

**Public Meeting OR07/21 – Tuesday September 28<sup>th</sup> – 10am**

Re: 255 King Street W – North Development Corp.

Submitted by: Mark Brown, 169 Fountain Street North

Dear Councilors,

My property abuts the proposed development along my north and east property lines; some 60 feet from a proposed 15 story north tower and 4 feet from a proposed concrete parking lot ramp.

I am not anti-development. I fully support responsible development, having spent over 40 years in the Site Development and Land Development industry in Waterloo Region. I commend the developer's agent for reaching out to the residents of Fountain Street in an effort to resolve as many issues as possible prior to this Public Meeting. I trust they are sincere in their intentions and look forward to continuing dialogue beyond this meeting.

I will present my overall concerns and then finish with what I consider to be my main objection --- **the location of the north tower and associated parking lot ramp.**

1. I understand the zoning on this property is fairly old, however, the proposed unit count is over 3 times the current zoning. These aggressive unit numbers seem to be driven by maximizing the parking structure such that it violates the current 16 foot setback to only 4 feet off my rear property corner.
2. I had concerns for several large trees near my rear lot line, however, with the massive underground parking lot structure (chopping off roots) and proposed grading (filling over roots) it is unlikely that an Arborist would recommend saving them. The developer's agent has committed to planting trees that would provide a visual barrier between the properties along Fountain Street and the massive concrete parking lot structure and it would be better if the current 16 foot setback were held to allow for this tree planting behind my rear lotline. Four feet doesn't leave much room for trees to provide a visual barrier.
3. Of course the traffic concerns in this area are already bad, now add another 700 cars and it will only get much worse. Could 'right in and right out' movements to and from the proposed development be seriously considered, if only from 3-6pm Monday to Friday. Not much is presented on the proposed access onto Fountain Street in this submission. I suspect there is deficient 'stopping sight distance' to support such an access from the proposed development and perhaps this should be strictly for emergency vehicles. Being a Regional Road, I ask that Region staff study the 'stopping sight distance' issue. At the very least speed reduction to 40kph could be posted from the 401 to King Street, southbound on Fountain Street and enforced.
4. **My main objection is the orientation of the north tower.** I believe it would be better suited in the same orientation as the middle tower, along the current and proposed access road. It would be farther from my rear lot line but also give better views of the Speed River and Riverside Park for more units. With the rotating of the north tower it should be possible to relocate the proposed parking lot ramp so I don't have cars driving along my rear yard to exit and enter the parking area.

As noted earlier, the proposed north tower is approximately 60 feet from my rear lot line. Using the common practice of “angular plane” design for proper fit and transition of tall buildings, next to historic residential zoning, the north tower should only be about 6 floors high. I would have no objection to the number of floors (15) if the north tower were rotated 90 degrees and placed along the access road.

As only one source, please refer to the following excerpts regarding responsible highrise planning and development...

#### **TALL BUILDING DESIGN GUIDELINES, Pages 22 to 24, CITY OF TORONTO**

Tall buildings should respect the scale of the local context and display an appropriate transition in height and intensity especially when adjacent to areas of differing land use, lowscale built form, and heritage properties. In general, appropriate fit and transition is achieved when tall buildings respect and integrate with the height, scale and character of neighbouring buildings, reinforce the broader city structure, provide horizontal separation and transition down to lower-scale buildings and open space, and maintain access to sunlight and sky view for surrounding streets, parks, public or private open space, and neighbouring properties.

Figures 3 and 4 below illustrate typical scenarios of tall building fit and transition.

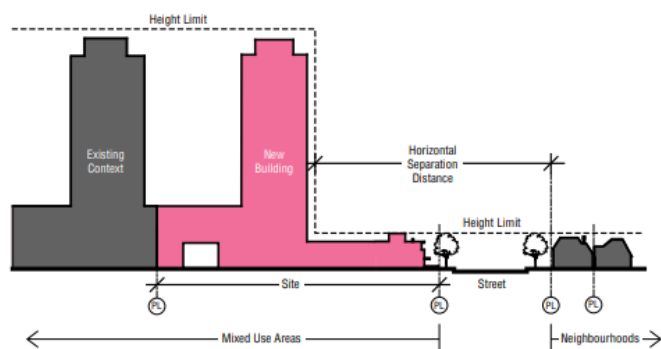


Figure 3: A conceptual illustration of horizontal separation distance and a change in base building height and form to support tall building transition down to a lower-scale area.

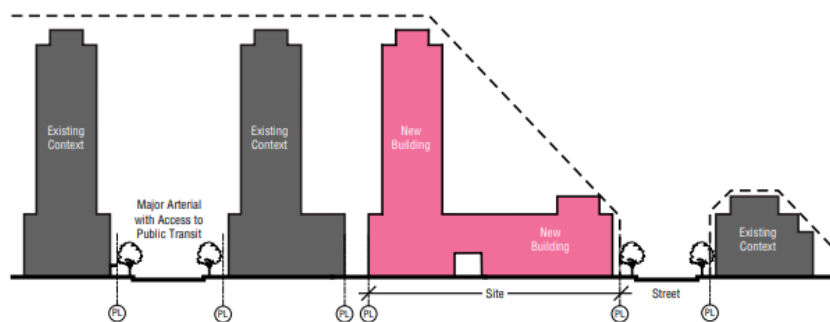


Figure 4: A conceptual illustration of an angular plane and direct relationship in base building height and form to support tall building transition down to a lower-scale area.

I recognize that the subject lands are in the “Downtown Core”, however, part of proper core planning is to ensure that suitable transition to surrounding land uses occurs. In closing, I ask that the developer and the City incorporate these practices in the final design.

Thank you, Mark