⁰

- The Record July 27, 2022

The region wants to see more **"missing middle"** housing such as three- to four-storey walk-ups and stacked housing developments to address a provincewide housing affordability crisis.

Kitchener councillors getting pushback from groups who want more single-family homes²¹

- The Record July 25, 2022

Residents also told regional councillors they wanted to see more **"missing middle"** housing such as three- to four-storey walk-ups and stacked townhouse developments to address a provincewide housing affordability crisis.

¹⁹ <https://www.therecord.com/news/waterloo-region/opinion/2022/07/08/seven-reasons-too-many-highrise-towers-are-bad-for-you.html>

²⁰ <https://www.therecord.com/news/waterloo-region/2022/07/27/supporters-of-proposed-regional-growth-plan-urge-councillors-to-vote-in-favour.html>

²¹ <https://www.therecord.com/news/waterloo-region/2022/07/25/kitchener-councillors-getting-pushback-from-groups-who-want-more-single-family-homes.html>

Condos and the climate: crisis, what crisis?²² – The Record June 18, 2022

“It means you have to make these choices in North America between a 30-storey tower or sprawl, which is a completely artificial choice,” said Straube.

“I don’t think we have explored these options that have historically been much more prudent solutions, which are four, five, six storeys built right up to a wide sidewalk, where people on the top floor can still shout down to people on the street to stay in contact with the street,” John Straube, teaches at the University of Waterloo School of architecture and is a leading expert on building exteriors.

Council rejects three-tower development proposed for Victoria and Park streets in Kitchener²³
– The Record June 21, 2022

“I wouldn’t be afraid of the OLT. I can’t support this proposal,” said Coun. Debbie

“These buildings will shape us for many, many decades, and I fear they will shape us for the worse,” said John MacDonald. **“Why is tower and sprawl the choice we champion?”**

Larger builds lead to less-livable cities²⁴ – The Record February 21, 2022

Dismantling urban design protections such as setbacks, stepbacks, and shadowing guidelines is a terrible idea. **While it may result in larger builds, it won’t result in more livable cities.** Design protections preserve the function, esthetics, and environmental health of cities.

If we build dense, poorly designed cities, bereft of sunlight and open space, everyone who can leave, will. Those who can’t leave, like houseplants in a dark corner, will suffer reduced physical and mental health.

University of Waterloo scholars aim to solve housing puzzle: Where are the family apartments?²⁵ – The Record June 23, 2022

Rail transit planners imagined the **Ion system would help transform neighbourhoods into ‘urban villages’ filled with family-friendly housing including three-bedroom apartments in buildings that do not tower above the street. I was quite surprised that little to no three-bedroom, intensified housing emerged anywhere along that LRT line,”** Parker said.

²² <https://www.therecord.com/news/waterloo-region/2022/06/18/waterloo-region-condos-and-the-climate-crisis-what-crisis.html>

²³ https://www.therecord.com/news/waterloo-region/2022/06/21/council-rejects-three-tower-development-proposed-for-victoria-and-park-streets-in-kitchener.html?li_source=LI&li_medium=rec_web_ymbii

²⁴ <https://www.therecord.com/opinion/2022/02/21/larger-builds-lead-to-less-livable-cities.html>

²⁵ <https://www.therecord.com/news/waterloo-region/2022/06/22/university-of-waterloo-scholars-aim-to-solve-housing-puzzle-where-are-the-family-apartments.html>

"It's up to citizens to preserve their mature neighbourhoods"²⁶ - The Record January 21, 2022

"Other neighbours' commitment to oppose this development took nine months and thousands of dollars. **We fought for the integrity of the neighbourhood, all the way to the Ontario Land Tribunal. As homeowners with pride in our distinct neighbourhood, we were treated as underdogs by the city.** Can we count on the city to protect these neighbourhoods? When it bumps into policies favouring intensification, don't count on their support."

Hysterical NIMBYism isn't driving opponents of Belmont Village development²⁷ - The Record January 21, 2022

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

Lack of Diversity in housing - The Record Jan. 11, 2022

"Townhomes we just launched this week, for 10 units we had 1,500 people sign up showing interest," said Geoff McMurdo, chief administrative officer at Activa. **By the time the list had been whittled down to serious buyers, it still had a whopping 750 names on it.**²⁸

Conclusion:

I find it disappointed that VIVE feels that the **"view from the top"** is more important than blending/transitioning with the existing neighbourhood. Never once has a plan been design even close to fitting the current zoning, instead it was revised larger.

I am not opposed to this and other site being developed into much needed housing but why does it have to always be a "sky tower" when there are so many diverse options in demand? **Profit!**

If this proposed build is held to a FSR of 4, like it should be, VIVE still has the **option of going tall or going wide but does not have the option to do both** like they are proposing.

If they feel that this is not economically feasible, then that is on them.

It is not the responsibility of the taxpayers to fix bad business decisions.

²⁶ <https://therecordpaper.pressreader.com/waterloo-region-record/20220121/textview>

²⁷ <https://www.therecord.com/opinion/letters-to-the-editors/2022/01/21/hysterical-nimbyism-isnt-driving-opponents-of-belmont-village-development.html> letter to editor

²⁸ <https://www.therecord.com/news/waterloo-region/2022/01/11/bizarre-housing-market-1500-people-sign-up-to-buy-10-new-townhomes-in-cambridge.html>

Craig Dumart

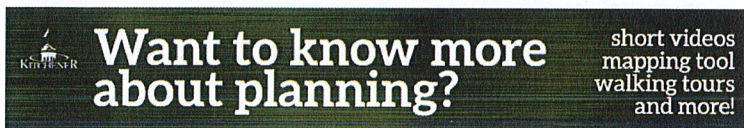
From: Craig Dumart
Sent: Tuesday, August 2, 2022 10:57 AM
To: 'Mary Groh'
Subject: RE: Suggestion for the 1251-1253 King St. E. development

Thank you for providing comments. I hope you are able to join us at the upcoming Neighbourhood meeting August 25th to further discuss the proposed development. Please let me know if you need the Zoom link if you have not received it already.

