

Eric Schneider

From: John Wisenberg
Sent: Thursday, January 9, 2025 9:30 AM
To: Eric Schneider
Subject: RE: [EXTERNAL] Fwd: 4611 king street
Attachments: Feedback 3.pdf

•• PROTECTED 關係者外秘

Here's my latest feedback in addition to what I've already sent in the past.

Thanks again for your patience with all my involvement!

John Wisenberg

From: John Wisenberg
Sent: Wednesday, January 8, 2025 11:17 AM
To: Eric Schneider <Eric.Schneider@kitchener.ca>
Subject: RE: [EXTERNAL] Fwd: 4611 king street

Thanks for the quick response, Eric.

In response to item #2, the design of the site requires 100% of pedestrians to cross the driveway by King Street. There is no alternative means for pedestrians to enter or exit the site. Motorists will be unable to enter or exit the site during pedestrian crossings. This could create a queue on King Street at times, and will certainly worsen the internal site queueing which already exceeds driveway capacity. If only 75 pedestrians cross during peak hour (10.3% of total site units) the driveway could be blocked for 10 of 60 minutes when using a walking speed of 1.0m/s. I don't think it is unreasonable to expect queueing on King Street to enter this site during peak hours due to the site density and single point of entry/exit. I recommend re-thinking the impact of pedestrians.

As for cycling, the current configuration of the area will require cyclists to share the road with motorists. The traffic study indicates 6% total traffic are heavy vehicles, and although the traffic study doesn't break it down further I think it's safe to assume most of the heavy vehicles will be using the RH lane for 401 access. Is the city recommending installation of a multi-use trail between the site and Tu Lane?

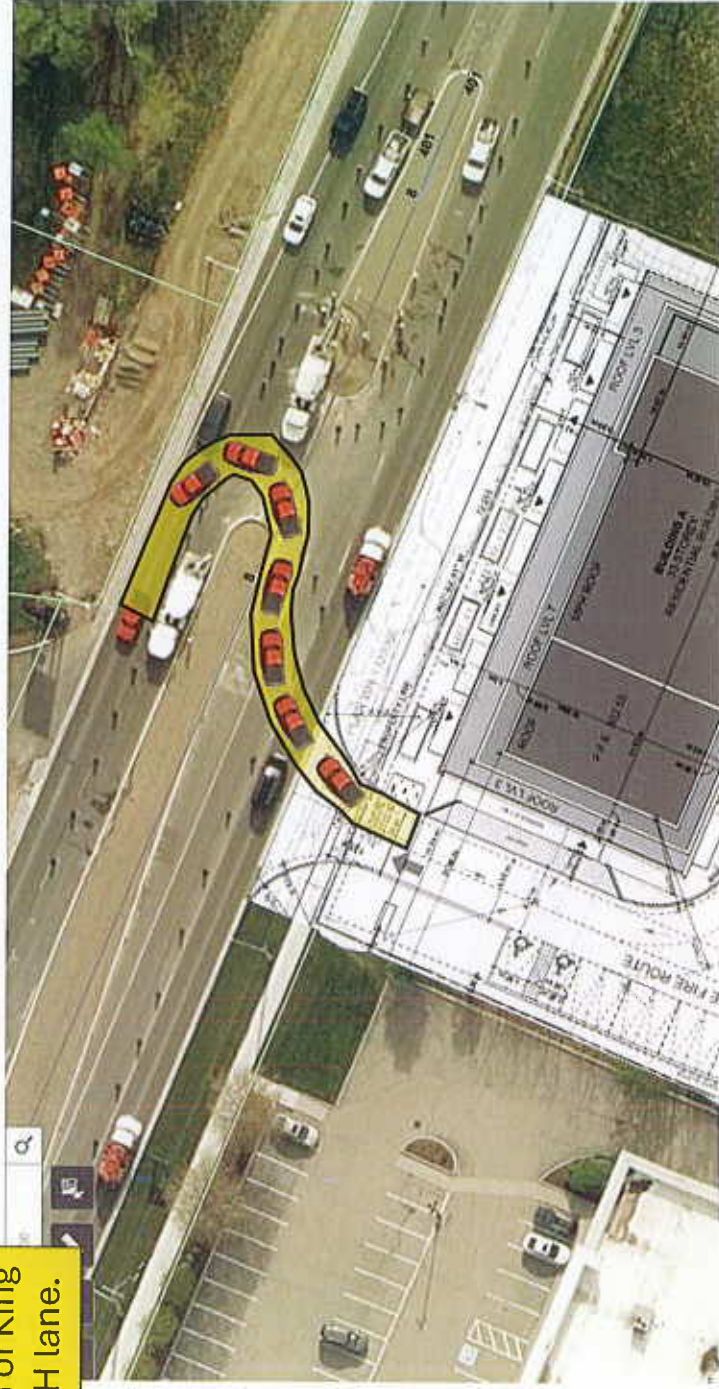
Eastbound U-Turn Location and Impact

The TIS suggests performing U-turns immediately in front of the site.

The Synchro analysis does not assess this proposed condition. The Synchro analysis for site driveway only considers 50% of King St. traffic for RH turns directly into RH lane.

8.2 Conclusions

Based on the findings of this study, it is concluded that development of the subject site is forecast to have a minor impact on traffic operations at the study intersections. In both the AM peak hour and PM peak hour, the site-generated traffic introduces one additional critical movement: the westbound through movement on King Street East at the eastbound Highway 401 off-ramp. In the absence of signalized ramp terminals, and given the driveway's location near the west property line, U-turns could be completed at the turn-around location on King Street East, within the median immediately in front of the site.



Eastbound U-Turn Alternative Locations

There is no ideal alternative U-turn location farther down King Street

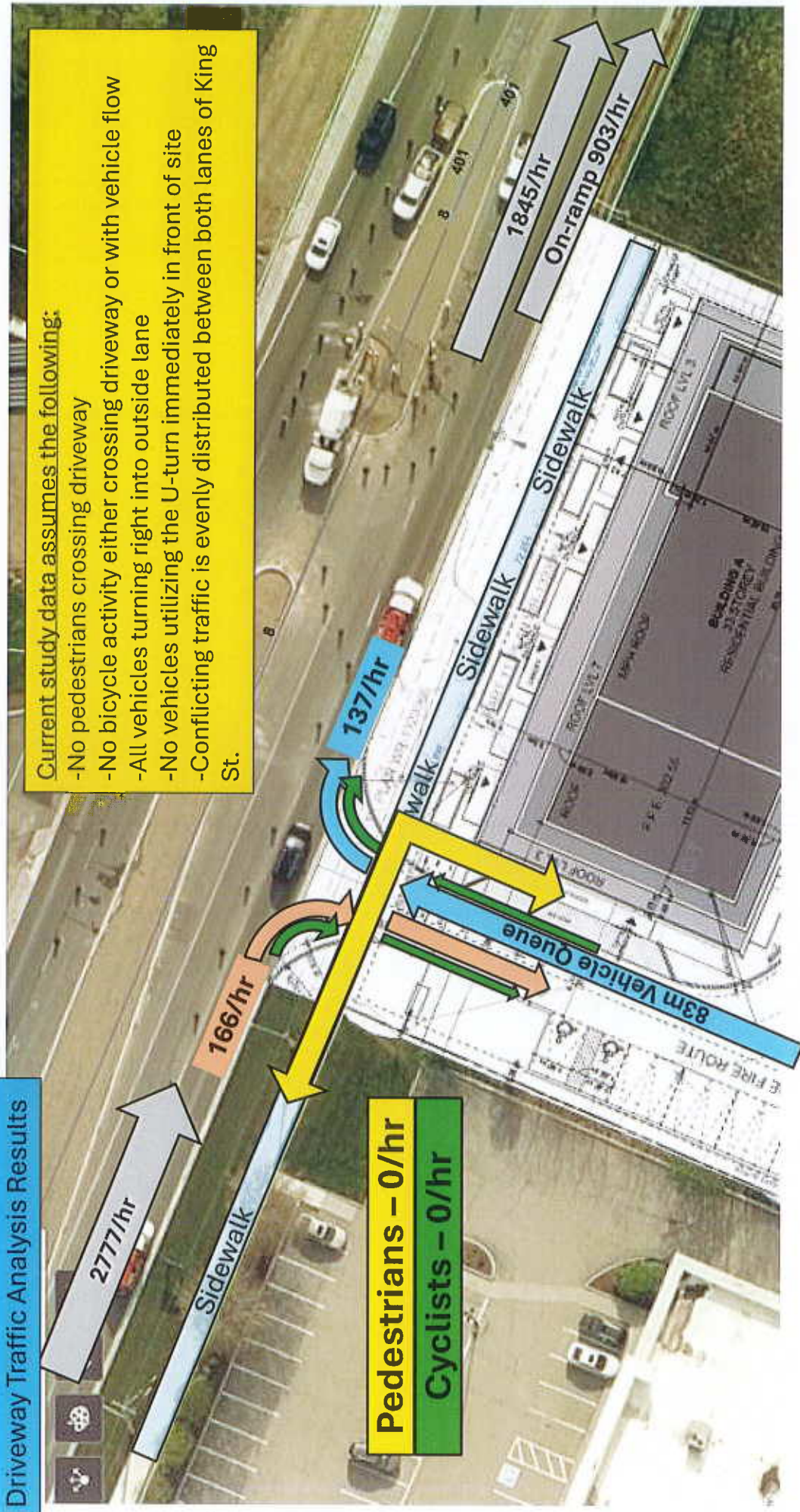
No median, free for U-turns
*might block through-flow while queued & difficult to see incoming 401 off-ramp traffic



Driveway Traffic Analysis Results

Current study data assumes the following:

- No pedestrians crossing driveway
- No bicycle activity either crossing driveway or with vehicle flow
- All vehicles turning right into outside lane
- No vehicles utilizing the U-turn immediately in front of site
- Conflicting traffic is evenly distributed between both lanes of King St.

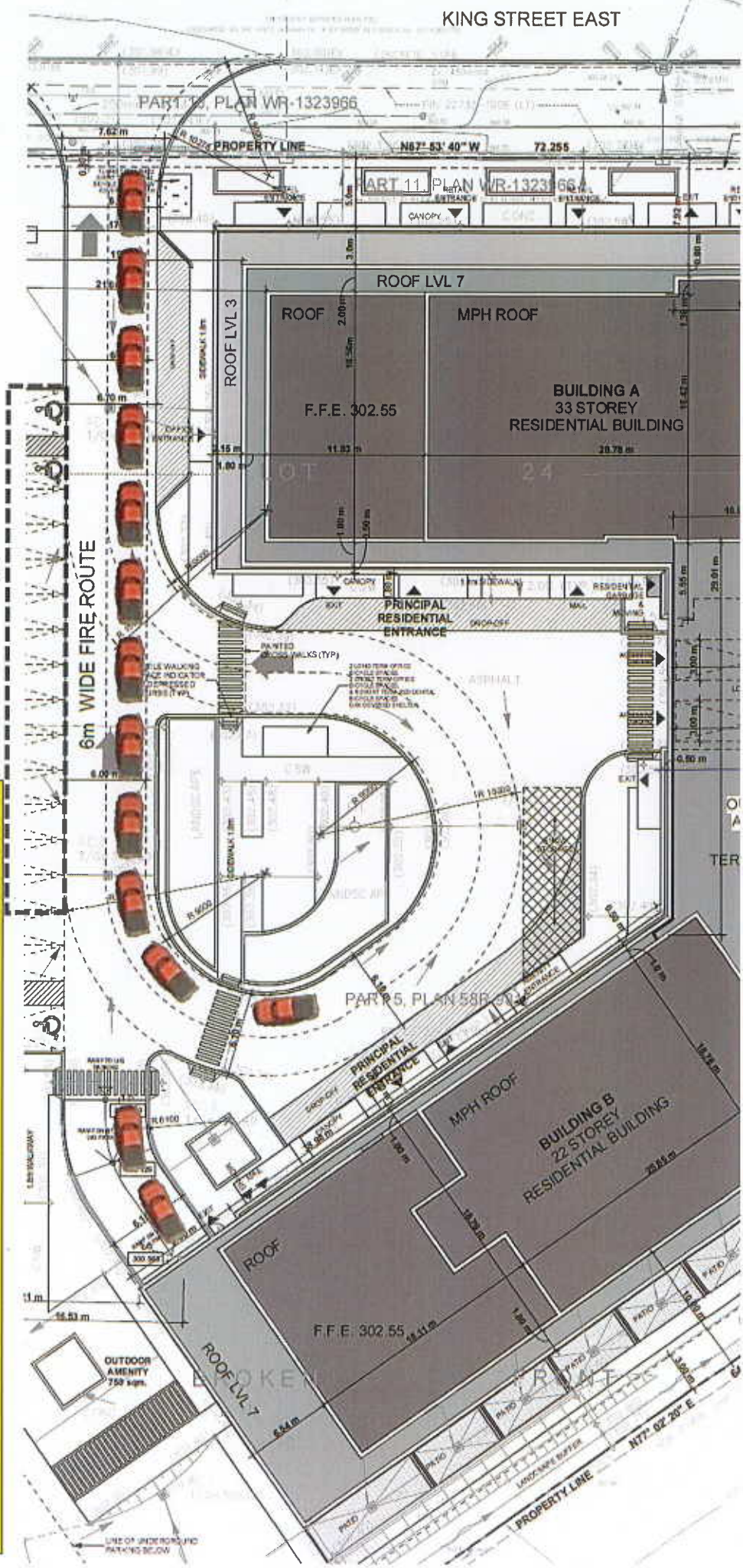


Pedestrians - 0/hr
Cyclists - 0/hr

These parking spots will not be usable during PM peak hours due to inadequate clearance

Approximately 14 vehicles will be queued during PM peak hours
*without considering cyclists & pedestrian impacts

Driveway Queue Visualization



Site Specific Traffic U-turn Queues

-Current study data indicates 100% of U-turn traffic is generated by the proposed development.

→ Is it reasonable to forecast no other traffic using U-turns?

-July TIS indicated U-turn queues will exceed available length and will block one lane of King Street East.

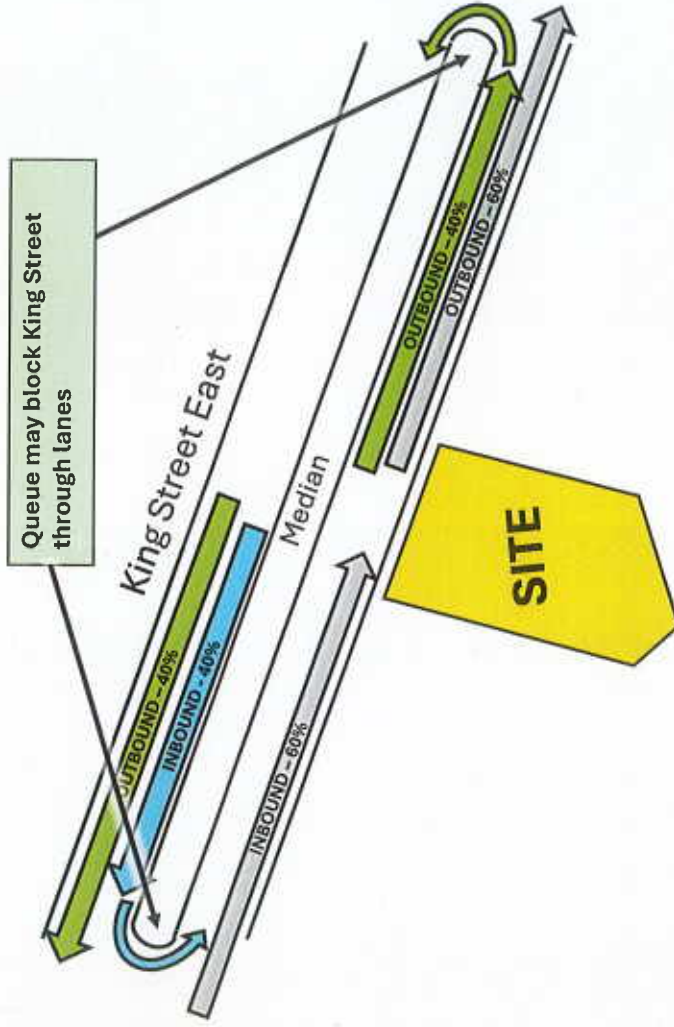
-December TIS indicates U-turn queues will have less than one car length remaining before blocking through-lane traffic.

-TIS trip distribution ratio is currently favourable for even queue distribution between AM/PM. If ratio is not 60/40, queue lengths will be extended at either AM or PM.

-MTO requested additional justification for trip distribution ratio and I don't believe this was adequately provided.

Conclusions:

1. The U-Turns near the site will be almost fully utilized by this site and will have limited capacity remaining for other traffic.
2. If the forecast trip distribution is incorrect the U-turn queues will block through-lane traffic on King Street East.



Trip Distribution:

- o Please provide justification for Sportsworld Dr trips as this appears to be less attractive being parallel to Highway 401.

Origin/Destination	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
North via Sportsworld Drive	15%	10%	10%	10%
North via Highway 401	10%	10%	15%	10%
South via Highway 401	15%	30%	15%	20%
West via King Street	35%	30%	40%	30%
East via King Street	25%	20%	20%	30%
Total	100%	100%	100%	100%

July 2024 Study - Traffic Operations With Development

Intersection	Control Type	Direction / Movement / Approach												MOE	Control Type	Intersection	Overall							
		Eastbound			Westbound			Northbound			Southbound													
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Overall	
King Street East and Spotswood Drive/Residential Drive	TCS	64	50	27	65	54	37	40	38	65	55	48	27	278	85	1.03								
King Street East and Tu-Lane Street	TCS	64	50	27	65	54	37	40	38	65	55	48	27	278	85	1.03								
King Street East and Hwy 401 On/Off-Ramp	TCS	64	50	27	65	54	37	40	38	65	55	48	27	278	85	1.03								
King Street East and Residential Drive	TCS	64	50	27	65	54	37	40	38	65	55	48	27	278	85	1.03								
King Street East and Spotswood Drive	TCS	64	50	27	65	54	37	40	38	65	55	48	27	278	85	1.03								

U-turn Traffic Impact Significantly Different

U-turn Traffic Impact Significantly Different

Operations of many of the critical movements are nearly identical to those in Table 5.1, except at King Street East and Tu-Lane Street and King Street East and the westbound Highway 401 On-/Off-Ramp. The respective westbound U-turn and eastbound U-turn movements at these intersections are forecast to operate with delays greater than 132 seconds in the AM peak hour, and greater than 67 seconds in the PM peak hour.

