

True Design Elements

- Phase One New Truck Stop 132 Transport Trucks Permitted - March 25 2022
- Phase Two Additional Truck Stop XXX Transport Trucks - Cars 21
- Access Storage Operated Business X Employees
- Condo Rainbow Estates
- Existing property
- GRCA Flood Plane (Blair Creek)

True Design Elements (Factual) Urban Planner Report



SOUTH: Agricultural/open space lands are on the south side of New Dundee Road, which are designated for business park employment uses. Highway 401 is located further south of these properties.

Employment lands - Incorrectly Stated ... in Fact they are protected lands as part of the GRCA flood plane to Blair Creek

Employment area: means those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

“the vertical distance between the highest finished grade level at the perimeter of the building and the uppermost point of the building. For all uses except single detached and duplex dwellings, at no point shall the vertical distance between the lowest finished grade and the uppermost point of the building exceed 110% of the maximum building height in the applicable zone.”

The proposed development has been designed to compliment the surrounding low density residential building designs while providing an intensification of the site.

Section 1.6 of the Regional Official Plan establishes the overview of the Regional Planning Framework and Section 2.B.1 and 2.C establish policies for the Urban System. Section 2.F of the Regional Official Plan establishes policies for annual intensification targets within the delineated Built-Up Area, which is set at 60% for the City of Kitchener. Furthermore, development in the Built Up Area is intended to provide gentle density and other missing middle housing options **that are designed in a manner that supports the achievement of 15-minute neighbourhoods.**

A **15-minute neighborhood** is a concept that aims to provide residents with easy access to essential services and amenities within a 15-minute walk or bike ride from their homes. The idea is to create self-sufficient communities where people can live, work, and play without having to travel long distances

In a 15-minute neighborhood, residents can access essential services such as grocery stores, schools, healthcare facilities, parks, and entertainment venues within a 15-minute walk or bike ride from their homes. This helps reduce the need for cars and promotes a more active lifestyle

Building to Res – 5 Limits (78 Units)



Res 5 Guidelines	Solution	Possible
30 Units Per Hectare	Design to 2 and 3 Stories Units	Yes
Reduce Height to '11 Meters	Limit to 2 Stories	Yes
Max Floor space ratio .6	Limit to 2 Stories And Reduce units	Yes Currently .94 is beyond design limits

160 Unit Design is 105% More than the Res 5 Limits this is not Acceptable this is High Density Urbanization Clearly does not fit the existing Neighbourhood

Building to Res – 5 Limits (78 Units)



Res 5 Guidelines	Solution	Possible
30 Units Per Hectare	Design to 2 and 3 Stories Units	Yes
Reduce Height to 11 Meters	Limit to 3 Stories	Yes
Max Floor space ratio .6	Limit to 2 Stories In Rear and Reduce units	Yes .658
Save Trees and Rear forest	Re organize / Reduce Parking- More Green Space	Yes
Lower FSR close to guidelines		Yes

As Noted 112 Units Design is 43 % More than the Res 5 Limits but Reasonable Urbanization