Have a great day.

Craig Dumart, BES, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
(519) 741-2200 ext 7073 | TTY 1-866-969-9994 | craig.dumart@kitchener.ca



From: Mary Groh >
Sent: Friday, July 29, 2022 7:57 PM
To: Craig Dumart <Craig.Dumart@kitchener.ca>
Subject: Suggestion for the 1251-1253 King St. E. development

You don't often get email from [. Learn why this is important](#)

To Senior Planner:

Since you asked for comments on the huge projected development, please take into account that there is no grocery store near King and Sheldon. I live at Eastwood Community across from the Rockway Senior Centre; I do not drive, so accessing groceries is not convenient. I can walk 25 minutes to FreshCo on Weber st. I can take the No. 7 bus to Central Fresh near Waterloo and get my groceries home by bus. The No. 7 bus no longer goes to the plaza on Weber where there is a Zehrs supermarket. To get to it by the No. 8 bus is rather inconvenient and rather unsafe as there is neither a bus shelter nor traffic light nearby and Weber Street is busy with traffic speeding up the hill and around a curve at Jackson. It is dangerous for seniors with bags of groceries to cross.

The hundreds of people who will move into your new building would benefit from a grocery store, as would hundreds more in the surrounding food desert.

I hope you can attract a supermarket to locate there. Please try.

Mary Groh

Craig Dumart

From: Carlos Sanchez
Sent: Monday, September 19, 2022 10:14 AM
To: Craig Dumart
Subject: Questions about application number ZBA22/012/K/CD

You don't often get email from

[Learn why this is important](#)

Hi good morning

This is for asking some information about this project from the owner King Sheldon Kitchener Holdings Inc, concerning the planning of a new building in this area.

Since I'm potentially looking to make an offer for a property in front of this project (7 Sheldon avenue), I'm concerned about the status of this and when the project can possibly start the construction stage? Can I expect this to happen in the near future?

Thank you
Carlos Sanchez

Craig Dumart

From: Robert App
Sent: Monday, August 22, 2022 8:19 PM
To: Craig Dumart
Cc: Debbie Chapman
Subject: 1251 King St. E. Proposed Development

My wife and I live at _____ and we formally object to the proposed development of a 24 story condominium complex at 1251 King St. E. at King E. and Sheldon Ave. This development would be against the existing zoning and is completely out of tune with the existing neighbourhood which consists of a few low rise apartment and condo buildings and well kept older homes with some small commercial developments. All of the existing condos and apartments have adequate owner/renter parking and include visitor parking.

King Street in this area is two lanes with a few very short turn lanes, unfortunately we have not been able to obtain recent traffic counts but the King is a main access to Hwy 401 and is packed at rush hour. The proposed development has 372 residential units with first floor commercial or other use. Off street parking is limited to 178 spaces; after deducting 20 spaces for visitor parking the available tenant parking would be only 158 or about 0.4 spaces per unit. Then commercial and employee parking will be needed for the mixed use portion of the proposal. We believe that this is a ridiculously low number of spaces for tenants and could lead to tenants parking in public areas such as at the nearby Rockway Centre, in private lots or on side streets. The King Street E. watermain is a 12" which would appear to have adequate supply and pressure but could quickly become inadequate if these higher density buildings proliferate on King Street East. Currently many high density buildings are already under construction on the opposite side of Ottawa Street and will further increase the burden on services.

Public transit for the proposed development consists of local bus service along with the nearest LRT station at Ottawa S. and Charles E. St. a few blocks from the proposed development; close but so far in bad weather. Taxi service and Uber and other services are available but will all contribute to increased traffic on King, Charles and Sheldon. Charles is a main access to Rockway Gardens and the area streets are already very busy.

In summary we believe that this proposed development is inappropriate and in fact bad planning due to :

- 1) Being completely out of character with the neighbourhood this side of Ottawa St.,
- 2) Non compliance with the existing zoning by-law,
- 3) Inadequate on site parking and open space with huge increase in density,
- 4) Location on King St. E. which is only two lanes and Charles which is main access to Rockway Gardens,
- 5) Lack of space on King St. for adequate turning lanes and traffic control,
- 6) May threaten the Future of the Rockway Centre which is a key gathering point in the area,
- 7) Future servicing costs will probably be substantial but are a huge unknown

Questions :

- 1) Are there similar high density buildings in the area this side of Ottawa St. with applications before the planning committee?
- 2) What are current traffic counts on King St. and Charles and what are their projected capacity now?
- 3) Is the storm and sanitary systems in the area adequate for this and other developments?
- 4) Is the transit authority aware of traffic increases on King and Charles?
- 5) Have fire, ambulance and educational authorities commented services commented positively on this development?
- 6) How will storm water management be handled for this sight?

Craig Dumart

From: barb ortner
Sent: Monday, August 1, 2022 12:40 PM
To: Craig Dumart
Subject: Development

[You don't often get email from <https://aka.ms/LearnAboutSenderIdentification>] Learn why this is important at

Hello Craig

Re : 1251-1253 King E & 16 Sheldon S

I strongly object with above development due to height & number of units. This would greatly impact and cause traffic problems. Parking

With HALF resident & no visitor spaces causing traffic problems.

This will create too high density in our area. Please consider carefully the application for development. Thank you.
Barb Ortner

Sent from my iPhone