U-turn Traffic Impact Significantly Different

U-turn Traffic Impact Significantly Different



Dec 2024 Study - Traffic Operations With Development

Intersection	Control Type	Direction / Movement / Approach												MOE	Control Type	Intersection	Overall							
		Eastbound			Westbound			Northbound			Southbound													
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Overall	
King Street East and Spotswood Drive/Residential Drive	TCS	58	44	23	44	63	44	27	42	59	45	32	23	287	47	0.84								
King Street East and Hwy 401 On/Off-Ramp	TCS	58	44	23	44	63	44	27	42	59	45	32	23	287	47	0.84								
King Street East and Residential Drive	TCS	58	44	23	44	63	44	27	42	59	45	32	23	287	47	0.84								
King Street East and Spotswood Drive	TCS	58	44	23	44	63	44	27	42	59	45	32	23	287	47	0.84								

U-turn Traffic Impact Significantly Different

U-turn Traffic Impact Significantly Different

average additional delay of six seconds in the AM peak hour and seven seconds in the PM peak hour. The assumed U-turn movements at Tu-Lane Street and the westbound Highway 401 off-ramp are forecast to operate at acceptable levels of service and within capacity. In the absence of signalized ramp terminals, and given the driveway's location near the west property line, U-turns could be completed at the

U-turn Traffic Impact Significantly Different

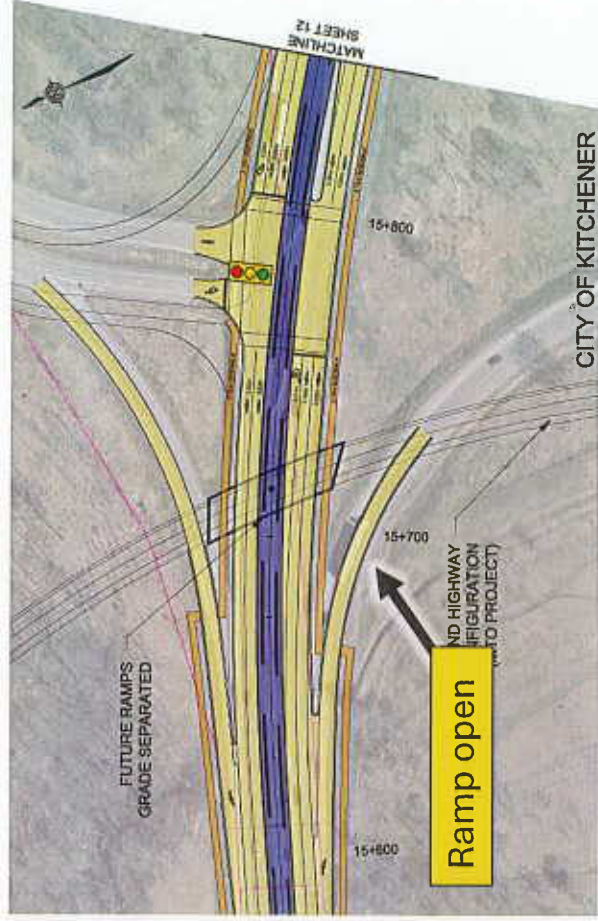
U-turn Traffic Impact Significantly Different

Both reports stamped by P.Eng



Which 401 interchange configuration would be implemented?

The site specific U-turn traffic impact will increase if the existing 401 WB on ramp is closed.



Recommendations for site approval:

- Rearrange site pedestrian walkways to avoid crossing site driveway
- Add MUT between site and Tu Lane
- Extend U-turn queue lanes that will be utilized by this site
- Ensure adequate surface driveway available for forecast site queues

Eric Schneider

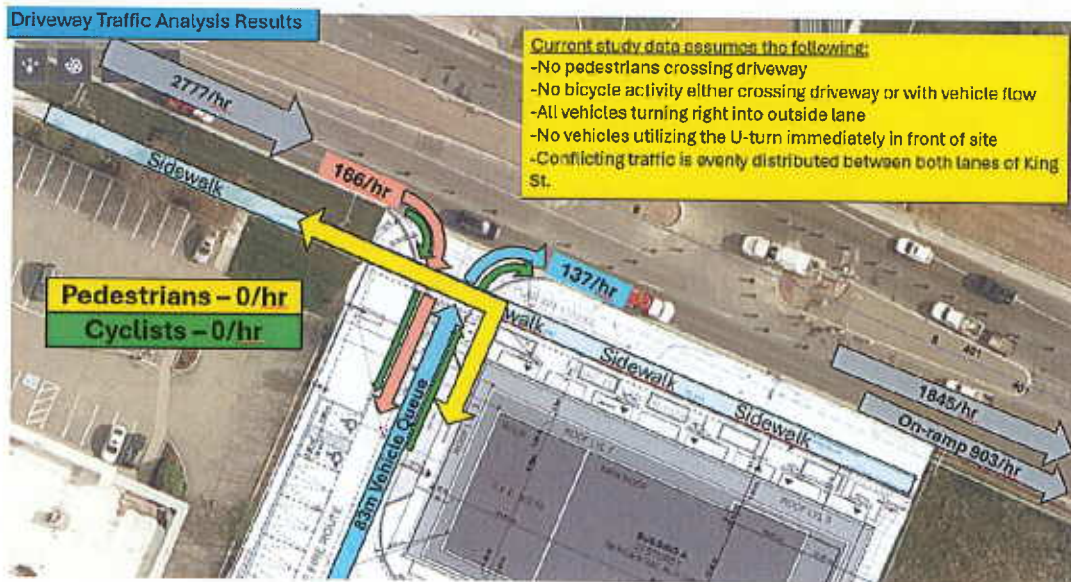
From: John Wisenberg
Sent: Wednesday, January 8, 2025 11:17 AM
To: Eric Schneider
Subject: RE: [EXTERNAL] Fwd: 4611 king street

•• PROTECTED 關係者外秘

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Thanks,

John Wisenberg

From: Eric Schneider <Eric.Schneider@kitchener.ca>
Sent: Wednesday, January 8, 2025 10:08 AM
To: John Wisenberg
Subject: RE: [EXTERNAL] Fwd: 4611 king street

Eric Schneider

From: SHARON VERLEY
Sent: Sunday, January 5, 2025 6:32 PM
To: Eric Schneider
Cc: Stephanie Brown; Wendy Johnston; Steph Rawson; Marlene Bennett
Subject: Council Meeting

Hi Eric,

How are you? Just wondering about the meeting on January 27th I don't see anything on the city calendar.
Please advise.
Thanks

Sharon Verley-Entz, M.Sc Ed

Eric Schneider

From: John Wisenberg
Sent: Monday, December 30, 2024 4:35 PM
To: Eric Schneider
Subject: RE: [EXTERNAL] Fwd: 4611 king street

•• PROTECTED 關係者外秘

Hi Eric,

I hope you had a good holiday! I am preparing more feedback in response to the updated traffic study. I have a few questions maybe you can answer:

- 1) Did Paradigm/LJM indicate that the previous traffic study had mistakes that were corrected in the second study and it should not be used? Or is it simply a different analysis (changed assumptions)? Some of the forecast values are substantially different. The original study was stamped by P.Eng (and likely peer reviewed by another P.Eng), so if both forecasts are considered possibilities than that is important to note.
- 2) Pedestrians & bicyclists are not accounted for in any of the traffic analyses (primarily the site driveway enter/exit). Do you know if this was agreed upon with your team, or was this a choice made by the developer?

See below from "Guidelines for using Synchro 11 – Toronto Transportation Services Division". I could not find a comparable document from Kitchener/ROW.

- a. In some circumstances, where the intersection is approaching or is at capacity, the use of more site specific parameters may be appropriate. Under such cases, **the use of assumed values must be discussed with City staff.** Site-specific data regarding pedestrians, bicycle use and transit use may also be critical in planning analysis, particularly when dealing with multi-use developments, higher development densities, and proximity to higher-order infrastructure.

Thank you,

John Wisenberg

From: Brittany Krueger
Sent: Friday, December 20, 2024 7:54 AM
To: John Wisenberg
Subject: [EXTERNAL] Fwd: 4611 king street

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

From: **Eric Schneider** <Eric.Schneider@kitchener.ca>

Date: Thu, Dec 19, 2024 at 1:19 PM

Subject: RE: 4611 king street

To: SHARON VERLEY

Stephanie Brown

>, Bob

Seip

>, Jeannie and Rollie

Amanda Heywood

>, Jim Cseh

Wendv Johnston

Jackson

Eric Schneider

From: Steph Rawson
Sent: Friday, December 20, 2024 2:15 PM
To: Eric Schneider
Subject: Re: 4611 king street

Hi Eric,

That's good to hear about the commercial space possibility being leased for amenities such as a smaller grocery store. I wasn't sure if that was the case. I don't know why but I thought the space didn't offer enough parking for groceries to be an option? I'm assuming that's for larger scale stores like Sobey's.

I guess it's also hard to know if the commercial space will be in demand for businesses, I'm thinking of the empty storefronts under the newer Garment Street Condos.

It's difficult because if the developer could guarantee amenities to allow for residents to access what they need without a car that would be great but we won't know that until it's too late. My concern is that the development will be completed with the plan for residents not to need a car but if stores do not open up in the area then people are stuck without adequate parking which would likely result in overflow parking in our neighbourhood.

Regarding the parking cost note, I was mostly just trying to bring to light that likely the developer is wanting to cut down on the required parking because it will save them over \$22 million in development costs. Let's be honest, they don't care about how the build affects the community or if the new residents will find that they have purchased a condo with the belief that they can get around easily with public transit or walking where in fact they require a car for daily use. * So yes they need more parking*

Thank you for the note back!
Steph

From: Eric Schneider <Eric.Schneider@kitchener.ca>
Sent: December 20, 2024 4:38 PM
To: 'Steph Rawson'
Subject: RE: 4611 king street

Hi Steph,

Yes, I have heard from other residents. I should have been more specific. The tower portion of the building (22 storeys) has shifted further from the low rise res zones (about 3 metres). The tower sits on top of the podium, or building base. I am still doing a detailed review of the new plan, and I appreciate your comments.

I do appreciate the concerns for walkability and amenities nearby. I think it is important to consider, because the applicant is requesting to change the land use designation and zoning to allow for residential units here, in an area zoned for arterial commercial. I think what can positively contribute to the provision of amenities for future residents (and for existing residents in the neighbourhood) is that the proposal is for a mixed use building, and not fully residential. The mixed use includes a rather substantial amount of office space on the second floor, and retail on the ground floor totaling 20 000 square feet (7000 for retail). We are seeing examples of mixed use buildings providing

“food stores” (smaller grocery stores, sometimes upscale like a vincenzo’s) locating in the base of mixed use buildings. This has potential to provide for amenities and address this issue, at least partially.

Can you clarify your concerns/thoughts on the parking? I see you have provided information on the cost of underground parking. You are wanting more parking to be provided, correct?

The MTO is currently reviewing the revised transportation impact study and is consulting with the Region. I am hoping we will have more clarity by the end of January by the time of the meeting.

Eric Schneider, MCIP, RPP

Senior Planner | Development and Housing Approvals Division | City of Kitchener
519-783-8918 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca



From: Steph Rawson

Sent: Thursday, December 19, 2024 4:55 PM

To: Eric Schneider <Eric.Schneider@kitchener.ca>

Subject: Re: 4611 king street

Hi Eric,

I'm probably echoing other people's comments but the footprint of the new design is exactly the same distance from every properly line. The difference of the three story change in regards to overlook and privacy is well...insulting.

We will be curious to know if the MTO accepts this traffic study since they seemed unimpressed with the data that that went into the first study. Will we know prior to Jan 27th if the MTO has given permission to build? The whole process seems like a moot point until they make a decision.

I'm still concerned about the lack of amenities for the future residents with the developer pushing for non-personal vehicle transportation. I grew up in Toronto and appreciate a walkable city, I never owned a car until I moved to Kitchener. At that time, I could walk for all necessities. The closest grocery store to the site is a 59 minute walk or 22 minutes by bus not considering transfer / waiting time.

Sorry I feel like this is a bit of a repetition, I'm just disappointed that the developer didn't make more substantial changes to the height of the building and the parking. It's apparent that they are more concerned about their profit than meeting the needs of their future residents. I'd like to see a study about the cost of putting in adequate parking that's currently required by Kitchener Bylaws.

"A good rule of thumb, for the Toronto area, is that it costs \$70,000- 80,000 per parking space to build underground. That assumes an efficient parking layout and favourable geotechnical and environmental conditions."

<https://www.kiwinewton.com/ontario-place-parking-save-millions/#:~:text=A%20good%20rule%20of%20thumb,favourable%20geotechnical%20and%20environmental%20conditions.>

I appreciate you forwarding the new information to us.

Eric Schneider

From: Stephanie Rich
Sent: Thursday, December 19, 2024 1:56 PM
To: Eric Schneider
Subject: Re: 4611 king street

Hey Eric,

I'm confused about your comment that it has been shifted further away from our houses? The drawing shows it is 3meters (balcony) and 10 meters(building) from the line still. Am I reading it wrong ?

Steph
Sent from my iPhone

On Dec 19, 2024, at 1:50 PM, Stephanie Rich <stephanie-rich@hotmail.com> wrote:

Sent from my iPhone

Begin forwarded message:

From: Eric Schneider <eric.schneider@kitchener.ca>
Date: December 19, 2024 at 1:19:44 PM EST
To: SHARON VERLEY
Stephanie Brown
, Bob Seip
, Jeannie and Rollie
, t>, Amanda Heywood
, >, Jim Csehi
, >, Wendy Johnst
, >, Brittany
Krueger
Julie Mitchell
Janinice Jackso
Michael Collin
, >, Magda Cober
, >, Mariesa Bagchus
Matt Vandermeersch
, >, Keith Martin
, >, Frania
Banks
Jenny Graham
, >, Tammv Scurr
, >, Jim and
, >, Mike Milloy
, >, Doreen Crawford
, >, Sarita And Darin Persad
, >, Sue Adams
, >, Lauren Furlop
, >
, >, Kathe Johnston
, >
, >, rystyna And Rogelio Lejarza <
, >, MJ
Pizzio
Keith Reyraf
Aubrey
McDonald
, >, Sheila Mansion
, >, Scott
Warnez
, >, Adam Bearss
, >, Steph
Rawson
, >, Sean Mcclinchey
, >
Marg Kissick
, >, Maria Chepikova-Forouzanfar
, >
, >, Emilia and Nathan Npsitse
, >, Weldon
Johnston <
, >, Monika Jones <
, >
, >, n Schmiedendorf
, >, Conner Means

Eric Schneider

To: Vern Martin
Subject: RE: 4611 king street

From: Vern Martin
Sent: Monday, December 16, 2024 4:47 PM
To: Eric Schneider <Eric.Schneider@kitchener.ca>
Subject: Re: 4611 king street

Hi Eric,

Just digesting your message... Does this mean that the January 6 meeting at City Council with the Developer has been delayed? If so, let me know right away and I'll cancel our neighbourhood meeting that we were going to have tomorrow.

Vern

Eric Schneider

To: Colette O'Banion
Subject: RE: Fw: 4611 king street

From: Colette O'Banion
Sent: Monday, December 16, 2024 1:00 PM
To: Eric Schneider <Eric.Schneider@kitchener.ca>
Subject: Fwd: Fw: 4611 king street

Hi Eric,
Please add [redacted] and [redacted] to the email chain for information regarding this project.
As a resident of Limerick drive we would be also like to be informed of any information regarding the application of this development.

Thank you,
Colette & Pat O'Banion

Eric Schneider

To: Vern Martin
Subject: RE: 4611 king street

From: Vern Martin
Sent: Monday, December 16, 2024 8:25 AM
To: Eric Schneider <Eric.Schneider@kitchener.ca>
Subject: Re: 4611 king street

Good morning Eric,

Juts a quick question for you..... Is there any update information since this earlier email? We are planning on having a neighbourhood meeting Tuesday night (tomorrow) and if there is any update information, I'd like to pass it along to the group.

Look forward to hearing from you.

Vern Martin
VP of Pine Grove Community Association

Kitchener, ON

(mobile)

Eric Schneider

To: Andrew Heywood
Subject: RE: 4611 king street

From: Andrew Heywood
Sent: Friday, November 29, 2024 7:21 PM
To: Eric Schneider <Eric.Schneider@kitchener.ca>
Subject: Re: 4611 king street

Thanks Eric, very interesting reading! I am currently working away and was not able to attend the original date for the council meeting, I should be available for the new date, however in light of what you just shared it could be possible LJM have a change of heart!
Have a great weekend
Regards,
Andrew

Sent from my iPhone

On Nov 29, 2024, at 3:35 PM, Eric Schneider <Eric.Schneider@kitchener.ca> wrote:

Hello, I have 2 updates on this application.

First, we received MTO comments.

Second, the applicant has provided a response letter in regards to private wells. MTE provided the letter to LJM directly, but it was just forwarded to me yesterday.

Both are attached to this email. Please forward to others not included here as needed.

If anyone is interested in another on site meeting, I have time next week on Wednesday at 4PM. Or as the weather gets colder if others would prefer to meet here at City Hall I can book a meeting room.

Eric Schneider, MCIP, RPP

Senior Planner | Development and Housing Approvals Division | City of Kitchener
519-783-8918 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca

Eric Schneider

From: Stephanie Rich <
Sent: Saturday, December 14, 2024 3:01 PM
To: Eric Schneider
Subject: Re: Reports

Afternoon Eric,

Hope you're having a nice weekend.

Question regarding the upcoming January meeting. Curious whether you think it will proceed or not? I assumed if the applicant had completed all the required things the MTO had requested to be considered for the permit, that we would have heard ... with Christmas looming in the next week and a half, that doesn't leave much time for them to have the reports and surveys completed.

If the MTO required things haven't been completed, then will the meeting still proceed? I had just assumed that if the MTO won't currently provide them with the permits at this point, then the City wouldn't really be able to vote in favour of the project...

Thanks Eric !

Steph
Sent from my iPhone

> On Nov 6, 2024, at 4:55 PM, Eric Schneider <eric.schneider@kitchener.ca> wrote:

>

> Hi Sharon,

>

> Still no formal comments from the MTO have been received.

>

> In regards to the wells, the applicant has asked their engineering consultant, MTE, to look into it. I will provide updates when available.

>

> The traffic consultant, Paradigm, is currently working on the update to the traffic study.

>

>

>

>

> Eric Schneider, MCIP, RPP

> Senior Planner | Development and Housing Approvals Division | City of Kitchener

> (519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca

>

> The City of Kitchener is modernizing its phone system, and beginning November 12, 2024 you can reach me directly at 519-783-8918.

>

>

> -----Original Message-----

> From: SHARON VERLEY <

> Sent: Tuesday, November 5, 2024 9:49 PM

Eric Schneider

From: SHARON VERLEY
Sent: Friday, November 15, 2024 11:55 AM
To: Sarah West; Sharon Verley-Entz; Carla Johnson; Carla Johnson; Eric Schneider
Cc: law.com
Subject: Re: Inquiry re: 4611 King St (Fw: Support Request from User of BusPlanner Web)

Thanks Sarah for your response.

I'm a teacher with our school board and I teach at William G Davis. Our classes are full! My daughter attends Grandview PS their school is full. My son attended Davis and Preston years ago and even though we had an influx of students for a while (portables at Davis and at Preston PS where the Deeridge kids once attended) the class sizes are enormous.

>>If the high yield is applied to the 4611 King St project, around 75 students might be generated across Junior Kindergarten to Grade 12. Roughly 6 students per grade. These students are currently directed to Grand View Cambridge, William G. Davis and Preston High School.

Just wondering how and where you factor these stats in. What if these units become rental properties with multiple families? What will the numbers look then? Triple?

Also there is a huge high rise across the street on Langs Drive...many, many units with the same possible outcome renters/owner...what would the scenario look like then?

Deeridge Units also there will be two units as well as another proposed building 4396 King Street East proposal. Url

here https://app2.kitchener.ca/AppDocs/OpenData/AMANDADataSets/634205_Urban%20Design%20Brief.pdf

Other things to consider: Traffic, Bus drivers are hard to find and keep... etc

Also have you spoken with our city planning department. Eric Schneider has been a great resource for me. I've cc'd him here.

Thanks and look forward to hearing from you.

Sharon Verley-Entz, M.Sc Ed

On Friday, November 15, 2024 at 09:12:38 AM EST, Sarah West <sarah_west@wrdsb.ca> wrote:

Hello Sharon,

I have been asked to prepare a response to your inquiry on behalf of the Planning Services Team at the WRDSB. Please review my response and don't hesitate to get in touch if I can add clarity to anything.

Question: How does the WRDSB plan to address the influx of new residents from 4611 King St and other developments, such as the Deer Ridge project?

School boards are one of the commenting agencies in the planning approvals process and, as such, are provided with information about all development proposals in the region. Through our standard process, we receive development proposals, review and respond if required and then track the details of the unit counts and types in our development tracking system.

Different types of units yield different amounts of student-aged populations; things like the size of the unit, the bedroom counts and the attractiveness of the unit to families all influence how many students we can expect from a given project.