Case Review Application 1000 Dundee Rd

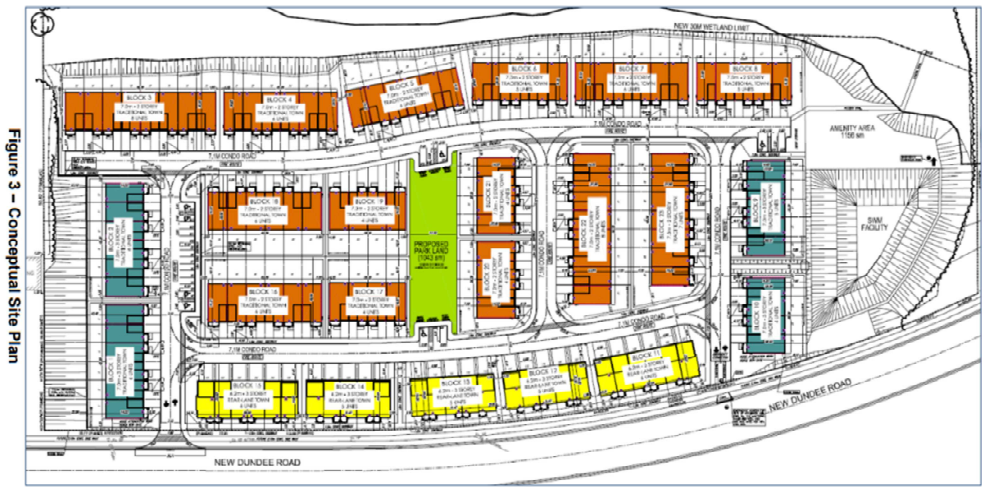


Figure 3 - Conceptual Site Plan

Res 5 Guidelines	Solution	Possible
30 Units Per Hectare	Design to 2 and 3 Stories Units Max 127 Units	Done
Reduce Height to 11 Meters	Limit to 3 Stories	Yes
Max Floor space ratio .6	Limit to 2 Stories And Reduce units	No .64
Hectare Site	4.6 Hectare	92%

As Noted 127 Units Design is 92% Zone 5 Fill Rate to Res 5 Limits Acceptable and Gentle Density Approach

Urban Planner

A pedestrian connection to/through adjacent private property is not likely a feasible or acceptable solution for improved access to local amenities and infrastructure and would require the registration of a public access easement across the adjacent property to secure in perpetuity.

City Comments

Section 3.1, page 13 – 8th bullet commentary is inconsistent with site plan layout; 9th bullet commentary should likely be removed as a registered public access easement over adjacent lands is not likely feasible;

General Risk (Liability)

Regards Insurance and private property both owners and the city would bear the cost of possible law suits related to third party claims . More than likely owners of the property could have to supplement any additional cost of personnel injury beyond the insured amounts of these properties .

15.D.6.13. In order to minimize the impacts of new industrial employment uses on the environment, including ground water resources and on *adjacent sensitive land uses*, the *City* will use Provincial Guidelines and consult with the *Region* to ensure that new industrial employment uses are in compliance with the standards and provisions related to:

a) the emission of light, sound and vibrations;

b) the emission of permissible concentrations of air contaminants such as dust, smoke, odour, fumes and other particulate; and,

c) water quality and waste control, including the quality of discharge and runoff and ground water recharge areas.

15.D.3.13. Notwithstanding Policy 15.D.3.12, a maximum building height of 4 storeys or 14 metres, at the highest grade elevation, whichever is the lesser, may be permitted on lands having **primary frontage** on to a Regional Road or City Arterial Street.

This clause was poorly written and in fact really meant to allow units on the front portion of Regional or Arterial road can be up to 14 Meters to be used as a buffer

There are currently no dedicated pedestrian or cycling facilities along New Dundee Road, although the Map 5c of the Regional Official Plan suggests that this portion of New Dundee Road is a planned cycling route (Figure 4). Internal sidewalks are proposed within the site that will provide pedestrian connections between the parking areas and dwelling units, as well as along the site access driveway out to New Dundee Road. Although there are currently no sidewalks on New Dundee Road, the Region's comments in the Record of Consultation note that a concrete landing pad for a new bus stop in front of the site will be requested, so the sidewalks along the site access driveway will assist with pedestrian access to the new transit stop.

- *Buses do not run 24 - 7*
- *Reliance on the automobile will be required we are not in a core city Centre*
- *Pathway thru the Adjacent Development is risky business for owners Due to private roads (slippery slope) and city employees will not maintain private walkways*
- *City will never have bus services on the property due to insurance liability Issues*
- *Due to the fact a transport truck depot will be having wide turns onto Dundee RD into on coming traffic will certainly provide greater risk on the people within the complex or using the sidewalks*

- Result in a pedestrian friendly development that supports and encourages multi-modal transportation, thereby minimizing future occupants' **reliance on the automobile**;

The proposed development has been designed to compliment the surrounding low density residential building designs while providing an intensification of the site.