Currently, we have two different yield templates for high-density units reflecting the variance we can expect to see: a higher-yielding and a lower-yielding template. Note that while the range is significant between these two yields, the total anticipated yield from either model is not likely to generate a high volume of students.

If the high yield is applied to the 4611 King St project, around 75 students might be generated across Junior Kindergarten to Grade 12. Roughly 6 students per grade. These students are currently directed to Grand View Cambridge, William G. Davis and Preston High School.

It is understood that additional redevelopment proposals exist for many of the commercial lands in the Sportsworld Drive area.

The timing for these projects and how concurrent or subsequent they are can introduce significant variability into projection models.

That said, the schools listed above have the available pupil places to permit significant enrolment growth before creating overutilization pressures.

From an accommodation standpoint, we plan to monitor the timing of these developments and refine projection models as units begin to be occupied and generate students. Should accommodation pressure materialize, the board has several tools available to address this, including;

- Portable Classrooms
- Creating a Development Area and assigning students to a holding school with space
- Boundary review
- Request capital for school addition, if sustained long-term pressure and building and site configuration support it

I hope this information is helpful in understanding how development activity informs school accommodation planning.

Thank you



Sarah West
Senior Planner
Waterloo Region District School Board

51 Ardelt Avenue, Kitchener ON, N2C 2R5

Phone: 519-570-0003 x4439

Email: sarah_west@wrdsb.ca

Website: www.wrdsb.ca

Eric Schneider

From: SHARON VERLEY
Sent: Thursday, November 14, 2024 10:18 PM
To: Eric Schneider
Subject: MTO

Hi Eric,
Still nothing from the MTO?? Very happy for the new meeting date of Jan 6th.
Thanks,

Sharon Verley-Entz, M.Sc Ed

Eric Schneider

From: Steph Rawson
Sent: Thursday, November 14, 2024 6:22 PM
To: Eric Schneider
Subject: Re: Dec 2nd Council Meeting

Hi Eric,

Interesting... I'll keep my fingers crossed this is good news for us.

I let Sharon and the group know and we'll disseminate it to the neighborhood.

Have a good evening!
Steph

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From: Eric Schneider <Eric.Schneider@kitchener.ca>
Sent: Thursday, November 14, 2024 4:57:22 PM
To: 'Steph Rawson'
Subject: RE: Dec 2nd Council Meeting

Hi Steph,

We still do not have answers on a lot of items from the applicant on some large issues. We are going to defer the meeting to January 6th to allow for more time to try to sort through the issues.

Eric Schneider, MCIP, RPP

Senior Planner | Development and Housing Approvals Division | City of Kitchener
519-783-8918 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca



From: Steph Rawson
Sent: Friday, November 8, 2024 9:20 PM
To: Eric Schneider <Eric.Schneider@kitchener.ca>
Subject: Dec 2nd Council Meeting

Hi Eric,

Looking to confirm that the Dec 2nd meeting is a planning and strategic initiatives meeting?

I'm assuming that's a standing committees meeting with the earlier deadline for delegation registration.

Thanks!

Steph Raic

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Eric Schneider

From: Steph Rawson
Sent: Friday, November 8, 2024 9:20 PM
To: Eric Schneider
Subject: Dec 2nd Council Meeting

Hi Eric,

Looking to confirm that the Dec 2nd meeting is a planning and strategic initiatives meeting?

I'm assuming that's a standing committees meeting with the earlier deadline for delegation registration.

Thanks!
Steph Raic

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Eric Schneider

From: SHARON VERLEY
Sent: Friday, November 8, 2024 9:12 PM
To: Eric Schneider
Subject: 4396 King Street East - Kitchener

Eric,
Regarding 4396 King Street East proposal. When is that building set to start?
Sharon
Sharon Verley-Entz, M.Sc Ed

Eric Schneider

From: SHARON VERLEY <sharon.verley@kitchener.ca>
Sent: Wednesday, November 6, 2024 6:12 PM
To: Vern Martin; Stephanie Brown; Steph Rawson; Wendy Johnston; Bennett Marlene; Jason Deneault; James Bennett; Eric Schneider
Subject: Re: Reports

Thanks for the update Eric.

Sharon Verley-Entz, M.Sc Ed

On Wednesday, November 6, 2024 at 04:55:39 PM EST, Eric Schneider <eric.schneider@kitchener.ca> wrote:

Hi Sharon,

Still no formal comments from the MTO have been received.

In regards to the wells, the applicant has asked their engineering consultant, MTE, to look into it. I will provide updates when available.

The traffic consultant, Paradigm, is currently working on the update to the traffic study.

Eric Schneider, MCIP, RPP
Senior Planner | Development and Housing Approvals Division | City of Kitchener
(519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca

The City of Kitchener is modernizing its phone system, and beginning November 12, 2024 you can reach me directly at 519-783-8918.

-----Original Message-----

From: SHARON VERLEY
Sent: Tuesday, November 5, 2024 9:49 PM
To: Eric Schneider <Eric.Schneider@kitchener.ca>; Vern Martin <vern.martin@kitchener.ca>; Stephanie Brown <stephanie.brown@kitchener.ca>; Steph Rawson <steph.rawson@kitchener.ca>; Wendy Johnston <wendy.johnston@kitchener.ca>; Bennett Marlene <bennett.marlene@kitchener.ca>; Jason Deneault <jason.deneault@kitchener.ca>; James Bennett <james.bennett@kitchener.ca>;
<Jason.Deneault@kitchener.ca>;
Subject: Reports

Hi Eric, Good Evening! Hope you're doing well!

Just following up from our last meeting together. Any updates from the MTO on the 4611 King Street Project? Has the builder provided an Updated hydro geo survey report including our wells? Has the builder provided an Updated traffic report?

Regards, Sharon
Sent from my iPhone

Eric Schneider

From: SANDOR FULOP
Sent: Wednesday, November 6, 2024 4:28 PM
To: Eric Schneider
Subject: Re: 4611 king street east

Thanks for the update Eric.

Sent from my iPhone

> On Nov 6, 2024, at 4:16 PM, Eric Schneider <Eric.Schneider@kitchener.ca> wrote:

>

> Hi Sandor,

>

> The region has requested an addendum to the Traffic Report based on access and transportation demand management (TDM).

>

>

>

> Eric Schneider, MCIP, RPP

> Senior Planner | Development and Housing Approvals Division | City of Kitchener

> (519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca

>

> The City of Kitchener is modernizing its phone system, and beginning November 12, 2024 you can reach me directly at 519-783-8918.

>

>

>

> -----Original Message-----

> From: SANDOR FULOP

> Sent: Monday, October 21, 2024 4:49 PM

> To: Eric Schneider <Eric.Schneider@kitchener.ca>

> Subject: Re: 4611 king street east

>

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

>

> Thanks for answering my questions.

>

> There is a lot of pages...I have only gone through maybe half. So far there is a lot of misinformation from the builder and the traffic report. The building seems to make sense for the city in a lot of ways, just not at that exact location, and not with all the amendments they are asking for.

>

> Who's responsibility is it to do a true traffic report, not one that was done during the king street construction?

>

> Thanks,

>

> Sandor

>

Eric Schneider

From: John Wisenberg (TMMC)
Sent: Tuesday, November 5, 2024 8:21 AM
To: Eric Schneider
Subject: Driveway
Attachments: Driveway LOS.pdf

•• PROTECTED 関係者外秘

Morning Eric,

Couldn't help myself, here's another small one. I'm sure you guys have already figured this one out. This is based off numbers from the traffic study.

Thanks,

John Wisenberg

4611 King Street East – Driveway Usability

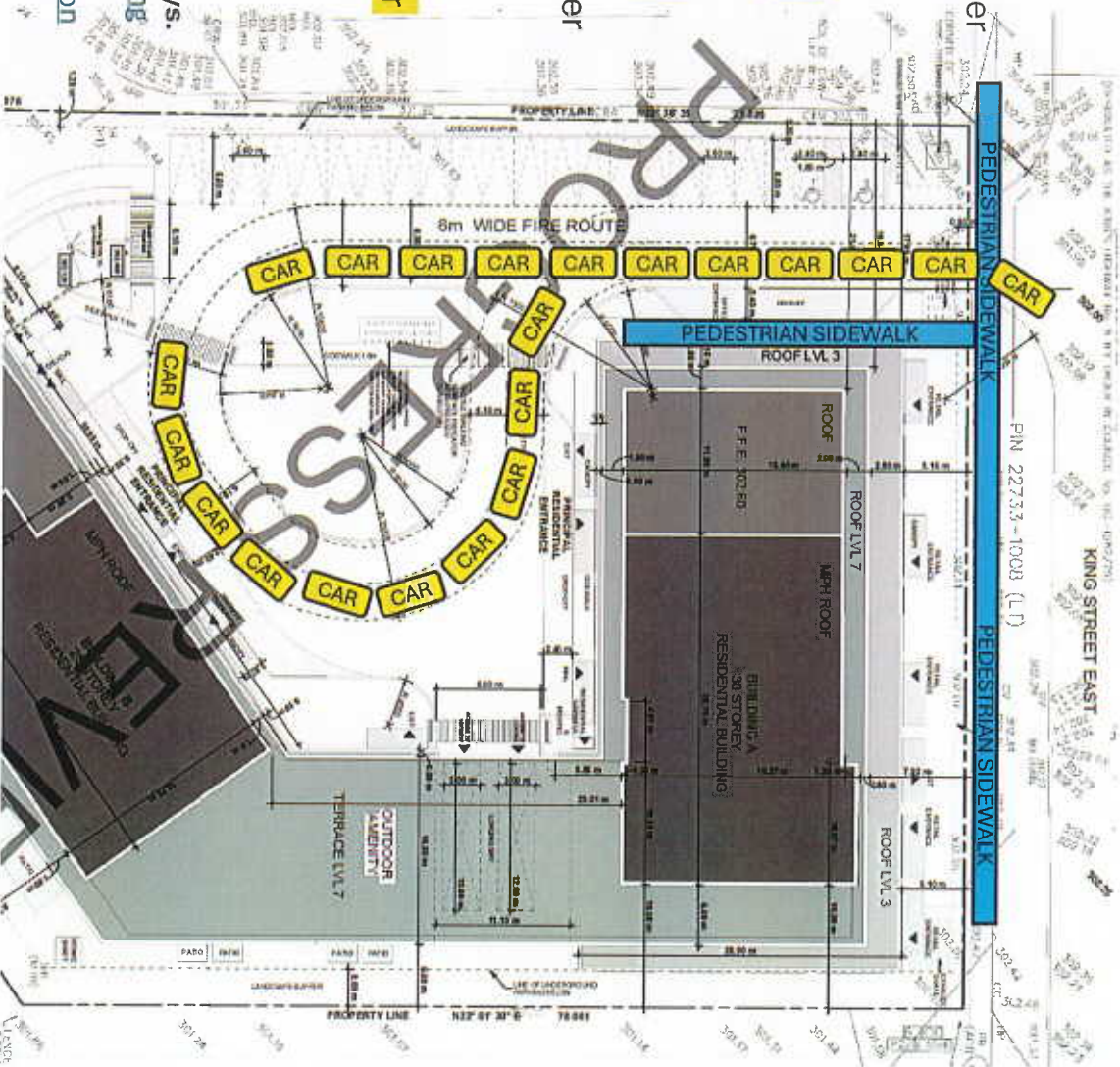
- Peak AM traffic leaving this site will be ~144 vehicles per hour
 - One car every 25 seconds
 - 3 vehicles will accumulate in the time it takes for one vehicle to enter King Street East
 - In 14 minutes there will be 22 vehicles accumulated during peak AM traffic (roughly full)
- Peak PM traffic leaving this site will be ~136 vehicles per hour
 - One vehicle every 27 seconds
 - PM average delay time is 270 seconds
 - 10 vehicles will accumulate in the time it takes for one vehicle to enter King Street East
 - In 12 minutes there will be 22 vehicles accumulated during peak traffic (roughly full)

***Risk point: driver behaviour may become aggressive due to the delays.**

Influence of traffic congestion on driver behavior in post-congestion driving

– ScienceDirect

Is gridlock leading to more dangerous roads in Toronto? - Azevedo & Nelson



Eric Schneider

From: Steph Rawson
Sent: Monday, November 4, 2024 8:46 PM
To: Eric Schneider
Subject: Fw: City Water and Sewer Hook Up Costs

Hi Eric,

I wanted to forward an email from the Engineering Dept for the City of Kitchener. I had sent an inquiry of what the cost would be for water and sewage hook up if it came to that. Steph Brown had mentioned 150K, which I thought was steep, but apparently is lower what the possible cost would be. It sounds like sewage would need to cross the 401 into Cambridge, I'm assuming for topography?

In case you are having meetings with the developers about contingency plans if well water if effected I think this is good information for them to know. Your colleague also stated that the cost and responsibility to provide this service, if required, lands with the developer.

I attached my initial inquiry and Nadiya's response below.

Steph Raic

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From: Internet - Engineering 9th floor (SM) <engineering@kitchener.ca>
Sent: Friday, November 1, 2024 4:07 PM
To:
Cc: Building (SM) <building@kitchener.ca>
Subject: RE: City Water and Sewer Hook Up Costs

Hello,

It is not possible to estimate the cost per household for full municipal service extension. An approved engineering design would need to be completed, and ideally the project tendered for construction to understand actual costs. Each extension of municipal services is very unique and there are so many factors to consider. In this case, sanitary sewers would likely not be able to drain to King Street East and would likely require a 401 crossing into Cambridge which would raise the cost substantially and require a cross-border servicing agreement. I am not sure how many homes would be considered in this extension but if it only for a small area, \$150k per property is likely a low estimate.

Note, if a development application impacts private wells, it is the developers' responsibility to extend municipal services to impacted properties.

Any questions, please advise.

Nadiya Mahida
Program Assistant, Development Engineering | Engineering Services | City of Kitchener
519-741-2200 ext. 7411 | TTY 1-866-969-9994 | nadiya.mahida@kitchener.ca

-----Original Message-----

From: Building (SM) <building@kitchener.ca>
Sent: Friday, November 1, 2024 3:01 PM
To: 2433 (SM) <2433@kitchener.ca>; Internet - Engineering 9th floor (SM) <engineering@kitchener.ca>
Subject: FW: City Water and Sewer Hook Up Costs

Engineering - Connecting to City Infra
2433 - Building Permit Requirements

-----Original Message-----

From: Internet - Utilities (SM) <utilities@kitchener.ca>
Sent: Friday, November 1, 2024 12:44 PM
To: Building (SM) <building@kitchener.ca>
Subject: FW: City Water and Sewer Hook Up Costs

-----Original Message-----

From: noreply@kitchener.ca <noreply@kitchener.ca>
Sent: Friday, November 1, 2024 12:35 PM
To: Internet.- Utilities (SM) <utilities@kitchener.ca>
Subject: City Water and Sewer Hook Up Costs

Email Sent By:

Hello,

I was wondering if there is an average cost you could share if someone wanted to hook up to city water and sewer?

I live at 66 Limerick Drive in Kitchener and we are researching what this would cost per household if the developer was to pay for the infrastructure to come into the neighborhood.

There is a concern that the development will impact personal wells and we will need to change our water supply and sewage to city. The initial number rumored is \$150,000 per home.

Origin: <https://www.kitchener.ca/en/taxes-utilities-and-finance/utility-rates.aspx>

This email was sent to you by Steph Raic

<ps://www.kitchener.ca/>.

Eric Schneider

From: Vern Martin
Sent: Friday, November 1, 2024 1:34 PM
To: Eric Schneider; 'SHARON VERLEY'
Cc: Steph Rawson; Stephanie Rich; Wendy Johnston; Bennett Marlene
Subject: Re: 4611 King Street: Update

Hi Eric,

During the meeting on the site with the developer this week, the right-in, right-out design of the property access was clearly stated. When asked what the routing would be for someone leaving the property who wants to head toward Kitchener, the answer from the developer was that the person would have to go right out of the property, then east on King St and do a U-turn at the lights.... one assumes that the lights he was referring to were the ones immediately south of the 401.... this is where the off ramp for eastbound 401 traffic meets King St. One has to wonder about this routing particularly in view of the changes that the LRT will also be making to King St.

Are the developer's comments consistent with your understanding as well and with what comments that the Region has provided? Is this issue discussed by the Region in a document that you might be able to provide?

Vern Martin

From: Eric Schneider <Eric.Schneider@kitchener.ca>
Sent: Friday, November 1, 2024 1:16 PM
To: 'SHARON VERLEY'
Cc: Vern Martin; Steph Rawson; Stephanie Ric
>: Wendy Johnston; ; Bennett Marlene
Subject: RE: 4611 King Street: Update

Hi Sharon,

The meeting was with the Region, not the MTO. I am still trying to get full comments from the MTO.

The meeting with the Region determined that it will not be a full access (left turns in or out), the access would be Right in Right out only.

Eric Schneider, MCIP, RPP
Senior Planner | Development and Housing Approvals Division | City of Kitchener
(519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca

The City of Kitchener is modernizing its phone system, and beginning November 12, 2024 you can reach me directly at 519-783-8918.

Eric Schneider

From: SHARON VERLEY
Sent: Friday, November 1, 2024 1:32 PM
To: Eric Schneider
Cc: Vern Martin; Steph Rawson; Stephanie Rich; Wendy Johnston; Bennett Marlene
Subject: Re: 4611 King Street: Update

Oh I apologize. I thought there was a meeting with the MTO. I've also called the corridor management department and left messages for some contacts there. Hopefully they will connect with both of us by next week so we can have some answers. Thanks for everything you've done for my neighbourhood thus far Eric. I do appreciate your prompt responses and your kind manner.

Have a great weekend and we will connect soon!

Sent from my iPhone

> On Nov 1, 2024, at 1:16 PM, Eric Schneider <Eric.Schneider@kitchener.ca> wrote:

> Hi Sharon,

>

> The meeting was with the Region, not the MTO. I am still trying to get full comments from the MTO.

>

> The meeting with the Region determined that it will not be a full access (left turns in or out), the access would be Right in Right out only.

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>

>

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>

> The City of Kitchener is modernizing its phone system, and beginning November 12, 2024 you can reach me directly at 519-783-8918.

>

>

>

> -----Original Message-----

> From: SHARON VERLEY <severley@rogers.com>

> Sent: Friday, November 1, 2024 9:58 AM

> To: Eric Schneider <Eric.Schneider@kitchener.ca>

> Cc: Vern Martin; Steph Rawson; Wendy Johnston; Stephanie Rich; Bennett Marlene

> Subject: 4611 King Street: Update

>

> Hi Eric,

> How are you? Would you be able to provide an update regarding the meeting with the MTO, consultant and builder yesterday?

> Thanks, Sharon

> Sent from my iPhone

Eric Schneider

From: SHARON VERLEY
Sent: Friday, November 1, 2024 9:58 AM
To: Eric Schneider
Cc: Vern Martin; Steph Rawson; Stephanie Rich; Wendy Johnston; Bennett Marlene
Subject: 4611 King Street: Update

Hi Eric,

How are you? Would you be able to provide an update regarding the meeting with the MTO, consultant and builder yesterday?

Thanks, Sharon

Sent from my iPhone

Eric Schneider

From: John Wisenberg (TMMC)
Sent: Thursday, October 31, 2024 3:47 PM
To: Eric Schneider
Subject: RE: Feedback again

•• PROTECTED 關係者外秘

Resending for the last time... This is what happens when I spend too much time looking at this stuff, I miss the obvious... fixed my last mistake? Sorry to fill up your inbox?

Resending - sorry I had a few thoughts I didn't finish in there... fixed it?

Good afternoon Eric,

Thanks again for all of your support in regards to our neighborhood and this development. See attached for my revised feedback report that I think is more focused on municipal and provincial priorities (not necessarily the neighbourhood's priorities).

I realize that the need for housing is an overwhelming problem and that there could be a workable solution for this site. I also realize that not all developments like this 'fit' all of the guidelines set out by each level of government. In this particular case, however, I think the developer is pushing the boundaries in what would be acceptable in regards to walkability, transit access, and traffic impact to the region and to the residents who would live here.

To summarize my main concerns:

1) The province, region, and city each provide some level of guidance on what is considered walkable. I think this particular site will always have poor walkability due to the 401 and road/intersection layout in the area.

- a) Complete Streets Kitchener includes a scorecard. *Distance to pedestrian crossing & length of pedestrian crossing are the two main problems? I don't believe the future LRT tracks can be considered a refuge island in regards to length of pedestrian crossing?*
- b. ROW official plan targets creating pedestrian-friendly environments that allow walking to be safe, comfortable, barrier-free and convenient. The 401 will always be a barrier to walking or biking in one direction.
- c. ROW corridor design guidelines recommend 400m intersection spacing on community connector roads "to reflect transportation priority of the street by ensuring optimal traffic flows". *The distance to the closest intersection crosswalk is beyond 400m? This area specifically has few crossings because of the vehicle transportation priority? This dynamic is unlikely to change for another 15-20 years?*
- d) Ontario – A Place to Grow indicates walkable neighbourhoods as "roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian friendly environment along roads to encourage active transportation." *Pedestrians will need to cross 6x private driveways and 1x side street to reach the nearest pedestrian crossing across King Street East? Limerick Drive has a very large radius turn which allows for higher speed right turns from King Street to Limerick? Pedestrians also have to cross the driveway servicing this development which will be by-far the busiest driveway of all?*
- e) Kitchener Cycling Master Plan indicates King Street from Sportsworld Drive to Highway 401 as an area where on-street biking should be avoided.

- f) Conclusion: This site is the least walkable lot in the Sportsworld area, and also the least bikeable due to lack of MUT (I believe no MUT is planned, either). If this development is to proceed, please require the developer to pay for MUT installation on this side of King Street. I also believe the city should request the developer to relocate the sidewalk exiting the development to avoid vehicle x pedestrian interaction at the site entrance.
- 2) **Transit should be a viable mode of travel for this level of density. All levels of government want to increase transit use over time. There are also well understood barriers which deter people from using transit (walking distance, numbers of transit routes available, lack of bike paths).**
- a) Growing Together targets a 5-10 minute walk to higher order transit stops. iXpress is considered a higher order transit stop at the regional level. *Does this include situations where only one direction of iXpress is accessible?*
 - b) The provincial policy statement defines frequent transit as service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week. They also define higher order transit as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic. *It may be another decade or two until GRT service operates at the targeted frequency, although this is a chicken or the egg issue. The iXpress service will be stuck in traffic just like everyone else on King Street. There is a small dedicated lane at the intersection on Shantz Hill, and 401 will have a dedicated bus lane upon completion, but in the area immediately surrounding this development there is no increase in reliability vs. personal automobile.*
 - c. City of Kitchener official plan targets a maximum walking distance of 450 metres to a transit stop. *Again, the question is if a single stop traveling in a single direction is considered adequate rapid transit for this development. The walking distance is 950m to the return bus stop of the bus routes on King Street.*
 - d. Ontario – A Place to Grow: A comprehensive and continuous active transportation network will offer a viable alternative to the private automobile for personal travel. *Simply said, this location is ideal for personal automobile travel on the 401. There is no lot in the Sportsworld area that is farther from the GO station.*
 - e. Conclusion: I think it is a stretch to indicate that this site has access to higher order transit. I also don't believe there are any future plans to improve access to higher transit. If anything, the bus service reliability on this road will diminish with increased traffic and the introduction of LRT. The residents will always have poor access to the GO station, as well, which is ironic since the applicant indicated their target market is 401 commuters. These residents are also unlikely to utilize the LRT due to the walking distance – this slightly reduces the business case for the region/province to invest in such a large project.
- 3) **Traffic impact at this location on King Street East is not only a concern for the local residents. This will impact all users of this road (roughly 45,000 per day according to ROW). The impact won't be large, but it would be permanent.**
- a. The province is considering building a tunnel under the 401 to reduce gridlock. They are passing legislation to allow the province to remove bike lanes from roads to allow increase vehicle traffic. These actions are not intended to support the flow of single-occupant vehicles, they are intended to support economic movement of goods and services.
 - b. Provincial Policy Statement: New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities. *I believe this development can be considered a permanent addition of ~500+ vehicles of traffic to the 401 / King St. East. The poor access to transit indicated above will remain a deterrent for residents to reduce their reliance on automobiles.*
 - c. Connecting the Greater Golden Horseshoe: Mounting gridlock is a significant drain on the region's economy, and targeted highway expansions and improvements are a key part of the solution: Work with Infrastructure Ontario and Metrolinx to develop transit-oriented communities (TOCs) at new and existing transit stations to provide more options for people to live and work near transit, increase housing supply, including affordable housing, increase transit ridership, support economic development, and reduce gridlock. *The developer has chosen a site outside of future PMTSA on purpose, and unfortunately the access to transit outside of the PMTSA is much worse than inside of the PMTSA. Although this would*

- support the target of increasing housing supply, it will not support the targets of living/working near transit or reducing gridlock.*
- d. Ontario – A Place to Grow: Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities. *This property is one of the last remaining properties in Kitchener available adjacent to a major highway interchange. It would be suitable for logistics / warehousing upon completion of the highway 8 flyover.*
 - e. ROW – Moving Forward: Foster a Strong Economy: The Region's transportation system plays a major role in the Region's economy. In addition to moving goods to, from, or within the Region, it provides essential connections between residents, businesses, and employees. When developing the 2018 TMP, it is important to propose changes to the transportation system that will make the economy more resilient and promote a healthy workforce. These changes may include improving the quality of active transportation (walking and cycling) options in the Region, finding ways to manage congestion, or improving travel times along major goods movement corridors. *I believe this applicant has not considered active transportation as a priority. Other developments further down King Street have selected sites that are far more inclusive of multi-modal transit access. This location also does not allow the region to manage congestion generated by this site as they will have a private access point to King Street East.*
 - f. Conclusion: I believe housing is the number one priority across the board, however I believe gridlock and infrastructure is a close second. The balance between the two for this development is difficult. This particular stretch of road is used by a growing number of industrial / commercial users, especially with the East Lands industrial zone development activity. I also believe that over time the residents of this location will not see an increase in transit service like those in the PMTSA will. That could mean that 10-20 years from now, the residents will still choose to drive instead of using transit.

My summary ended up being quite a bit longer than I expected, there's a lot to digest. My personal opinion is that this developer is preying on the fact that the region does require more housing (badly). They have also deliberately chosen a location outside of the future PMTSA area – there are practically no transit improvements planned within an 1000m walk of this location. Kitchener has also put tremendous effort into providing clear guidance to developers what and where this type of development is preferred by developing the Growing Together plans/policies. I suspect the economics of building in this location are more favourable than building inside of the PMTSA (I could be wrong) due to the fact that this lot is vacant, and I am worried that future developers will choose to avoid the PMTSA area's as well. This could lead to missing PTMSA density targets, or reduced ridership for future LRT stations, etc.

I've spent a tremendous amount of time reading about all of this stuff and it has certainly been interesting / educational, but I think I need to take a break from it for a while. I am looking forward to reading your final report later in November. Thanks for reading.

John Wisenberg

From: John Wisenberg
Sent: Thursday, October 31, 2024 3:21 PM
To: Eric Schneider <eric.schneider@kitchener.ca>
Subject: Feedback again

Good afternoon Eric,

Thanks again for all of your support in regards to our neighborhood and this development. See attached for my revised feedback report that I think is more focused on municipal and provincial priorities (not necessarily the neighbourhood's priorities).

I realize that the need for housing is an overwhelming problem and that there could be a workable solution for this site. I also realize that not all developments like this 'fit' all of the guidelines set out by each level of government. In this particular case, however, I think the developer is pushing the boundaries in what would be acceptable in regards to walkability, transit access, and traffic impact to the region and to the residents who would live here.

To summarize my main concerns:

Eric Schneider

From: Steph Rawson
Sent: Wednesday, October 30, 2024 5:53 PM
To: Jason Deneault; Eric Schneider
Subject: Today's meeting

I just wanted to say thank you both for joining us this afternoon and Eric for setting it up.

I know the issues we are presenting are repetitive as best at this point and your patience is very much appreciated. I think today was important so that the developer and planner have a full idea of how motivated the community is about the proposed plans.

We will be dedicating certain spokespersons to talk to specific topics for the city council meeting in December.

Again, thank you for taking the time and extending your workdays to be part of these conversations.

Steph Raic

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Eric Schneider

From: Jeannie LeForge ·
Sent: Sunday, October 27, 2024 2:50 PM
To: Eric Schneider
Subject: Additions to your email list - 4611 King St E proposed zone change

Hi, Eric -

Would you please add Rollie Galbraith and me (Jean LeForge) to your extensive email list. Thank you.

Our addresses are:

Jeannie

Eric Schneider

From: Steph Rawson
Sent: Saturday, October 26, 2024 8:35 AM
To: Eric Schneider
Subject: Re: Hydrology Study and Dec 2nd Date

Thanks Eric,
Makes sense, we'll see if they have anything to share at the meeting.

Hope you had a nice weekend!
Steph

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From: Eric Schneider <Eric.Schneider@kitchener.ca>
Sent: Friday, October 25, 2024 9:17:13 AM
To: 'Steph Rawson' <steph401@hotmail.com>; Vern Martin <vernmartin265@outlook.com>; SHARON VERLEY <severley@rogers.com>
Cc: Wendy Johnston <wendy.johnston2020@gmail.com>; Stephanie Rich <stephanie-rich@hotmail.com>; Bennett Marlene <marlenebennett55@gmail.com>
Subject: RE: Hydrology Study and Dec 2nd Date

Hello,

The importance of the date of December 2nd was discussed at the last on site meeting with residents, sorry you were not able to make that meeting.

Hypothetically we could delay the recommendation to Council until January. But it would mean the 120 days the Province gives municipalities to make decisions on these applications has elapsed and the applicant could then appeal the "non-decision" to the Ontario Land Tribunal (OLT). If that were to happen, all local control would be removed and the decision would be made at the provincial level.

I am aware that the applicant (LJM) has appealed another application they had in Kitchener at 1593 Highland Road West for non-decision, which was then subsequently approved exactly as requested by the applicant by the OLT. Staff did not have an opportunity to negotiate changes to the development to improve design and reduce impacts to neighbouring low rise residential lands on Rauch Court. I am trying to avoid that scenario this time, and that is why I think it is important to meet the December 2nd date.

The applicant has been made aware of the concern regarding impact to wells, and at the time of the on site meeting next week with them they will have had a couple of weeks for their project team look into what can be done, or provide a response. I am hoping they are able to provide a response at the on site meeting next week.

Eric Schneider, MCIP, RPP

Senior Planner | Development and Housing Approvals Division | City of Kitchener
(519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca

Eric Schneider

From: SANDOR FULOP
Sent: Saturday, October 26, 2024 2:49 AM
To: Eric Schneider
Subject: Re: 4611 king street east
Attachments: Planning Justification Report.pdf; Transportation Impact Brief.pdf

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

Hi Eric,

Just following up about my traffic report question. You mention that the traffic report by Paradigm was under review. What were the findings from this review? Is the builder responsible for a current traffic report?

Thanks,

Sandor

Sent from my iPhone

> On Oct 21, 2024, at 4:48 PM, SANDOR FULOP wrote:
>
> Thanks for answering my questions.
>
> There is a lot of pages...I have only gone through maybe half. So far there is a lot of misinformation from the builder and the traffic report. The building seems to make sense for the city in a lot of ways, just not at that exact location, and not with all the amendments they are asking for.
>
> Who's responsibility is it to do a true traffic report, not one that was done during the king street construction?
>
> Thanks,
>
> Sandor
>
> Sent from my iPhone
>
>> On Oct 18, 2024, at 2:04 PM, Eric Schneider <Eric.Schneider@kitchener.ca> wrote:
>>
>> Hi Sandor,
>>
>> Here is the traffic impact brief that was prepared as part of this application. It is currently being reviewed by the City, the Region, and the MTO.
>>
>> For the answer about the duplex, the Regional Official Plan and City Official Plan both state that any new development, including adding a residential unit in a duplex, must be on full municipal services. This application is site specific and is not proposed to change zoning or services on other private properties.
>>

>> The list of amendments the developer is asking for is in the Planning Justification Report, attached. There are further details about the requested amendments included as well.

>>

>> If the application were to be approved, the applicant would need to get a permit from NavCanada, a federal agency that regulates heights of buildings and cranes for airport purposes.

>>

>> Regards,

>>

>>

>>

>> Eric Schneider, MCIP, RPP

>> Senior Planner | Development and Housing Approvals Division | City of Kitchener

>> (519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca

>>

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>>

>> -----Original Message-----

>> From: SANDOR FULOP

>> Sent: Thursday, October 17, 2024 11:02 AM

>> To: Eric Schneider <Eric.Schneider@kitchener.ca>

>> Subject: Re: 4611 king street east

>>

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>>

>> Sent from my iPhone

>>

>>>> On Oct 17, 2024, at 9:51 AM, SANDOR FULOP

>>>>

>>>> Hi Erick,

>>>>

>>>> Did you and Brandon actually think that we wanted to hear about brick colour last night?

>>>> The important questions were not answered. What is the plan for lack of parking, for bikes and cars? What is the plan for the extra traffic, the hazard this will cause on Edgehill and king street(entrance to building in close proximity to 401 on ramp)? Where is the study for what this construction will do to our wells, and who will pay for our new well if needed? How are the people living in this building(without bike/car) getting to a bus stop/shopping? I can tell you that there a few people in our neighbourhood right now that are renting without a car/bike....and they run across king street(4 lanes of traffic). People will take the shortest line to their destination. Not sure why everyone is ok with not addressing these issues/hazards.

>>>>

>>>> Your answer to Jim last night was weak, about why the city didn't allow him to put up a duplex. What exactly does a well have to do with it? If the city makes the amendments for this builder and ignores their own rules/policies, will those changes apply to everyone in this area going forward?

>>>>

>>>> Please send me a list of all the amendments this builder is asking for.

>>>>

>>>> Also, I witnessed at least 15 helicopters and a couple airplanes yesterday above our homes. Is this being considered when deciding the night of this building?

>>>>

>>>> Thank you,

>>>
>>> Sandor
>>>
>>> Sent from my iPhone
>>

Eric Schneider

From: Pat O'Banion
Sent: Saturday, October 26, 2024 12:08 AM
To: Eric Schneider; Colette O'Banion
Subject: ZBA24/024/K/ES 4611 King St. E

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Hi Eric,

My wife Colette and I attended the online meeting last week to discuss issues surrounding the new development on King st. We live at _____ ust around the corner from the proposed site. We have a few concerns we wanted to bring forward regarding this new development. Some of the issues we are concerned about are...

- The increase in crime that comes with placing a large number of people in high density living conditions. This will not only impact crime within the building itself but crime that will spill out into the immediate neighboring areas. According to the article Crime Attractors, Generators and Detractors (B. Kinney, P. Brantingham, K. Wuschke, M. Kirk, P. Brantingham, 2008), crime centers around areas considered to be "activity nodes". This article states that "Activity nodes that pull a large number of people towards them act as crime generators."
- The parking requirement analysis which appears to be based on obsolete and old data. There is clearly an increase in the number of people living per bedroom given the cost of living increases and the influx of immigration in Canada over the last few years. People cannot afford the luxury of having a "two person per room" maximum anymore. A parking requirement estimate of 0.68 cars per unit seems to be very low and will likely be three or four times higher than that including parking for guests. The subsequent required overflow parking will leave our street continuously clogged with cars on both sides of the street.
- The traffic volume on King st. will be intolerable when weighing in the numerous new high rise dwellings both currently under construction and planned for near future construction. Traffic on King street is already very congested with the number of trucks coming from the numerous terminals on Maple Grove Rd., car and truck traffic from highway 8 headed to the west bound 401, regular traffic passing through this area and people that already live in this area.
- Property values will be affected. The desirable aspect of our neighbourhood being "A piece of the country in the middle of the city" will be destroyed. We have already seen the scenic loss of the land area between Limerick and King street that is now covered with a massive dirt hill. With this aspect influencing property values, once it has been destroyed, the property values that go along with it will also decrease.
- Our water well has recently seen a substantial decrease in production and will likely need to be replaced. The current highway construction contractor has provided a hydrogeologist to assess the impact of the construction on our well. While he does not believe the current construction is to blame, it does seem very coincidental that numerous wells

in the area have experienced failures all around the same time. We are concerned that additional construction will impact our well to the point where we no longer have any water for our property. We cannot be responsible for adding a new \$20,000 well everytime a new project is started around us.

- Unfortunately, our house will be in the line of sight for some of the balconies for this high rise building. We are concerned about the loss of privacy in our back yard now that dozens of units will be staring directly into our property from a high vantage point.
- The addition of many thousands of residents and their daily activities, the cars for this new building both coming and going as well as parking on our street will greatly increase the noise pollution for our home.

Thanks for your time to review these points. I hope you can see how our area is really not prepared to absorb a high rise residence of this size in addition to the other high rise buildings both planned and currently under construction.

Please feel free to contact me if you have any questions or comments about these points.

Regards,
Patrick & Colette O'Banion

Kitchener, Ont.

References

Kinney, Bryan & Brantingham, Patricia & Wuschke, Kathryn & Kirk, Michael & Brantingham, Paul. (2008). Crime Attractors, Generators and Detractors: Land Use and Urban Crime Opportunities. Built Environment. 34. 62-74.
10.2148/benv.34.1.62.

Pat O'Banion

www.MachineToolsWarehouse.com
[Machine Tools Warehouse on Facebook](#)

Eric Schneider

From: Steph Rawson
Sent: Friday, October 25, 2024 8:42 AM
To: Vern Martin; SHARON VERLEY; Eric Schneider
Cc: Wendy Johnston; Stephanie Rich; Bennett Marlene
Subject: Hydrology Study and Dec 2nd Date

Hi Eric,

Since the Oct 16th meeting have you received any updates from the developer on if a hydrology report will be provided prior to the Dec 2nd date?

Currently from talking to the Ministry of the Environment it's my understanding that a report only required if the developer required de-watering over 400,000 L a day and those reports and assessments are required closer to that time of development (years from now). The region won't be completing a report because it doesn't effect main regional wells.

We are considering hiring an independent hydrologist since it seems that this requirement is being overlooked.

If we need to provide our own report is there a possibility to push back the council meeting date if the report cannot be completed in the next 5 weeks? We feel that councillors should have this information prior to making any decisions, especially if height and proximity amendments are also being voted on.

I was going to wait and ask on Wednesday but if we need to do our own we need to get the ball rolling.

The response from the ministry is below.

Thank you,
Steph Raic (and the rest of our subcommittee)

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From: Steph Rawson
Sent: Friday, October 25, 2024 7:58 AM
To: Vern Martin >; SHARON VERLEY
Cc: Wendy Johnston >; Stephanie Rich >; Bennett Marlene
Subject: Re: King street Proposal - MOEE email

Good afternoon Stephanie,

My name is Brandan Chowan, I'm the area supervisor with the Ministry of Environment, Conservation and Parks' Guelph District Office. Your question was forwarded along to our office for review.

The Environmental Protection Act contains legislation pertaining to construction site dewatering and includes requirements that a water taking report be completed for any construction site dewatering that would occur during the construction. The water taking report is required to consider the expected area of influence for each dewatered work

area, and any potential impact on other water users in the expected area of influence. A contingency plan is also required if unexpected impacts on other water users occur. This process would be if construction site dewatering is less than 400,000L per day. They would also be required to register the activity on the Environmental Activity and Sector Registration system.

If the water taking will exceed 400,000L per day, a Permit to Take Water application would be required to be submitted to a ministry hydrogeologist for review and additional conditions may be placed on a permit, and that requested amount of water taking would not be permitted until such a permit is issued. This process also considers potential impact on other water users.