Complimenting Low Density Design should be Gentle Density

- *Buses do not run 24 - 7 we have very limited bus service in this area*
- *Assuming everyone would want to bike in the winter*
- *Reliance on the automobile will be required we are not in a core city Centre*

Traffic Studies

- Most of these are flawed since they only are focused on the new building to the permit application.
- No data of Future Sites of New Builds only 2- 3% Increase Traffic
- Dundee RD can and should be considered a service Rd to the 401, It has this Definition as (EDR) Emergency exit . IT has the great Risk in being overloaded
- Stassburg Rd is planned to be Connected to Dundee RD ... Everyone wants to Reach the 401 but this will impact traffic on Dundee Rd
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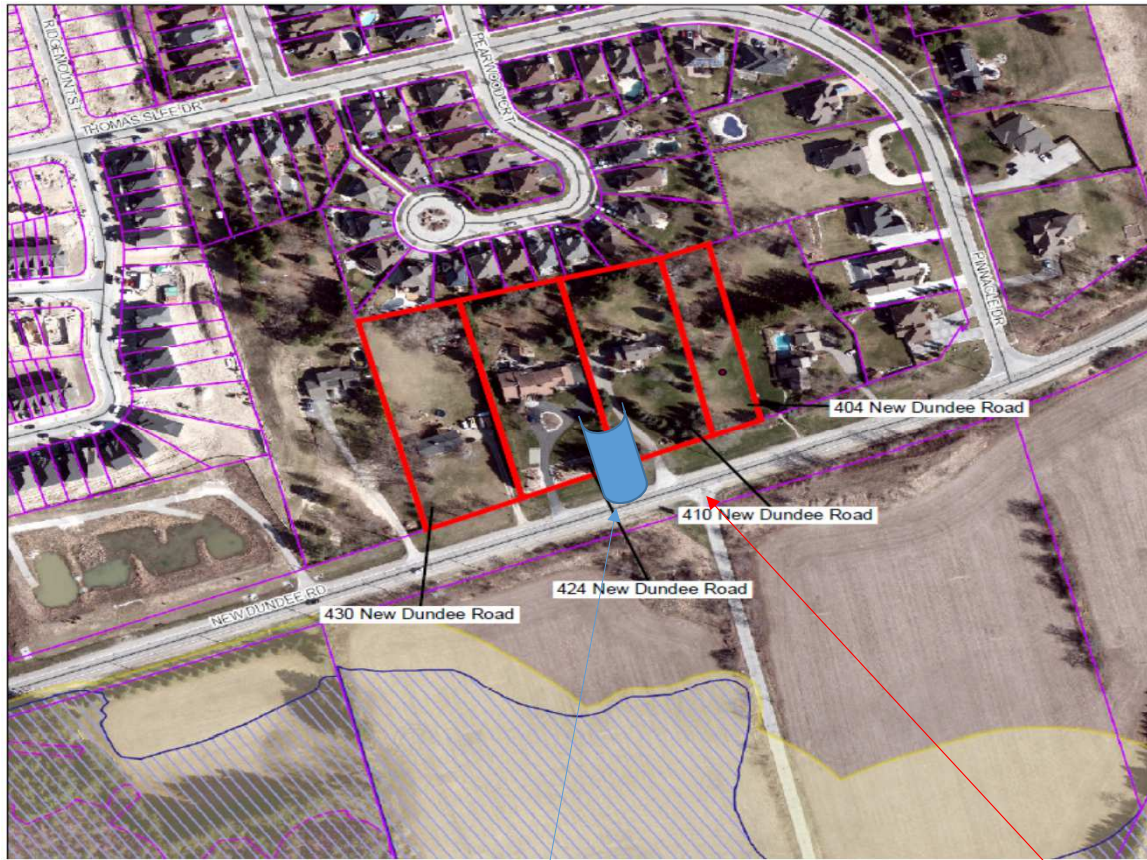
City Land Developments