For clarity, the above reports are required to be completed by qualified professionals and are typically completed by a consultant. If the ministry is not satisfied with what has been completed, additional questions or clarifications may be requested by the ministry.

These would be the only requirements that the ministry would have with relation to water taking at a development.

Hoping this is helpful.

Thanks,
Brandan

Brandan Chohan | Area Supervisor (A) | Provincial Officer # 1693 | Guelph District Office | Ontario Ministry of the Environment, Conservation and Parks | 1 Stone Road West, Floor 4SW | Guelph, ON | N1G 4Y2 | [519-831-9416](tel:519-831-9416)

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Eric Schneider

From: chris raic
Sent: Wednesday, October 23, 2024 9:27 AM
To: Eric Schneider; Jason Deneault
Subject: 4611 King Street East Proposal

Some people who received this message don't often get email from

[by this is important](#)

Hello Eric and Jason,

I'm emailing to highlight some concerns that I have regarding a new development behind my home. As a first generation Canadian I cannot articulate how much it meant to be able to purchase a new home with my wife at Kitchener. We have volunteered within this community at PRIDE Stables for 10 years providing therapeutic horse riding for persons with disabilities. We managed to purchase a beautiful home on a 1.5 acre lot which backs partially on to Crown (MTO) land and the other portion on to (what was supposed to be) commercial property. The new development would be mere metres from our backyard and tower over the landscape looking directly in to our yard. My wife and I are both police officers with The Waterloo Regional police and are very appreciative of the privacy that we currently have. There are a staggering number of concerns regarding such a development being placed directly behind our house in a neighbourhood built in the 1940's is not hooked up to the city's water system. Further to this, the proposed residential development boasts a 'respectful' presence; a point which is counter-intuitive as I do not see any respect with regard to the living space encroachment in to mine and my neighbours' properties. I'm aware that you have probably received a slew of emails and I hope to keep mine short and concise. Please take in to consideration the impact that residential development would truly have to this small neighbourhood vs. commercial, a medical facility would be a needed addition to the local area, less impactful on the skyline, and less invasive to our privacy.

Thank you kindly for your time,

- Chris Raic

Eric Schneider

From: Steph Rawson
Sent: Tuesday, October 22, 2024 2:22 PM
To: Eric Schneider
Subject: Re: 4611 King Street East Building Proposal

Hi Eric,

Thanks for trying to connect by phone, sorry I was in the US without network service.

You've answered my questions and I saw the update for the meeting next week with the developer. We appreciate you arranging that.

No need for a call follow-up, I'm sure we are keeping you busy as is.

Steph Raic

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From: Eric Schneider <Eric.Schneider@kitchener.ca>
Sent: Friday, October 18, 2024 1:56:01 PM
To: 'Steph Rawson'
Subject: RE: 4611 King Street East Building Proposal

Hello, sorry I wasn't able to call yesterday. I tried today but did not get an answer.

Sorry you are not able to make it to the meeting today. We can arrange for a phone call next week if you would like.

For the distance, thanks for letting me know about the bricks and sticks on the site to map out the location. I will take a look today. Yes, I was referring to the Southwestern point in the subject property. Your property is approximately 10 metres from the proposed location of the tower at the rear.

The vote in December will be for all parts of the applications, the OPA, ZBA, and site specifics requested as part of the ZBA.

I believe the turnout at the virtual meeting was between 33-35 participants.

Eric Schneider, MCIP, RPP

Senior Planner | Development and Housing Approvals Division | City of Kitchener
(519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca



Eric Schneider

From: Wendy Johnston
Sent: Tuesday, October 22, 2024 1:50 PM
To: Stephanie Rich
Cc: Eric Schneider; SHARON VERLEY; Andrew Heywood; Bob Seip; Krystyna And Roaelio Lejarza; Jim Csehi; Keith Reycraft; Brittany Krueger; Julie Mitchell; Magda Cober; Sheila Mansion; Steph Rawson; Sean Mcclinchey; Mariesa Bagchus; Matt Vandermeersch; Emilia and Nathan Npsitse; Tammy Scurr; Weldon Johnston; ; Mike Milloy; Doreen Crawford; Sarita And Darin Persad; Elvie Hall; Sue Adams; Lauren Furlop; Jackie Hatherly-Martin; Kathe Johnston
Subject: Re: 4611 king street

Eric,
Thank you- this is a great update!
Wendy

On Tue, Oct 22, 2024 at 1:45 PM Stephanie Rich <stephanie-rich@hotmail.com> wrote:
Amazing,

Thanks Eric !

Steph

Sent from my iPhone

On Oct 22, 2024, at 1:19 PM, Eric Schneider <eric.schneider@kitchener.ca> wrote:

Hello all,

One of the topics discussed on Friday was the possibility of an on-site meeting with the applicant. I have requested this and the applicant (Brandon Flewwelling of GSP Group) and members of the ownership/developer group (LJM) have agreed to meet on site next week.

On site meeting with developer

Wednesday, October 30, 2024

4-5PM

Eric Schneider

From: Stephanie Rich
Sent: Tuesday, October 22, 2024 1:45 PM
To: Eric Schneider
Cc: SHARON VERLEY; Andrew Heywood; Bob Seip; Krystyna And Rogelio Lejarza; Jim Csehi; Keith Reycraft; Wendy Johnston; Brittany Krueger; Julie Mitchell; Magda Cober; Sheila Mansion; Steph Rawson; Sean McClinchey; Mariesa Baqchus; Matt Vandermeersch; Emilia and Nathan Npsitse; Tammy Scurr; Weldon Johnston; i; Mike Milloy; Doreen Crawford; Sarita And Darin Persad; Elvie Hall; Sue Adams; Lauren Furlop; Jackie Hatherly-Martin; Kathe Johnston
Subject: Re: 4611 king street

Amazing,

Thanks Eric !

Steph

Sent from my iPhone

On Oct 22, 2024, at 1:19 PM, Eric Schneider <eric.schneider@kitchener.ca> wrote:

Hello all,

One of the topics discussed on Friday was the possibility of an on-site meeting with the applicant. I have requested this and the applicant (Brandon Flewwelling of GSP Group) and members of the ownership/developer group (LJM) have agreed to meet on site next week.

On site meeting with developer
Wednesday, October 30, 2024
4-5PM

I am going to post this information on our website (kitchener.ca/planningapplications) but please spread the message to those not on this email list.

Thanks,

Eric Schneider, MCIP, RPP

Senior Planner | Development and Housing Approvals Division | City of Kitchener
(519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca

<image001.png>

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> -----Original Message-----

> From: SANDOR FULOP

> Sent: Thursday, October 17, 2024 11:02 AM

> To: Eric Schneider <Eric.Schneider@kitchener.ca>

> Subject: Re: 4611 king street east

> [You don't often get email from <https://aka.ms/LearnAboutSenderIdentification>]

> Sent from my iPhone

>> On Oct 17, 2024, at 9:51 AM, SANDOR FULOP wrote:

>> Hi Erick,

>> Did you and Brandon actually think that we wanted to hear about brick colour last night?

>> The important questions were not answered. What is the plan for lack of parking, for bikes and cars? What is the plan for the extra traffic, the hazard this will cause on Edgehill and king street(entrance to building in close proximity to 401 on ramp)? Where is the study for what this construction will do to our wells, and who will pay for our new well if needed? How are the people living in this building(without bike/car) getting to a bus stop/shopping? I can tell you that there a few people in our neighbourhood right now that are renting without a car/bike....and they run across king street(4 lanes of traffic). People will take the shortest line to their destination. Not sure why everyone is ok with not addressing these issues/hazards.

>> Your answer to Jim last night was weak, about why the city didn't allow him to put up a duplex. What exactly does a well have to do with it? If the city makes the amendments for this builder and ignores their own rules/policies, will those changes apply to everyone in this area going forward?

>> Please send me a list of all the amendments this builder is asking for.

>> Also, I witnessed at least 15 helicopters and a couple airplanes yesterday above our homes. Is this being considered when deciding the night of this building?

>> Thank you,

>> Sandor

>> Sent from my iPhone

Eric Schneider

From: SHARON VERLEY
Sent: Friday, October 18, 2024 3:47 PM
To: Eric Schneider
Subject: Fwd: 4611 king street

I've sent my comments to the Tom Rutledge who I met with regarding my well issues and the ongoing construction of the MTO. I await to hear back.

Sent from my iPhone

Begin forwarded message:

From: SHARON VERLEY
Date: October 18, 2024 at 3:41:12 PM EDT
To: Tom Rutledge <tom.rutledge@parsons.com>
Subject: Fw: 4611 king street

Hi Tom,

Good afternoon.

Please see article attached.

I do have some questions about the dirt hill, but I'll hold off on those for now. A more pressing issue is the proposed development on the land adjacent to your site. What is the MTO's position on this? The development is likely to generate a tremendous amount of traffic. Hi Good Afternoon Tom,

I do have questions about the dirt hill but I will put them on hold. More pressing issues is the proposed development on the land beside by your site. What is the MTO's position on this? There will be a tremendous amount of traffic.

Sharon

[Two mixed-use towers proposed next to Hwy. 401 in Kitchener](#)



Eric Schneider

From: Mike Milloy
Sent: Friday, October 18, 2024 12:57 PM
To: SHARON VERLEY; 'Andrew Heywood'; Eric Schneider; Stephanie Brown; Bob Seip; Krystyna And Rogelio Lejarza; Jim Csehi; Keith Reycraft; Wendy Johnston; Brittany Krueger; Julie Mitchell agda Cober; Sheila Mansion; Steph Rawson; Sean McClinchey; Mariesa Baqchus; Matt Vandermeersch; Emilia and Nathan Npsitse; Tammy Scurr; ; Weldon Johnston; ; Doreen Crawford; Sarita And Darin Persad; Elvie Hall; Sue Adams; Lauren Furlop; Jackie Hatherly-Martin; Kathe Johnston
Subject: RE: 4611 king street

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Sharon

Some comments for this afternoons meeting

Planning for high density residential requires support services and amenities non of which are in our area

Park and play grounds don't exist

The city has our neighbourhood community centre listed as Pioneer Park which is not accessible without a car and a 10 minute drive

No schools in our area, currently our kids are bused with times of over 40 minutes each way to get to St. Annes in Kitchener

Road access they are planning both left in and left out to the building, this is impossible with the proximity to the westbound ramp and the busy King st. The region just completed the re-work and took away the left/left to Limerick as it was deemed unsafe so how can it now be acceptable for some 400 units

I cant see how MTO will sign off on the entrance and the building so close with the long term plan of the flyover Transit stops? Only one new bus stop at Limerick, there is no room close to 401

They are offering lots of bike racks, king st is not a bike friendly zone

Are they looking to buy a house and try to get a second entrance onto Limerick this would be a big problem

Our streets do not have sidewalks and are do not have street lights, with 400 units there will be interest in bypassing the busy King st traffic by driving down Edgehill to limerick then to the building we cannot handle any additional traffic safely

Mike

Michael Milloy

President

GATEMANMILLOY

www.gatemanmilloy.com

From: SHARON VERLEY <

Sent: October 16, 2024 6:35 PM

To: 'Andrew Heywood' <

>; Bob Seip

>; Eric Schneider <eric.schneider@kitchener.ca>; Stephanie Brown

>; Krystyna And Rogelio Lejarza

Eric Schneider

From: John Wisenberg
Sent: Friday, October 18, 2024 8:33 AM
To: Eric Schneider
Subject: RE: 4611 King Street - 48 Limerick Drive Feedback

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•• PROTECTED 關係者外秘

Hi Eric,

Are you able to please point me towards planning department recommendation reports to council? I'm having a hard time finding where they are stored online. I'm looking for the reports on these properties in particular:

- 4396 King St. East
- 2980 King St. East

I have noticed a few things recently about the traffic studies that I find interesting. There is a difference between the 4396 and 4611 traffic studies (conducted by the same company), they seem to use different source data. For example, there is a 15% difference in volume between the two reports for the same intersection in their future forecast (2031 in one report and 2032 in the other – looking at sportsworld and king street intersection).

The other traffic related item I've noticed is when comparing the ROW daily average traffic volume to the developers peak load traffic volume forecast. I think this comparison really shows that the street is basically always near peak load during the day (if we use the developers traffic volume numbers).

Thanks again,

John Wisenberg

From: Eric Schneider <Eric.Schneider@kitchener.ca>
Sent: Tuesday, October 15, 2024 4:52 PM
To: John Wisenberg
Subject: [EXTERNAL] RE: 4611 King Street - 48 Limerick Drive Feedback

•• PROTECTED 關係者外秘

Hi John,

Thank you for providing comments on this development application. It is certainly helpful to hear from you as your property directly abuts the subject lands. Thank you for your thoughtful and analytical comments in regards to this application. It is helpful in my consideration of the application and I appreciate it.

Yes, you can still speak and ask questions directly to the applicant at the virtual meeting tomorrow if you choose. Also feel free to give me a phone call if you wish.

Regards,

Eric Schneider

From: Steph Rawson <
Sent: Thursday, October 17, 2024 8:23 AM
To: Eric Schneider
Subject: Re: 4611 King Street East Building Proposal
Attachments: IMG_3984.jpeg; IMG_3985.jpeg

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Hi Eric,

I think the meeting went well, it'll be interesting to see what the developer comes back to with the private well issue. I think you know I spoke with Brendan Chowan from MECP, he did mention that if everything was granted that the developer would be responsible for providing temporary water supply. He believes that if there is an issue it would come during the development but once the project is completed there shouldn't be an issue, unless somehow a water source was permanently redirected. We were talking more about the concept of dewatering. If the high rise concept is granted I'd want to know what plans are in place if something was to effect the water supply.

I was a bit confused when you said tower B was 16 or 18 metres from the back property line. Perhaps you were referring to Jim's next door? For us, based on the Planning Justification Report (pdf of 12/44) it looks like the rear right back corner of the building will be 8.2 metres from our property (not including the patios) and the underground parking line at 3 metres from our property (patio lines just over that) I attached a copy of the pic, the X is generally where our plastic shed is and the yellow is our property. The light dashed line that runs perpendicular to the building and looks like it would intersect the larger patio with the tables and chairs is the MTO fence that runs across the back of our garden / trees.

Before the last site meeting I actually mapped out the tower B footprint using bricks and sticks. I checked the specs based on property lines and feel like it's pretty close. Last meeting seemed busy so I didn't want to interrupt with my "tour", lol.

Unfortunately, I won't be able to meet on Friday

but if you have time Steph Brown is aware and can point out the dimensions. There are two measurements along the back, the one farther from the rear property line is the building itself and the closer is what I believe the patio line is. One of the measurements is in the middle of the junk pile near our fence, that's how close the building is planned to be.

If this sounds like jibberish I'm off today and available by phone.

I'd also like to clarify what is being voted on in Dec. Is it just the rezoning? Or will council be voting on the other amendments like height, parking and distance to properties?

I'm very much hoping that the city (and possibly the OLT) see that this is the only development in the area proposed to back onto residential properties, every other one is directly beside commercial areas. There is so much room for growth in the area without building in a way that directly impacts people's privacy and enjoyment of their property (for example, luckily we aren't naked hot tub people, but a lot are...)

Out of curiosity how many people signed onto the meeting, I was hoping to have an idea about the turnout?

Stephanie Raic

Eric Schneider

From: James Bennett
Sent: Wednesday, October 16, 2024 8:38 PM
To: Eric Schneider
Subject: Re: Eric Schneider re 4611 King st east

Eric I appreciate time was limited @ the virtual meeting but I was disappointed my written questions were not answered and that I wasn't allowed to pose them directly to you and Brad. Can you please answer the them in due course? Can you also confirm we will be provided with the MTO's and Region's comments on the development once you receive them. Thanks , Jamie.

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From: Eric Schneider <Eric.Schneider@kitchener.ca>
Sent: Wednesday, October 16, 2024 4:52:34 PM
To: James Bennett
Subject: RE: Eric Schneider re 4611 King st east

Hi James, other residents are hoping to meet with me at that time so I hope you don't mind if I open the invitation to other neighbours, much like what was done a couple weeks ago. If you would prefer to meet one-on-one, we can arrange for another time or I can come a bit earlier.

Regards,

Eric Schneider

From: James Bennet
Sent: Wednesday, October 16, 2024 12:24 PM
To: Eric Schneider <Eric.Schneider@kitchener.ca>
Subject: RE: Eric Schneider re 4611 King st east

Great! See you then!

From: Eric Schneider <Eric.Schneider@kitchener.ca>
Sent: October 16, 2024 12:17 PM
To: James Bennett
Subject: RE: Eric Schneider re 4611 King st east

Here is the link to the neighbourhood meeting for tonight: <https://calendar.kitchener.ca/default/Detail/2024-10-16-1900-Neighbourhood-Meeting-Proposed-Development-4611-Ki>

Following the virtual meeting tonight, I can meet in person on site this Friday at 4PM.

Eric Schneider, MCIP, RPP

Senior Planner | Development and Housing Approvals Division | City of Kitchener
(519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca

Eric Schneider

From: Andrew Heywood
Sent: Wednesday, October 16, 2024 4:50 PM
To: Eric Schneider
Cc: SHARON VERLEY
Subject: Re: 4611 king street

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unfortunately I am unable to attend tonight's meeting as I have a scheduling conflict due to a plant shutdown I am currently managing.

> On Jun 16, 2024, at 4:38 PM, Eric Schneider <Eric.Schneider@kitchener.ca> wrote:

>

> Hi Andrew, thanks for coming to the first half of the discussion a couple weeks ago. I am also looking forward to the neighbourhood meeting tonight. After the meeting, let me know if you would like to discuss further on the phone or in person.

>

> Thanks,

>

>

>

> Eric Schneider, MCIP, RPP
> Senior Planner | Development and Housing Approvals Division | City of Kitchener
> (519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca

>

>

>

>

> -----Original Message-----

> From: Andrew Heywood
> Sent: Saturday, October 5, 2024 7:30 PM
> To: Eric Schneider <Eric.Schneider@kitchener.ca>
> Cc: Jason Deneault <Jason.Deneault@kitchener.ca>; SHARON VERLEY
> Subject: 4611 king street

>

> [Some people who received this message don't often get email from <https://aka.ms/LearnAboutSenderIdentification>]

>

> Hi Eric,

>

> Thanks for coming out yesterday to meet with residents.

>

> Sorry I had to leave for another site meeting so missed the second half of the discussion.

>

> As you could see from the turn out, there are many concerned residents that are anxious about the effects that this proposal will have on the neighbourhood.

>

Eric Schneider

From: Michael Collins
Sent: Wednesday, October 16, 2024 1:13 PM
To: Eric Schneider
Subject: re 4611 King St East

Hi Eric, Thank You for meeting with us on site.

Many reasons and concerns that this project must not be approved.

The current traffic on King St is horrific, as you experienced trying to leave the meeting, the addition of the apt will create further Chaos

The developer tried to buy an adjacent property on Limerick, indicating their intention of access to this quite street. **This must not happen**, it would turn Limerick, Edgehill Dr, and Helen Ave into a freeway for apartment traffic going north bound

The car parking allotment is inadequate for the number of units, this will necessitate unreasonable parking on the streets of the neighbourhood.

It is insane that there is no requirement for a water table study and possible effects on the local water table given that this property has petroleum contamination and the entire neighbourhood, Limerick, Helen and Edgehill are on wells.

This property is zoned commercial in the official plan, not high density residential.

The height of the building will cast shadows on many of the adjacent properties, negatively affecting gardens.

The construction will take several years, subjecting this quite neighbourhood to unreasonable noise.

Thank You for considering these concerns.

Michael Collins

Eric Schneider

From: Stephanie Rich
Sent: Tuesday, October 15, 2024 9:21 PM
To: Eric Schneider; Jason Deneault
Subject: Response to 4611 King St E Kit
Attachments: 4611 King Street, Kitchener.docx

Good evening,

Please find my written response attached regarding the 4611 King St East, Kitchener, proposed building development.

Thank you,

Stephanie Brown

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NOISE IMPACT STUDY	10
ENVIRONMENTAL IMPACT STUDIES AND OUR WELLS	11
CONCLUSION	12

INTRODUCTION

I am a resident of Limerick Drive and reside behind the currently vacant piece of property located at 4611 King Street East, Kitchener. I am aware that the piece of property is currently zoned "COM-3" which is purposed to accommodate retailing/commercial uses "predominately serving the travelling public within the Arterial Corridors". COM-3 zoning prohibits the construction of dwelling units and retail units. My understanding is that zoning is created by the Region, taking into account current and future traffic congestion, the current character of the community and community needs. There are a number of high-rises that had been proposed and planned within the area, all closer to Sportsworld drive. All of these buildings are better suited in their locations, as well as far more reasonable for residents, including providing enough parking for the future residents of those buildings. I have reviewed the submissions completed by the developer for this proposal including the Justification Report and completely disagree that this proposal is in the best interests of the community. Of utmost importance to note, the Traffic Impact assessment report was completed based on the completion of **two major changes which have not been completed, and will not be completed for YEARS. 1) the highway 8 to 401 west overpass and ramp and 2) the LRT next phase to the area of the 401.** It is completely irrational to justify this proposal based on these two things that do not exist.

COM-3: Arterial Commercial – the purpose of this zone is to accommodate the retailing of bulky, space intensive goods; and service commercial uses predominately serving the travelling public within Arterial Corridors.

TRAFFIC CONGESTION

This area of community is a heavily travelled stretch of road and is currently the only access in the area for residents to access the 401 westbound. As described by the City of Kitchener, this area is not suited for a residential build, specifically a high density, high-rise apartment building. The current congestion in this area is intolerable, and the access to 401 eastbound is not open right now. The access is scheduled to re-open October 2024 and the traffic congestion in the area will increase when it does.

Currently it takes upwards of 5 minutes for residents of Limerick Drive to turn right onto King Street East, west of the proposed property. Prior to the reconstruction of King Street, Limerick Drive residents had access to turn left, westbound, on King Street. With that being said, it was always absolutely impossible to do so because of current traffic congestion. Constructing a building closer to the 401 ramps, specifically a high-traffic, dense property, will result in intolerable traffic congestion at one of the Region's main arteries and create significant safety concerns. Most importantly, the builder suggesting the residents will be able to turn left out of the property is extremely misleading and will create safety issues.

POTENTIAL FINANCIAL LOSS

The builder has described the current neighbourhood as *"Residential properties within the neighbourhood consist of older, prestigious lots as well as the large-scale "Deer Ridge" subdivision consisting of contemporary homes built from the 1990s to the present day. These houses are primarily constructed with neutral-toned brick and siding with dark shingled roofs. The majority of these houses contain two or more garages with covered porches and range in height from 1 to 3 storeys."*

Construction of a 25 and 30 story building 10 feet from the back of our properties is inconceivable. The construction of the proposed buildings will take away all privacy of the neighbouring residential properties. More importantly on a personal level, myself and many others on the street have financially dedicated ourselves to our properties. Meaning, I have invested in my property including putting in a \$350,000.00, 1200 square foot in-law suite for my handicapped mother, a \$100,000.00 shop for my father in law, a pool/oasis for my family, as well as a full home renovation 2 years ago to ensure this could be our forever home. The sightline from my property to this building I estimate will be approximately 98% and I would suggest that every single person involved in this process (except the builder...) would agree that a building so egregious would absolutely have a negative financial effect on my and other neighbor's property. The approval of this build will financially devastate my family. The city of Kitchener has made a commitment to the community to not permit builds in the city that would negatively impact the current community. Policy 4.C.1.8 requires *"Any new buildings and any additions and/or modifications to existing buildings are appropriate in massing and scale and are compatible with the build form and the community character of the established neighbourhood."* Based on this information alone, the city should not approve this proposal. Also, the policy also requires, *"where front yard setback reductions are proposed for new buildings in established neighbourhoods, the requested front yard setback should be similar to adjacent properties and supports and maintain the character of the streetscape and the neighbourhood."* The proposed building is not conducive to the neighbouring properties and severely affects the character of the streetscape and neighbourhood.

Policy 4.C.1.8 establishes that where a special zoning regulation(s) or minor variance(s) is/are requested, proposed or required to facilitate residential intensification or a redevelopment of lands, the overall impact of the special zoning regulation(s) or minor variance(s) will be reviewed, but not limited to the following to ensure, that:

- Any new buildings and any additions and/or modifications to existing buildings are appropriate in massing and scale and are compatible with the built form and the community character of the established neighbourhood.
- Where front yard setback reductions are proposed for new buildings in established neighbourhoods, the requested front yard setback should be similar to adjacent properties and supports and maintain the character of the streetscape and the neighbourhood.

The builder's response stating that the massing of the proposed development is appropriate in scale and massing is outrageous. A 240 foot building approximately 10 feet from a properties backyard would absolutely destroy the property's privacy and abolish the property's value.

TRANSPORTATION IMPACT BRIEF

As previously mentioned the builder completed a Transportation Impact Brief. LJM is seeking an exemption for an egregious amount of City By-laws pertaining to parking, traffic and building. The City Zoning By-Law 2019-051 requires a minimum of 871 parking spaces, including 74 residential tenant spots, 74 visitor, 34 office parking spaces, and 19 commercial spots. The proposal only provides the development with 505 parking spaces, representing a 366 spot deficit. There are no locations which provide any additional parking, except for street parking in our neighbourhood on Limerick Drive and Edgehill Drive. Our small community does not have sidewalks or street lights. The neighbourhood is full of very young children, who are required to walk in the middle of the road to be seen by quickly travelling vehicles. The children are picked up for school on numerous school buses which go through the neighbourhood between 8 am and 9 am. The Waterloo District School Board has recognized our community as a high-risk safety location, and therefore the bus stops at all children's homes, to prevent them from being in the roadway. The roadway is not large enough for vehicles to be parked on the road, and also have normal traffic and the buses safely pass and stop. It is simply not wide enough to accommodate street parking. The proposed building is going to have approximately 730 units, aka bedrooms, plus additional office and retail. The approval of a building with a 366 parking space deficit would be setting the community, an arterial gateway to Sportsworld and the Region, up for failure. Approval of the plan must ensure that traffic in this location is manageable. It is extremely short sighted of the builder to believe that individuals moving within throwing distance of the 401 will not be needing a vehicle. The Region of Waterloo is becoming a part of the GTA and I would suggest that a large reason a person would want to live so close to the 401 is because they intend to use the 401. This area of the city is **unlivable** without a vehicle. There is **NO grocery store** and extremely limited access to transit. Our walkable park is approximately 3 kilometers away and the closest walkable convenience store is approximately 15-20 minutes away. This area does not have bicycle lanes, has very high traffic congestion and it does not have sidewalks towards Cambridge. We have highways blocking pedestrian

traffic both east and west of the proposed buildings and it is completely irrational for a builder to attempt to propose the area as accessible to people without vehicles. The proposed buildings would be under construction for years. King Street does not allow street parking and the proposed development requires the digging of almost the entire property to develop the underground parking area. There would be no locations for the construction workers to park. They would be required to park on King Street, which would absolutely impact access to the 401, or they would be required to park in our neighbourhood which would cause the aforementioned safety issues. There is simply nowhere to park unless they are going to park in residences' driveways.

Other high-rise buildings have been approved and have begun construction on King street past Sportsworld drive . This area does not share a property line to residential low-rise homes and yet is still only 14 stories tall. The builder has proposed that because this one building has been approved and is being developed that now the entire rest of the community should also become high-rises. The other building is not affecting nearby property values of residences, it provides **more parking spots than units** and it is far nearer to the transportation station at Sportsworld drive. The builder's request to develop a building twice as tall, with half as much parking spaces, with the severe already existing traffic conditions at their doorstep is absurd. The conditions during construction would shut down access to the 401 with construction workers illegally parking on king Street, blocking access to the 401, or with construction workers parking in our neighbourhood causing safety issues, for YEARS. Once construction was complete the parking and traffic issues would get worse, with nowhere NEAR enough parking for the amount of people in the units. Not to mention that none of the residents will be able to get in to or out of the driveway due to extreme already high traffic congestion.

5.4 Transportation Impact Brief

Paradigm Transportation Solutions Limited was retained by LJM Developments to prepare a Transportation Impact Brief for the Proposed Development.

A summary of the Transportation Impact Brief is listed below:

- Under 2031 background traffic conditions (without the proposed development), nearly all study intersections are forecast to operate with several critical movements in both the AM peak hour and PM peak hour. Critical movements are not forecast at King Street East and the Westbound Highway 401 On-/Off-Ramp;
- Development of the site is estimated to generate 226 trips in the AM peak hour and 286 trips in the PM peak hour;
- City of Kitchener Zoning By-law 2019-051 requires a minimum of minimum of 87 spaces, comprising 744 residential tenant spaces, 74 residential visitor spaces, 34 office parking spaces, and 19 commercial/retail parking spaces. The proposed supply of 505 parking spaces represents a potential deficit of 366 spaces.
- ITE parking demand data suggests a peak parking demand of 803 spaces, which is less than the minimum required number of spaces (871 spaces), but greater than the proposed parking supply (505 spaces).

PARKING AND BUILDING REQUIREMENTS

The City of Kitchener requires Multiple Residential Buildings to have 1.0 parking spaces per dwelling unit at the minimum. I would suggest generally it is common for a residence with two or more bedrooms to have two vehicles. I also believe that individuals choosing to live seconds from the 401, it is highly likely that these individuals will be using the 401. Not only has the builder proposed a plan to build a development with approx. 730 units/bedrooms, and only approx. 500 parking spaces, the builder has completely discounted the fact that the location is NOT walkable and the residents will need vehicles to get to school and get groceries.

6 Parking Assessment

6.1 Required Parking Supply

The City of Kitchener maintains two zoning by-laws (ZBLs): 2019-051 and 85-1. Review of the City of Kitchener online zoning tool indicates the subject site is governed by ZBL 2019-051. Section 5 of ZBL 2019-051 defines minimum and maximum parking rates. **Table 6.1** summarizes those rates applicable to the site.

TABLE 6.1: CITY OF KITCHENER ZONING BY-LAW PARKING REQUIREMENTS

Land Use	Minimum	Minimum (Visitor)	Maximum
Multiple Residential Buildings	1.0 per dwelling unit	81+ dwelling units: 0.1 per dwelling unit	1.4 per dwelling unit
Office	1.0 per 33 m ² GFA	N/A	1.0 per 25 m ² GFA
Services and Retail	1.0 per 33 m ² GFA	N/A	1.0 per 24 m ² GFA

Table 6.2 summarizes the parking requirements for the site and indicate a minimum of 871 spaces (including 74 visitor spaces) and a maximum of 1,113 spaces. The proposed supply of 505 parking spaces represents a potential deficit of 366 spaces.

TABLE 6.2: PARKING REQUIREMENTS

Land Use	Minimum	Minimum Visitor	Maximum
Multiple Residential Buildings – 744 units	744	74	1,041
Office – 1,129 m ² GFA	34	-	45
Services and Retail – 650 m ² GFA	19	-	27
Total	797	74	1,113

The builder has also proposed a Zoning by-law amendment. The existing by-laws are in place for a reason and although one amendment may be tolerable to existing residents, the builder has proposed a development that would require many by-law exemptions which the builder has highlighted in the following table:

<i>Min. yard setback abutting a residential zone</i>	7.5 m	N/A	No
<i>Min. ground floor building height for any building with street line façade</i>	4.5 m	2.9 m	Yes
<i>Max. building height</i>	32 m	99 m	Yes
<i>Max. number of storeys</i>	10 storeys	31 storeys	Yes
<i>Max. number of storeys in the base of a mid-rise building or tall building</i>	6 storeys	6 storeys	No
<i>Max. street line setback for mid-rise buildings and tall buildings</i>	3 m	> 3 m	Yes
<i>Max. floor space ratio</i>	2	7.83 m	Yes
<i>Max. total retail gross floor area within a multi-unit building, multi-unit development, mixed-use building, or mixed-use development</i>	10,000 m ²	1,740.0 m ²	No
<i>Min. percent of non-residential gross floor area</i>	20%	9.78 %	Yes
<i>Min. percent of residential gross floor area</i>	20%	90.20 %	No
<i>Minimum ground floor street line façade width as a percent of the width abutting street line</i>	50%	< 50%	No
<i>Min. percent street line façade openings</i>	50%	44.50 %	Yes
<i>Min. landscaped area</i>	15%	21.90 %	No

“Section 7.3.6 The proposed uses of the Site are compatible with the surrounding area” section of the builders justification report proposes that it respects the existing built form of the surrounding area. This could not be further from the truth. The neighbouring commercial properties are 1-2 stories in height and set back from King Street. The proposed building would be at MIMIMUM 23 stories higher than all nearby properties. The builder alleges that the proposed development is “respectful” to the residences behind the property which I consider to be extremely insulting. I would suggest the builder is delusional if they expect anyone to want the CN Tower mere feet away from their once private properties. The City of Kitchener requires that any new builds be respectful to the existing built form of the surrounding area. This proposal is not. Townhouses? Sure. 25 and 30 story twin towers? Absolutely not.

7.3.6 The proposed uses of the Site are compatible with the surrounding area

The Proposed Development respects the existing built form of the surrounding area. The Proposed Development is situated towards the frontage of the Site, reduces the tower heights towards the rear of the Site, and provides a landscape buffer to minimize impacts on properties to the South. The King Street East frontage will create a strong street presence and feature multiple street entrances to the commercial units. Finally, the Proposed Development will be visually appealing for the surrounding area and be seen as a gateway development from Highway 401 into Waterloo Region.

“Section 7.3. The Site -specific provisions of the OPA and BA are appropriate” insinuates that the 25 and 30 story condo building would be similar to the 1-2 story existing commercial and 1-2 story existing residential. There are currently NO similar properties abutting the vacant property, nor are their any in sight to the vacant property similar to what is being proposed. There are similar buildings being developed on King Street across from Sportsworld Drive, however this area does not overlook residential properties. They also have provided their prospective tenants with adequate parking and space to accommodate living in an area that is not walkable, and is heavily dependent on having a vehicle. The section focuses on shifting the site away from an automobile oriented commercial site. There is not a single person that would not agree the region needs more housing. HOWEVER, putting housing up in an area that is NOT walkable, with not enough parking and no alternatives is not a good solution.

7.3.7 The Site-specific provisions of the OPA and ZBA are appropriate

Rezoning the Site from COM-3 (88) to MIX-3(XX) is consistent with the as of right height for the Site and surrounding neighbourhood context. The most significant change is shifting the Site away from an automobile oriented commercial site focusing on service commercial uses to a mixed-use high-density development. Providing a mix of residential, commercial and office uses will utilize municipal services and transportation more effectively.

The builders Transportation Impact Brief expresses that the site driveway is forecast to operate at LOS F in both the AM and PM peak hours. They have projected the driveway will provide limited opportunities

for the vehicles to enter King Street traffic. The increased traffic in the area will result in increased congestion in an already very congested area.

- ▶ **Under 2031 total traffic conditions (with the proposed development), critical movements are forecast at all study intersections. The site driveway is forecast to operate at LOS F in both the AM peak hour and PM peak hour, with v/c ratios no**



less than 0.82. Forecast operations at the site driveway reflect the high volume of eastbound traffic on King Street East, which provide limited opportunities for driveway volumes to enter the traffic stream on King Street East.

In 2023, during the King Street construction I had communication with the City of Kitchener regarding the King Street plans. We were advised that although King Street has been modified to be ready for the LRT continuing to the 401, that there was NO budget for the projected work and would not be “done any time soon”. Additionally, we were advised that the current construction site at King / 401 would be used by the Region of Waterloo, as a construction site for the foreseeable future. They also advised it would be used for the future connect between Highway 8 and the 401 westbound. The city employee advised me the connection between 8 and 401 will not be happening until the year 2040. Building a massive apartment building that is going to SEVERELY impact traffic, but justifying it using two things that are not currently in place and will not be for YEARS is absurd. The traffic impact assessment was recommended based on solely on the existence of these two things.

4 Future Conditions

4.1 Road Configuration and Traffic Volumes

In April 2021, the Region completed the *Stage 2 ION: Light Rail Transit from Kitchener to Cambridge Environmental Project Report*.² The functional design of the Stage 2 ION LRT identifies two general purpose travel lanes between Sportsworld Drive and the Highway 401 Eastbound Off-Ramp/On-Ramp. Traffic control signals are to be maintained at Sportsworld Drive and Tu-Lane Street. Both Highway 401 ramp terminals will be signalized. Traffic on Gateway Parkway Drive and Limerick Drive would be restricted to right-in/right-out (RIRO) only. **Figure 4.1** illustrates the lane configurations and traffic control assumed at each intersection in the *Environmental Project Report*.

Due to the state of construction activity in the study area and the impacts to travel patterns, the analysis of traffic impacts relies on 2031 traffic forecasts referenced in the *Traffic Impact Assessment Report of the Stage 2 ION: Light Rail Transit from Kitchener to Cambridge Environmental Project Report*.³ These provide an estimate of traffic volumes in the study area at 2031 and account for the forecast impacts of the LRT on King Street. **Figure 4.2** illustrates the estimated 2031 traffic volumes at the study intersections.

The reader is cautioned that the 2031 traffic forecasts referenced in the *Traffic Impact Assessment Report of the Stage 2 ION: Light Rail Transit from Kitchener to Cambridge Environmental Project Report*¹⁰ – and used in this report – assume the existing transportation network as it relates to Highway 8 and Highway 401. Under existing conditions, southbound traffic on Highway 8 destined for westbound Highway 401 must use King Street East because Highway 8 does not provide a direct connection to westbound Highway 401

Sheet 11 of the functional design drawings that form part of the *Stage 2 ION: Light Rail Transit from Kitchener to Cambridge Environmental Project Report* indicate the future provision of a grade separated ramp from southbound Highway 8 onto westbound Highway 401.¹¹ This new ramp connection is outside the purview of the Stage 2 LRT project, but could reduce traffic volumes on King Street East by removing the need for traffic to use King Street East to connect from southbound Highway 8 to westbound Highway 401.

NOISE IMPACT STUDY

I have reviewed the Road Traffic and Stationary Noise Impact Study which states “*This Study has determined that the potential environmental noise impact from road traffic noise is significant.*” And

within the reports a warning was listed: *"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment."* Although getting more housing into the region is important, it is equally as important to ensure it is being done appropriately. Also, our community has already been drastically affected by noise changes which occurred when the city tore down houses at the end of Limerick for construction of an access road. The noise levels continued to increase drastically when the construction site "berm" was built and our homes were covered in dust.

ENVIRONMENTAL IMPACT STUDIES AND OUR WELLS

I have reviewed both Environmental Impact Assessments. As presented in the reports there are 44 domestic wells on properties within 300 meters of the proposed development. One of these wells is my family well. Our well supplies our home with water that has very high concentration of iron. To combat the iron, our family also has an extensive filter system to ensure our water is safe for consumption.

Based on the Impact Assessment, the proposed development area ground water generally flows towards the east/southeast, which is towards my home.

As previously mentioned, the city requires that a new development does not adversely affect existing properties. The builder's proposal describes re-directing the ground water from the south side of the property to the new drainage at the other side of the property. A study has not been completed to determine the level of impact on the nearby residences. With that being said I believe a reasonable person would believe that if ground water naturally flows towards the residences on Limerick as the builder has stated, and that water is re-directed, that the development will likely affect our wells.