Two exits out of massive subdivision onto Dundee RD



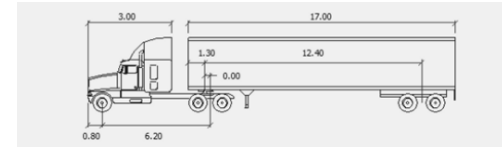
NO Infrastructure results in Safety risks 9 - All the new Developments Are not accounted for in traffic studies

How Safe is the Roadway

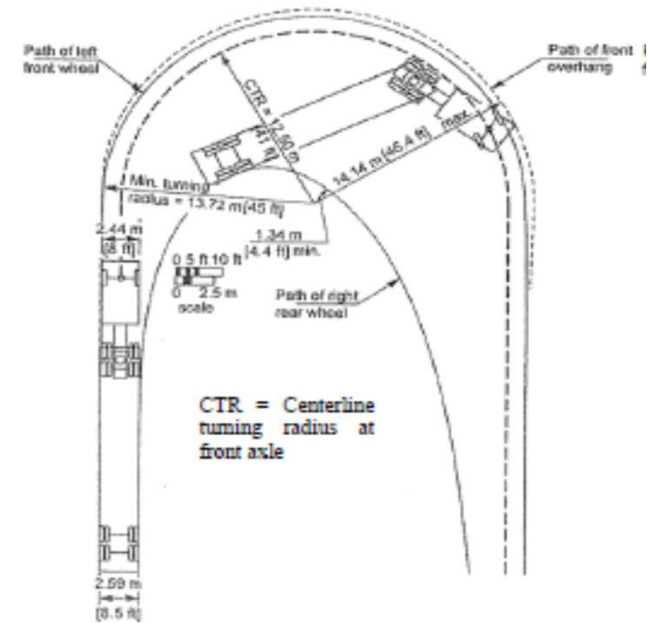


Proposed Entrance to Site

Truck Stop Entrance / Exit



Typical W20 Transport Truck Will have Max 11.68 Metre Turning path At 6 KPH



Single Lane Road width Presents Problems

Noise Barrier The Environmental Noise Study recommends that a 2.4m high noise barrier be constructed along the site's frontage of New Dundee Road in order to reduce noise levels resulting from Highway 401 traffic. The noise barriers must be constructed without holes or gaps, and have a minimum surface density of 20 kg/m². Additional landscape plantings are proposed along the New Dundee Road frontage in front of the required noise barrier in order to 'soften' the appearance of the wall.

The current noise testing is not compliant and in fact most building sites with close proximity to the 401 will have elevated noise . Seems like Region of Waterloo uses a Noise Clause that is more like " Buyer Beware "

Proper Noise Control usually starts at the source The 401 will create noise without Noise control walls as you see in some portions of the 401 Corridor reduce traffic noise

Truck stop will also have issues due to Vibration , air brakes , overnight truck movement .

The design and development of our *city* has multiple impacts on peoples' lives. Not only can the *built form* of a community impact where people live, work, interact with one another and move around, but it can also affect the physical and mental health of its residents, employees and visitors. The policies in this Section will ensure that land use planning decisions promote and protect the health and well-being of people and achieve a complete and healthy community.

6.1.1. To ensure development, redevelopment and infrastructure projects support physical and mental health.

7.C.7 Air Quality

Preamble

Clean air is essential for healthy, strong, liveable communities. Many day-to-day activities such as driving, home heating and industrial activities diminish air quality by producing a variety of harmful emissions and are a major source of pollution. One of the most effective strategies to ensure air quality is to encourage and achieve a complete and healthy community with a *compact urban form* and promote active modes of transportation such as walking, cycling and public transit