Environmental Receptors

Residences/subsurface features	Basements were observed on residential properties within 100 metres (m) of the Site.
Groundwater use	Forty-four domestic wells were located within 300 m of the Site.
Local water events	Detachable water for this surrounding area is specified by the municipality. The

5.2 Site Hydrogeology

The groundwater monitoring results from the activities conducted at the Site in 2017 are presented in Table 1 and summarized below:

Field Parameters	Minimum	Maximum
Headspace (ppmv)	not-detected	not-detected
LNAPL (mm)	not-detected	not-detected
Depth to groundwater in monitoring wells (mbgs)	3.35	5.14

Based on the depth to groundwater measurements and surveyed well casing elevations, groundwater elevations were determined for each well. Groundwater elevations were used to estimate a groundwater flow direction for the Site.

The groundwater elevations were determined by subtracting the measured depth to shallow groundwater from the TOC elevations. The groundwater elevations for the newly installed wells were not surveyed during the time this report was written, therefore, the newly installed monitoring wells were not included in the groundwater elevation flow diagram. The groundwater elevations are illustrated on Figure 4 and presented in Table 1. Based on the groundwater elevations on October 18, 2017, the shallow groundwater flow direction is considered to be generally toward the east-southeast (Figure 4), under a horizontal hydraulic gradient of 0.007 m/m.

CONCLUSION

Throughout the reports provided by the builder, there are numerous areas that express concern regarding the parking, by-law amendments, noise, environmental impact and mostly the traffic impact. There was also a Wind Study report completed. The wind Study had the following conclusion, "*The Proposed buildings are significantly taller than buildings in the existing surroundings, and therefore will cause an increase in wind speeds around them.*" I find this conclusion most interesting because although many areas of concern were highlighted within the reports, the builder has maintained many irrevocably wrong facts. The builder has reported to the city that the development will fit in to the community, will not affect the traffic negatively, and that the location chosen does not require adequate parking for the future residents. All of these things are untrue. "The proposed buildings are significantly taller than buildings in the existing surroundings". The builders Transportation Impact Brief expresses that the site driveway is forecast to operate at LOS F in both the AM and PM peak hours. They have projected the driveway will provide limited opportunities for the vehicles to enter King Street traffic. The increased traffic in the area will result in increased congestion in an already very congested area. The proposal is significantly inadequate for parking requirements based off of the city's by-law minimal parking requirements.

There are a number of reasons why this proposal is not supported by myself and every community member living in the area. The reasons range from the following:

- Inadequate environmental impact assessment including assessment on the 44 dwelling wells within 300 meters of the proposed development. It is highly likely that the construction will

severely impact the 44 residential dwelling wells in and area and no study has been conducted to confirm or refute this. The impact report also addresses that fact that in excess of 70 additional trees will be cut down from the property and substantially less than 30 will be replaced. The area has suffered SIGNIFICANTLY environmentally from the last 2 years of construction and the area needs to heal. (King Street construction, 401 construction...)

- A Traffic Impact Brief which was completed based solely on the construction on two things that will not be constructed for over a decade was done. The proposed location is inadequate at the very least to support to current and future traffic, without including the additional proposed development. The proposal not only does not take in to consideration other proposed buildings, it also relies upon the region building a ramp from highway 8 to the 401, and the LRT continuing to the 401. Neither of these things are budgeted to occur in the next decade. They are completely ideologic at this point and both require a substantial amount of work and resources before their presence should be considered as the main basis for a huge development. Outside of the two futuristic developments, the proposal strictly listed the extreme issues with the traffic congestion in the area.
- The City's parking by-laws require at minimum 1.0 parking spot per unit. The builders are alleging that the community is walkable, and parking will not be required because the residents will walk everywhere. The schools are not walkable. The parks are not walkable. The grocery stores are not walkable and other required amenities are not walkable. This community has a walking score of under 50. The sidewalks do not continue under the 401, nor do they continue under highway 8. It is absurd to believe any person living in this area is not going to have at least one vehicle per unit, if not numerous. Other similar proposed buildings in the area, despite being even CLOSER to transportation have planned for double the parking spaces the builder has. The nearby community, my community, our community is NOT parking friendly. The area does not have sidewalks, nor does it have street lights. The city has classified the area as high-risk for children with the bus, and therefore all children are picked up directly in front of their homes, and not at communal bus stops. The community cannot support the over flow of residents parking on the streets and also the current by-laws do not support this. As equally important, we cannot support the construction workers parking on King Street blocking access to the 401, or in our community blocking the bus access and causing safety issues for the children.
- The Traffic Impact brief expresses how over congested King Street is near the 401, as well as explains that the future proposed development has an LOS of Fail. The approval of this development would take an already horrible situation in to an intolerable one. It is painful driving only a few minutes in our community via King Street during peak times and I cannot fathom more traffic and congestion being added into the mix.
- The City of Kitchener current by-laws stipulate that any new builds cannot change the current characteristic of a community. The low rise "prestigious" properties that abut the proposed land are exactly that. Low-rise properties that pay a lot in property taxes to maintain their privacy. Myself, along with many others in the community have invested everything we have into these properties, instead of purchasing cottages or going on vacations like others. If you remove our privacy for the thing we have paid a high expense to obtain and maintain, you are taking away our future financial stability. The privacy that we will lose not only affects our

properties value, it also affects our mental health. If and when my property value falls by 40% directly resulting from the build, I'd like to know who is going to be held responsible?

There are numerous... numerous... by-laws which the builder is requesting an exemption from. How many exemptions does it take for the asks to become unreasonable? The by-laws are set in place to set a precedent and guidelines for other proposals. Approval of a development that is completely egregious and inconsiderate to its surroundings sets a horrible standard for others to follow. The by-laws are also set in place to maintain a respectful environment between existing and new builds.

Thank you,

Stephanie BROWN

76 Limerick Drive, Kitchener

Eric Schneider

From: FRANCO PIZZIO
Sent: Wednesday, October 9, 2024 2:10 PM
To: Eric Schneider
Subject: Re: 4611 King Street East

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

I appreciate it Eric that you took the time to respond. Thank you.
Mary Jane Pizzio

On Tuesday, October 8, 2024 at 04:23:09 p.m. EDT, Eric Schneider <eric.schneider@kitchener.ca> wrote:

Hello, thank you for providing comments on this development application. I can confirm they have been received and will be included in the public record.

I understand you have concerns with well water, site contamination, road access, privacy, availability of bicycle infrastructure, and traffic.

I am receiving comments from other residents on similar issues, and will take them into consideration for this application. If you would like to discuss anything further, please give me a call.

Eric Schneider, *MCIP, RPP*

Senior Planner | Development and Housing Approvals Division | City of Kitchener
(519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca



From: FRANCO PIZZIO
Sent: Sunday, October 6, 2024 2:01 PM
To: Eric Schneider <Eric.Schneider@kitchener.ca>

Eric Schneider

From: James Bennett
Sent: Tuesday, October 8, 2024 4:07 PM
To: Eric Schneider; Michael Collins; Marlene Bennett; Marg Kissick; Cheryl Harvey;
Subject: RE: Eric Schneider re 4611 King st east

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[why this is important](#)

Eric thank you for sending me these reports . For some reason I don't appear to be on the mailing/emailing list for notices about this proposed development. I have kept abreast from information sharing with my neighbors. Would you please make sure that myself and Marlene Bennett as the residents of [redacted] which is the corner property to Limerick Dr are added to your distribution list. I will be very interested in seeing the Region's and MTO's comments. Given the traffic issues with such limited access and egress off King St and its proximity to the 401 WB ramp and the future planned flyover I cant see them green lighting this project.

I couldn't attend at your site visit last week but will try and participate in the virtual meeting which I understand is being scheduled for October 16th. Can you please confirm the time and send the Zoom/Teams link . I would be very interested in attending at the site with you to discuss the issues even on short notice so please let me know when you are going to be on site again. Thanks for your continued assistance to the resident neighbors in this matter.

From: Eric Schneider <Eric.Schneider@kitchener.ca>
Sent: September 27, 2024 4:53 PM
To: James Bennett; Michael Collins; Marlene Bennett; Marg Kissick <[redacted]>; Cheryl Harvey <[redacted]>

Subject: RE: Eric Schneider re 4611 King st east

Thanks James,

The functional servicing report speaks to water run off (stormwater management). Water table study was not requested by the Region of Waterloo (approval authority for source water) and the applicant has included the online requirement from the Region that states the site is not in a source water protection area, attached.

This application is for land use change/ zoning change. If it is approved, the details of the servicing, soil works, etc. would be reviewed at a later stage, site plan approval and building permits. Our Engineering staff would require a Geotechnical report that speaks to the soils and water on site. They would ensure that it does not have adverse impacts on well water of surrounding lands.

Hope that helps, let me know if you have any questions you want to discuss. You can call my extension below to speak with me directly.

Eric Schneider, MCIP, RPP

Senior Planner | Development and Housing Approvals Division | City of Kitchener
(519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca

Eric Schneider

From: Steph Rawson
Sent: Monday, October 7, 2024 1:19 PM
To: Don Corbett
Cc: Eric Schneider
Subject: Re: Hydrology Study Inquiry

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

Hi Don,

Thanks for your quick reply.

That's too bad, would it be worth me reaching out to someone at the provincial level?

Here's my concern, I'm hopeful that the city will vote against changing the zoning for the proposed development but we recently learned the decision likely will be escalated to the Ontario Land Tribunal if the city votes against the developers.

As community we are talking about hiring a hydrologist for an independent study but of course would prefer if it was provided by one of the governing bodies.

We are just wondering, if the zoning is passed and a large scale condo is constructed and dries out the wells of 100 homes who's responsible is that?

All of Edgehill Drive and associated streets are all well and septic (very odd I know).

I've CC'd Eric so he's aware that a report isn't required by the Region as he thought.

Happy to also chat by phone is that's easier.

(work)

Steph Raic

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From: Don Corbett <DCorbett@regionofwaterloo.ca>
Sent: Monday, October 7, 2024 1:05:28 PM
To: 'steph401@hotmail.com' <steph401@hotmail.com>
Subject: RE: Hydrology Study Inquiry

Hi Stephanie - unfortunately, Water Services at the Region of Waterloo has no interests with respect to private wells, unless there are specific concerns related to interference with private wells associated with the operation of one of the Region's municipal water supply wells. The regulation and protection of private wells are a Provincial interest under the Water Resources Act. In this case the proposed development is not in a wellhead protection area associated with a Region well and Water Services staff will not require the proponent to submit a "hydro" report.

Regards,

Don

Don Corbett, P.Ge. (he/him)

Senior Hydrogeologist | Hydrogeology and Water Programs

DCorbett@regionofwaterloo.ca | Region of Waterloo

Cell: 1-519-503-4157

-----Original Message-----

From: noreply@regionofwaterloo.ca <noreply@regionofwaterloo.ca> On Behalf Of Stephanie Raic

Sent: October 6, 2024 2:12 PM

To: Water Services <waterservices@regionofwaterloo.ca>

Subject: Hydrology Study Inquiry

CAUTION! EXTERNAL SENDER

Were you expecting this email? TAKE A CLOSER LOOK. Is the sender legitimate?

DO NOT click links or open attachments unless you are 100% sure that the email is safe.

Hello,

There is a re-zoning application being managed by the City of Kitchener for 4611 King St E and we wanted to inquire if a hydro study will be done by the Region prior to the city council meeting in December. I am one of the effected residents and the neighbourhood is concerned how the rezoning and proposed condo build will impact our well water.

Eric Schneider with the City of Kitchener advised that the Region would undertake that report.

Thank you.

Origin: <https://www.regionofwaterloo.ca/en/regional-government/water-and-wastewater.aspx? mid =25482>

This email was sent to you by Stephanie Rai

<ps://www.regionofwaterloo.ca/>.

Eric Schneider

From: FRANCO PIZZIO
Sent: Sunday, October 6, 2024 2:01 PM
To: Eric Schneider
Cc: jason.denault@kitchener.ca
Subject: 4611 King Street East

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We were unable to attend the site meeting on Friday. However we have concerns regarding this project.

We have lived at _____ for over 45 years well before all the expansion in this area. It is a very desirable area defined by how many neighbors have lived here for many years. It has access to the 401 if they ever open access ramps, but also has the feel of country living. This whole area is on well and septic which brings up many concerns.

That property has been vacant for many years due to ground contamination. Has anything been done to clean it up? These towers only have access to #8 with only a right turn down Shantz Hill. To gain access to #8 to Kitchener are they going to divert traffic to Limerick and then down Edgehill to turn left to #8?

With all the towers being planned for this area it is a shame that this site is being considered. We want to keep our privacy without everyone looking in our back yard.

As for the bicycles and lanes I can't imagine anyone taking their lives in their hands to maneuver #8 either way, The intersection at the bottom of Shantz Hill is already a bottleneck. When there was construction on #8 it sometimes took me 45 minutes from downtown Preston to home.

Since we are seniors and we are hoping to enjoy the wonderful surroundings we have and peace and quiet as long as possible.

Please consider everyone's concerns in this area before making any quick decisions.

Mary Jane & Gianfranco Pizzio

Eric Schneider

From: Andrew Heywood
Sent: Saturday, October 5, 2024 7:30 PM
To: Eric Schneider
Cc: Jason Deneault; SHARON VERLEY
Subject: 4611 king street

[Some people who received this message don't often get email from <https://aka.ms/LearnAboutSenderIdentification>]

Hi Eric,

Thanks for coming out yesterday to meet with residents.

Sorry I had to leave for another site meeting so missed the second half of the discussion.

As you could see from the turn out, there are many concerned residents that are anxious about the effects that this proposal will have on the neighbourhood.

I am very concerned that no one is considering a hydrology report on how this construction will affect all of the local wells, septic systems and the known natural springs in the area. Also the local water courses and run off that enter the Grand River as once this proposed area is disturbed all kinds of contaminants could be released.

I personally have a dug well, which relies on a water source only 8 ft deep and I have grave concerns that this disturbance will either empty my well or contaminate my water source. Could you please advise who I need to follow up with for redress of my concerns and to have on record in the event that this project continues?

As for the earmarked piece of land, everyone is shocked that a known contaminated parcel of land is now being considered for housing redevelopment? how is this even possible without environmental studies being undertaken on the ecological impact this will have?

726 dwellings with no planned vehicle access other than onto King street, and only 510 parking spots? Where will all the other vehicles be parking or are you assuming the 404 bicycles will be used in winter? and what about visitor parking for friends and relatives?

Exiting onto King Street has recently been made extremely difficult due to the recent road layout changes, how is it expected to exit from this proposed site without traffic controls implemented on King Street, that already has very heavy traffic during the morning and evening commutes, the site is within meters of the 401 on ramp, where 2 lanes try to get across to access the highway! Where is the traffic impact study? This is a regional road not a city road.

A once sought after neighbourhood that pays higher taxes for the benefits it holds is being devalued by property developers, do we get re assessed for the de valuation of our properties and receive a tax reduction? Please advise who can be contacted to raise this concern?

I have not even gone into the details of current residents privacy being taken away.

What about the fact there are no grocery stores to support at least a possible further 1400 head count (assuming each dwelling is co habited) in the area. This is in addition to the Deer Ridge Point tower that is nearing completion down the street, is there any thoughts or plans for infrastructure?

Finally, there was a resident from Deer Ridge in attendance who advised the group that the city and planning department steamrolled over their concerns and went ahead with the Deer Ridge Point tower block that is now nearing conclusion, is this going to be the same? This tower is now rental units only, so we can only imagine the types of tenants that will be engulfing the area!

From first impressions it appears the current residents are being paid lip service as a matter of course, so that down the line you can claim people were consulted.

As stated in the flyer, it already advise to know our appeal rights, this suggests to me that there is already a rubber stamp in place without any due diligence having been done.

I look forward to your early response, considering that comments/complaints have to be filed by October 16th

Regards,
Andrew Heywood P.Eng

Eric Schneider

From: Bob McColl
Sent: Friday, October 4, 2024 2:54 PM
To: Eric Schneider
Subject: A question re: 4611 King St. E

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Hello Eric,

I received a notice via the newspaper regarding the proposed development at 4611 King St. and I have a couple of questions.

How deep in the ground will the foundations for these buildings be?

Is there a Record of Site Condition for this property?

Are you aware that most of the homes on Limerick and Edgehill are on private wells and septic?

Is there a proposed Site Plan available?

I am planning to attend the virtual meeting on Oct 16 and I may have more questions then.

Regards,
Bob McColl

Eric Schneider

From: Marg Kissick
Sent: Friday, October 4, 2024 8:23 AM
To: Eric Schneider
Cc: Jason Deneault; BUrbanovic@regionofwaterloo.ca;
RDeutschmann@regionofwaterloo.ca; CJames@regionofwaterloo.ca;
MHarris@regionofwaterloo.ca; KariWilliams@regionofwaterloo.ca
Subject: Proposed development at 4611 King St E

Hello Eric,

I am copying our city council and Regional representatives to draw these issues to their attention as well.

I'd like to begin by reinforcing the concerns I know have been raised by my immediate neighbours:

1. Concern that our wells might be adversely affected by the extensive foundation construction interfering with the aquifers that provide our water.

&

2. Concern that site construction negatively impacts the existing historical contamination of the site to affect the quality of our water.

How will you "ensure" our critical water systems are not jeopardized? If they are, will the Region and/or the developer cover any and all associated costs to repair any damage and restore household water supplies?

3. Concern that lights on the proposed 32- and 37-story towers will further pollute our night skies.

4. Concern that the proposed number of residential parking spaces (just 423 of the 501 spaces in total) is grossly inadequate for the 726 proposed residential units, leading to residents and visitors parking on our nearby residential streets. We would expect most occupants choosing to live at the 401/Hwy 8 interchange would be commuting to their employment.

5. Concern that the area is not bicycle-friendly. It's great to have storage for bikes allocated, but riding a bike along King is a risky venture, especially towards Cambridge with 401 ramps along the way. Pedestrians are even more at risk if they head in that direction.

In addition, I'd like to raise some other issues:

1. I note that the two other nearby developments (at Sportsworld Crossing/King St. and Sportsworld Drive/King St.) will add 1142 residential units to the area. The Urban Design Brief indicates the area is "serviced by parks" and lists the tiny green spaces in Deer Ridge. I can't imagine those will provide any recreation opportunities to the residents of the 7 new residential towers underway and proposed in the area. Instead, I expect many of the 4611 King St E residents (perhaps 1200 or more people) will use our adjacent residential neighbourhood as their green space, since there is no other available.

2. How will residents, guests, employees, and customers make left turns in and out of this development without the assistance of a traffic light? Turning *right* out of Limerick onto King often requires a considerable wait; a left turn from or into the site will be very challenging, especially during peak hours. Is the developer expecting the Region's taxpayers to pay to reconfigure King St. access — a two-year King St. construction project including centre platforms was just completed!

3. I wonder about how this proposed development fits the overall context of the area. It is the only large development *directly adjacent* to an established residential area. The character of the neighbourhood would change dramatically if this proposal proceeds. The 4220 and 4396 King developments are in commercial areas. There are also opportunities for development near TuLane St at the former Landmark and Indigo sites or the small plaza opposite — also commercial zoned and currently underutilized. What other plans, even very tentative ones, are underway? What will happen with the undeveloped land further west along King St and closer to the 401?

Please clarify the process for assessing this proposal following the neighbourhood information meeting on October 16. I note that a Planning Committee meeting is scheduled for December 2.

Margaret Kissick

Eric Schneider

From: Julie Mitchell
Sent: Thursday, October 3, 2024 8:01 AM
To: Eric Schneider
Subject: Re: King street Proposal

Hello Eric,

I am a local area resident included on this email chain. I appreciate the time you are taking to meet with us in person ahead of the virtual meeting. We have all been and will continue to be affected with the vast amount of development occurring in our neighborhood so I appreciate the extra effort to hear our voices.

I will be attending tomorrow's meeting at 4pm. I would like to clarify where this meeting is taking place. When you reference "on site" are you meaning the proposed site of development (4611 King St)?