7.7.1. To support land use and *development* patterns that minimize *adverse effects* to air quality.

7.7.2. To reduce levels of private automobile use to reduce harmful emissions.

7.7.3. To encourage the reduction of pollution, including dust and odour, from point source.

7.7.4. To improve air quality by protecting, maintaining and enhancing Kitchener's *urban forest*.

Ontario's Wording

- improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- Building more compact greenfield communities reduces the rate at which land is consumed. Communities in larger urban centres need to grow at *transit-supportive* densities, with walkable street configurations. *Compact built form* and *intensification* efforts go together with more effective transit and *active transportation* networks and are fundamental to where and how we grow. They are necessary to ensure the viability of transit; connect people to homes, jobs and other aspects of daily living for people of all ages; and meet climate change mitigation and adaptation objectives. Moreover, an increased *modal share* for *active transportation* and transit, including convenient, *multimodal* options for intra-and inter-municipal travel, supports reduced air pollution and improved public health outcomes.
- Strong, healthy and prosperous rural communities are also vital to the economic success of the *GGH* and contribute to our quality of life.
- To support the achievement of *complete communities* that are healthier, safer, and more equitable, choices about where and how growth occurs in the *GGH* need to be made carefully

Located on the south side of Dundee Rd a new truck stop and layover facility is being built. Less than 150 Meters from the proposed site .

It Should be noted that there are significant health risks and carcinogens that have proven to cause cancer.


Several organizations have begun to seriously consider banning transport trucks in being close proximity to schools and large established neighbourhoods .

In 2012, the International Agency for Research on Cancer, which is part of the World Health Organization, classified diesel engine exhaust emissions as carcinogenic to humans (Group 1), based on sufficient evidence that exposure is associated with an increased risk for lung cancer and limited evidence with an increased risk for bladder cancer.

Driving Harm: Health and Community Impacts of Living near Truck Corridors

THE Impact Project Policy Brief Series

January 2012



Trade, Health and Environment Impact Project
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Photo by iPhotoDT

Green Spaces and Re forestation

Tree Canopy Target for Kitchener, INS -2022-002 That a tree canopy target of 30% per cent by 2050 be established for each of the 10 Wards in the City of Kitchener together with an overall City-wide canopy target of 33% per cent by 2070, as outlined in Infrastructure Services Department report INS-2022-002,

What we know About the development

“ proposed along the **northern property line to buffer the proposed development from established residential lots and protect existing vegetation from grading associated with the proposed development.** The proposed retaining wall and landscaped buffer will improve the transition between the established residential neighbourhood to the north and the proposed **development by providing a visual landscaped buffer and protecting the existing mature trees along this property line.** “

- Arborist report 324 Trees
- Remove 234 Trees **72 % destruction mostly in the rear of the development of the northern property line**
- Replant 23 Trees (to the development)
- Consider every tree that is removed should be replaced with equivalent planting of trees
- Wording such as **Protect existing vegetation....** is in the urban planning report
- The meaning of CONCRETE JUNGLE is a **modern city or urban area filled with large buildings** and regarded especially as a harshly competitive, unwelcoming, or dangerous place.

Doon has become over populated already and has limited road network

Doon already has plenty of Mixed housing and density has become a issue. In all aspects Traffic , Schools , Public Safety

Building on a regional road in high density , consider 30 units per acre is still far to much

Good Planning follows a project plan with Zero risk , to Doon this is risky in fill that is not needed at this level . Activa has plenty of property West of this site



Frustration will be evident on the amount the road way can handle . Schools are full

Builder domain of selection but noise and Air pollution is extremely high risk .

Noise and Air pollution is extremely high risk on Dundee Road (Truck Stop – 401)

No additional job Influx purely residential

The Ultimate Goal (Safe and Workable)

- Limit the risk of over urbanization Dundee Road is a complex road and having large scale Subdivision further away designed for urban purpose.
- In this case we have so many risks its hard to think that this type of density is acceptable.
- The original plan was always to build homes with further set backs on the first portion of Dundee road to limit the risks of Health , noise pollution and prevent accidents .
- Further lands to the west if planned appropriately should be the city planners first choice.
- Building a few homes on each lot will in a nice R1 Zoning would provide less risk to the city and everyone in the community. Something to Consider

Residents recommendation : Council should consider to Defer for further consultation and review , Engage the residents, Seek options with low risk to the community that enhances safety .