This neighborhood has been subjected to many disruptions from MTO as well as the city over the last 4 years with no sight to the end of disruptions in the near future. The noise, dirt/debris and increased traffic on our streets (Edgehill Dr) from people trying to avoid the back log on King Street has been steadily increasing. I live on Greensview Drive and am also affected greatly by all the work being done on the 401. The volume of noise I live with daily is becoming overwhelming.

On the first correspondence from Sharon, she shared a flyer advertising the proposed development and virtual meeting. How was this distributed? I did not receive this notice via Canada post or in my mailbox. Could you please explain how the city determines the area size/ number of houses these types of notices should be sent to? I would have thought I would have been included on this notice since I live on Greensview Drive at the end of Limerick Drive where the proposed towers will overlook.

Regards,
Julie Mitchell

Sent from my iPhone

On Oct 2, 2024, at 9:14 AM, Eric Schneider <eric.schneider@kitchener.ca> wrote:

No, just myself.

Eric Schneider, MCIP, RPP

Senior Planner | Development and Housing Approvals Division | City of Kitchener
(519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca

[<image001.png>](#)

[<image002.png>](#)

[<image003.png>](#)

Eric Schneider

From: SHARON VERLEY
Sent: Tuesday, October 1, 2024 8:09 AM
To: Sean McClinchey; Chris Helmer
Cc: Stephanie Rich; Jason Deneault; Tammy Scurr; Jim Csehi; Keith Reycraft; Wendy Johnston; Brittany Krueger; Doreen Crawford; Julie Mitchell; Sarita And Darin Persad; Elvie Hall; Sue Adams; Lauren Furlop; Gordon Stott; Magda Cober; Mariesa Bagchus; Steve Vrentzos; Jason and Nathan Npsitse; Gordon Stott; Chris Helmer; Sean Entz; Geoff Isley; Mark Parsons; Jen Isley; Eric Schneider; Steve Vrentzos; Gordon Stott; Peter Linn
Subject: Re: King street Proposal

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Yes we all thought of that ... might collectively look at hiring a Hydrogeologist: Chris Helmer. We will connect with him after the meeting on Oct 16. How does that sound Sean?

Sent from my iPhone

On Oct 1, 2024, at 7:54 AM, Sean McClinchey

wrote:

Good morning all, another thought I had was , when digging the hole for the parking underground- they will be pumping dry the water table again ! Many bad things will result in that!

Have a great day all , Jessie and I will be on the meeting .

Regards

Sean McClinchey

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From: Stephanie Rich <stephanie.rich@kitchener.ca>
Sent: Monday, September 30, 2024 4:49:32 PM
To: SHARON VERLEY <sharon.verley@kitchener.ca>; Jason Deneault <jason.deneault@kitchener.ca>
Cc: Tammy Scurr <tammy.scurr@kitchener.ca>; Jim Csehi <jim.csehi@kitchener.ca>; Keith Reycraft <keith.reycraft@kitchener.ca>; Wendy Johnston <wendy.johnston@kitchener.ca>; Brittany Krueger <brittany.krueger@kitchener.ca>; Doreen Crawford <doreen.crawford@kitchener.ca>; Julie Mitchell <julie.mitchell@kitchener.ca>; Sarita And Darin Persad <sarita.persad@kitchener.ca>; Elvie Hall <elvie.hall@kitchener.ca>; Sue Adams <sue.adams@kitchener.ca>; Gordon Stott <gordon.stott@kitchener.ca>; Lauren Furlop <lauren.furlop@kitchener.ca>; Magda Cober <magda.cober@kitchener.ca>; Mariesa Bagchus <mariesa.bagchus@kitchener.ca>; Steve Vrentzos <steve.vrentzos@kitchener.ca>; Jason and Nathan Npsitse <jason.npsitse@kitchener.ca>; Gordon Stott <gordon.stott@kitchener.ca>; Chris Helmer <chris.helmer@kitchener.ca>; Sean Entz <sean.entz@kitchener.ca>; Geoff Isley <geoff.isley@kitchener.ca>; Mark Parsons <mark.parsons@kitchener.ca>; Jen Isley <jen.isley@kitchener.ca>; Eric Schneider <eric.schneider@kitchener.ca>; Steve Vrentzos <steve.vrentzos@kitchener.ca>; Gordon Stott <gordon.stott@kitchener.ca>; Peter Linn <peter.linn@kitchener.ca>

<eric.schneider@kitchener.ca>; Steve Vrentzos <steve.vrentzos@kitchener.ca>; Gordon Stott <gordon.stott@kitchener.ca>; Jason Deneault <jason.deneault@kitchener.ca>; Peter Linn <peter.linn@kitchener.ca>

Eric Schneider

From: Steph Rawson
Sent: Monday, September 30, 2024 4:53 PM
To: Eric Schneider
Cc: Jason Deneault
Subject: 4611 King Street East Building Proposal

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Hi Eric and Jason,

I'm writing to highlight some issues I'm hoping that will be addressed on the October 16th meeting for the proposed zoning change to 4611 King St East.

My family moved to [redacted] Kitchener and are one of the properties directly to the South of the recently sold vacant site.

I'm hoping that the City of Kitchener makes the decision to not change zoning from COM-3 (88) however I do appreciate that our region is growing and requires additional housing.

Here are my concerns in relation to the 25 and 30 story or any high rise building being developed.

1. Livability Impact for Condo Tenants

- a. LJM developments is hoping to build two towers with a total of 726 units and 501 parking spaces. By having less than one parking spot per unit it appears that they developers are assuming that the majority of the tenants will not have private cars and believes that the area is suitable for walking to public transport and amenities.
 - i. This section of King St E does not currently have sidewalks, this was not added during recent King St E roadwork.
 - ii. The closest main transportation hub is Sportsworld which is a 15-20 minute walk.
 - iii. Ion construction planned to start in 2032, at best.
 - iv. Currently scoring for a home currently listed for sale at Limerick Drive and King Street East have a walk score of 51, transit score of 47 and a bike score of 44 (all out of 100). For reference condos at 5 Wellington Street South near downtown Kitchener has walk score of 93 and a transit score of 70.
 - v. The closest grocery store is Costco, which requires a car to transport their items.
 - vi. The closest pharmacy is at Sportsworld (1.2 km away)
 - vii. The closest LCBO or Beer Store is in Preston 2.5 km away.
- b. This location is well suited for commuters driving to work with the close proximity to the 401 and highway 8. Having an appropriate amount of parking for a residential building should reflect this.
- c. Traffic concerns for vehicles accessing the building.
 - i. The property is 100 metres from the current 401 Westbound ramp.
 - ii. Outside of high traffic hours vehicle traffic is often travelling above the posted speed limit (often 20-30 km over) to prepare for the 401.

- iii. This concern may be mitigated once the new 401 ramp is completed which I understand will start construction in 2040.
- iv. The Region of Waterloo has just repaved an installed medians down King St E for the future ion (assuming). There is limited ability to turn left from the South side of King Street and likely will not be able to be done safely without additional traffic controls.

2. Current Resident Impacts:

a. Well and Septic Systems

- i. Is the developer aware the houses along Limerick Drive have their water sourced by well and septic?
- ii. Has a hydrogeology study been completed by the developers?
- iii. Who is liable if construction impacts our ability to access water?

b. Interior traffic and parking

- i. It's assumed that there will be an increase in street parking in the residential area of Limerick and Edgehill Drive, every residential area is impacted when larger condo's are developed, especially when they are only planning for 0.6 parking spaces per unit.
- ii. Many people purchase condo units as investments and then rent them out, it's realistic that many 2-3 bedroom units will be shared renting space for professionals and students who often has a car per person.
- iii. Increased street parking will increase risks to pedestrians and children walking to the bus, there are no sidewalks in this area and additional street parking will force people into walking in the middle of the roadway or darting around parked cars.
- iv. Noise from construction

3. Personal Impacts:

a. Building proximity to property line

- i. Proposed plan has residential patios 3 metres from the south property line. It appears that units from this second 'respectfully developed' building will be less than 10 metres from our current firepit.

b. Building height and privacy.

- i. The significant height of the proposed buildings do not allow for any attempts at maintaining privacy.

c. Property value depreciation.

d. Damage to fencing and property

- i. The plans to build are quite close to the property line, I'm assuming a study was done on the soil composition and they are aware there is a lot of sand. For example the beach volleyball pit on our property was sourced by our neighbour's soil when they put in a pool....

- 4. *on a personal note, my husband and I are both Region of Waterloo first responders and cannot place enough value on privacy and the impact on our mental health in being able to relax and live freely without having hundreds of people living along our property line and being able to look down into our backyard.

Thank you for taking the time to read this. I am hoping that the City of Kitchener believes that developing this land commercially can be as much of a benefit to our growing population as high-rise housing. For example, a medical centre for the increasing needs of the community.

I look forward to the meeting on October 16th.

One last thing to note was I was not sent a notice of the development or meeting and heard about it through our neighbours, this is concerning considering how our property is directly impacted.

Stephanie Raic

Eric Schneider

From: Stephanie Rich
Sent: Monday, September 30, 2024 4:50 PM
To: SHARON VERLEY; Jason Deneault
Cc: Tammy Scurr; Jim Csehi; Keith Reycraft; Wendy Johnston; Brittany Krueger; Doreen Crawford; Julie Mitchell; Sarita And Darin Persad; Elvie Hall; Sue Adams; Lauren Furlop; Lida Cober; Sean McClinchey; Mariesa Bagchus, Analia and Nathan Npsitse; ; Jona Entz; Geoff Isley; Mark Parsons; Jen Isley; Eric Schneider; Steve Vrentzos; Gordon Stott; Jason Deneault; Peter Linn
Subject: Re: King street Proposal

Good evening Jason,

Myself and many others intend to attend the virtual meeting on October 16th. With that being said, we are all extremely concerned that a) our voices will not be heard virtually and b) there will not be enough time given to review all of the impacted areas with the proposal.

We would very much appreciate this meeting being held in person, with an option for some to chime in online. Is there any chance that this could be arranged? I believe I could arrange a location in the Region that could accommodate everyone looking to attend.

I'm sure yourself and all other involved understand the severity of what is at stake for the residents in the area and we would like to ensure we are heard appropriately.

Stephanie

Sent from my iPhone

On Sep 30, 2024, at 1:09 PM, SHARON VERLEY

ote:

Yes, the reference to Preston Springs was an example of how residents successfully challenged the city. Jason, what's the update on the noise impact study?

1. Proposal for the site beside Goemans
2. Three additional buildings going in where Tim Hortons is
3. Two more buildings where the current Deer Ridge building is located

Honestly, that's a lot of construction! On top of that, we've already endured so much with the regional roads—King Street, Baxter, Sportworld Drive—as well as the 401!

Eric Schneider

From: Jeannie LeForge
Sent: Monday, September 30, 2024 4:11 PM
To: Eric Schneider; Jason Deneault
Subject: Proposed high-rise development at 4611 King St East

Hi, Eric -

We have some concerns about the proposed development at 4611 King St East:

1. Please provide an update on the groundwater study on the plume of petroleum pollution that is travelling south from the old gas stations on Highway 8. What will happen to the petroleum pollution monitoring well sites WM-21, WM-22, WM-23, WM-24, and WM-25 located on the property?
2. Our neighbourhood wells are a major concern, and we believe that a water table study must be done to protect and guarantee our water supply.
3. What light pollution reduction protocols does the developer propose?
4. Will the City consider installing bicycle lanes along Highway 8? There is no access to bike trails and bicycles are not permitted on sidewalks.
5. The proposed ratio of car to bike parking is NOT realistic. The site will need car parking, not bicycle parking.

Thank you.

Rollie Galbraith & Jean LeForge

Eric Schneider

From: SHARON VERLEY
Sent: Monday, September 30, 2024 1:09 PM
To: Stephanie Brown; Tammy Scurr; Jim Csehi; Keith Reycraft; Wendy Johnston; Brittany Krueger; Doreen Crawford; Julie Mitchell; Sarita And Darin Persad; Elvie Hall; Sue Adams; Lauren Furlop; Magda Cober; Sean McClinchey; Mariesa Baqchus; nilia and Nathan Npsitse; i.ca; Jona Entz; Geoff Isley; Mark Parsons; Jen Isley; Eric Schneider
Cc: Steve Vrentzos; Gordon Stott; Jason Deneault; Peter Linn
Subject: Re: King street Proposal

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Yes, the reference to Preston Springs was an example of how residents successfully challenged the city. Jason, what's the update on the noise impact study?

1. Proposal for the site beside Goemans
2. Three additional buildings going in where Tim Hortons is
3. Two more buildings where the current Deer Ridge building is located

Honestly, that's a lot of construction! On top of that, we've already endured so much with the regional roads—King Street, Baxter, Sportworld Drive—as well as the 401!

I've personally spoken with almost everyone on this email chain regarding the proposed site, and none of them are in agreement. I've also spoken with several residents in the Pioneer Tower and Deer Ridge areas, and they are deeply concerned about the potential traffic issues.

While I understand that the land has been sold, there should not be an application for commercial use. There's already too much traffic, too much population growth in this area, and insufficient infrastructure. Our schools are at capacity, and some have pointed out the lack of a proper grocery store nearby—the concerns continue.

We will be on the virtual call on October 16, along with residents from Deer Ridge and Pioneer Tower.

Sharon Verley-Entz, M.Sc Ed

On Monday, September 30, 2024 at 10:49:09 AM EDT, Eric Schneider <eric.schneider@kitchener.ca> wrote:

Hello Sharon, I can speak to your questions regarding height and city by-laws.

Eric Schneider

From: SHARON VERLEY
Sent: Saturday, September 28, 2024 2:49 PM
To: Stephanie Brown; Tammy Scurr; om; Jim Csehi; Keith Reycraft; Wendy Johnston; Brittany Krueger; Doreen Crawford; Julie Mitchell; Sarita And Darin Persad; Elvie Hall; Sue Adams; Lauren Furlop; ; Magda Cober; Sean Mcclinchey; Mariesa Bagchus, om; Emilia and Nathan Npsitse; ; Jona Entz; Geoff Isley; Mark Parsons; Jen Isley
Cc: Steve Vrentzos; Gordon Stott; Jason Deneault; Eric Schneider; Peter Linn
Subject: Fw: King street Proposal

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Neighbours, Attached is communication I Received from Jason Ward 3 City Counsellor...Still waiting to hear from Steve and Gordon (ByLaw) regarding a few things I mentioned in my email.

Steve, please advise if the attach document is the most updated zoning bylaw.

Neighbours, attached links for your reading pleasure

https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_NPR_ZBL_section_4.pdf

Proposed Building beside Goemans...

https://app2.kitchener.ca/AppDocs/OpenData/AMANDADataSets/726809_Architectural%20Package.pdf 4611 King St E | 30 & 25 fl | Proposed - Printable Version

https://app2.kitchener.ca/AppDocs/OpenData/AMANDADataSets/726809_Concept%20Drawing.pdf

Noise Impact Study

Traffic https://app2.kitchener.ca/AppDocs/OpenData/AMANDADataSets/726809_Noise%20Impact%20Study.pdf

4611 King St E | 30 & 25 fl | Proposed - Printable Version

Sharon Verley-Entz, M.Sc Ed

C. E. 100-1000

----- Forwarded Message -----

From: Jason Deneault <jason.deneault@kitchener.ca>
To: SHARON VERLEY
Sent: Saturday, September 28, 2024 at 02:06:47 PM EDT
Subject: Re: King street Proposal

Hi Sharon,

Thanks for your email. I agree with you that there has been a significant amount of development in the Sportsworld area in the last few years. I do also question when the Traffic impact statements suggest that most roads can handle the increased traffic. I am having a meeting this Monday to discuss how the TIS are developed and what goes into them.

During the Pandemic, most organizations including the city had to pivot to online meetings. If anything, online meetings provide a more convenient and accessible opportunity for the public to be engaged, not having to leave their house to drive to a location.

Lastly, as we all know, there is a severe housing shortage in our Province but more importantly in our city. We need all kinds of housing and when the focus is on protecting our green spaces and fields, the only way to provide that housing is to build up. Having said that, the online meeting is a great opportunity to bring your concerns forward. Nothing has been decided nor have I seen any more information that is already available on this specific site. Please trust me when I say that city staff and council do take comments and concerns into consideration when dealing with developers on new developments.

Please don't hesitate to reach out if you have any more questions or concerns.

Thanks

Jason

Jason Deneault
Ward 3 City Councillor
Jason.Deneault@kitchener.ca
226-751-4162

From: SHARON VERLEY
Sent: Saturday, September 28, 2024 12:01:06 PM
To: Eric Schneider <Eric.Schneider@kitchener.ca>; Steve Vrentzos <Steve.Vrentzos@kitchener.ca>; Gordon Stott <Gordon.Stott@kitchener.ca>; Peter Linn <plinn@regionofwaterloo.ca>; Jason Deneault <Jason.Deneault@kitchener.ca>
Subject: King street Proposal

Gentlemen, I'm floored that the city is considering putting two buildings on King Street after all of the construction we've endured with the 401, King Street, Sportsworld and DeerRidge over the past two years. Every decision impacts us and no one considered to connect with us first. This deal is done I assume but have you considered the amount of traffic, schools (which I work which are at capacity) and additional infrastructure that would impact us? What about our wells? Steve/Gordon -Is the max height for buildings in our area not 22 storeys? What about view to backyards? Jason/Eric Please have a proper meeting not a virtual one. Rent a venue or have it on one of our front lawns and explain your reasoning for all of this.

Sharon

Eric Schneider

From: James Bennett
Sent: Friday, September 27, 2024 6:55 PM
To: Eric Schneider; Michael Collins; Marlene Bennett; Marg Kissick; Cheryl Harvey;
Subject: Re: Eric Schneider re 4611 King st east

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Thanks Eric.

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From: Eric Schneider <Eric.Schneider@kitchener.ca>
Sent: Friday, September 27, 2024 4:52:51 PM
To: James Bennett; Marg Kissick; Marlene Bennett; Cheryl Harvey

Subject: RE: Eric Schneider re 4611 King st east

Thanks James,

The functional servicing report speaks to water run off (stormwater management). Water table study was not requested by the Region of Waterloo (approval authority for source water) and the applicant has included the online requirement from the Region that states the site is not in a source water protection area, attached.

This application is for land use change/ zoning change. If it is approved, the details of the servicing, soil works, etc. would be reviewed at a later stage, site plan approval and building permits. Our Engineering staff would require a Geotechnical report that speaks to the soils and water on site. They would ensure that it does not have adverse impacts on well water of surrounding lands.

Hope that helps, let me know if you have any questions you want to discuss. You can call my extension below to speak with me directly.

Eric Schneider, MCIP, RPP

Senior Planner | Development and Housing Approvals Division | City of Kitchener
(519) 741-2200 ext 7843 | TTY 1-866-969-9994 | eric.schneider@kitchener.ca



From: James Bennett
Sent: Friday, September 27, 2024 10:55 AM

To: Michael Collins
Schneider <Eric.Schneider@kitchener.ca>; Marlene Bennett
m>; Marg Kissick
Harve
t>

Subject: Re: Eric Schneider re 4611 King st east

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

Eric, I live @ I would request that you also copy me with the studies my neighbor Michael Collins has asked for.

As you are no doubt aware all of the residential properties on Limerick, Helen and Edgehill in the neighborhood adjacent to this development are on wells and septic which work fine. We have serious concerns about how the development may effect our wells and need to have some guarantees by the City that if the wells are adversely impacted we won't be required to pay Local Improvement charges for hook up to City water.

Get [Outlook for Android](#)

From: Michael Collins
Sent: Friday, September 27, 2024 9:29:59 AM
To: eric.schneider@kitchener.ca <eric.schneider@kitchener.ca>
Subject: Eric Schneider re 4611 King st east

Re Proposal 4611 King st East

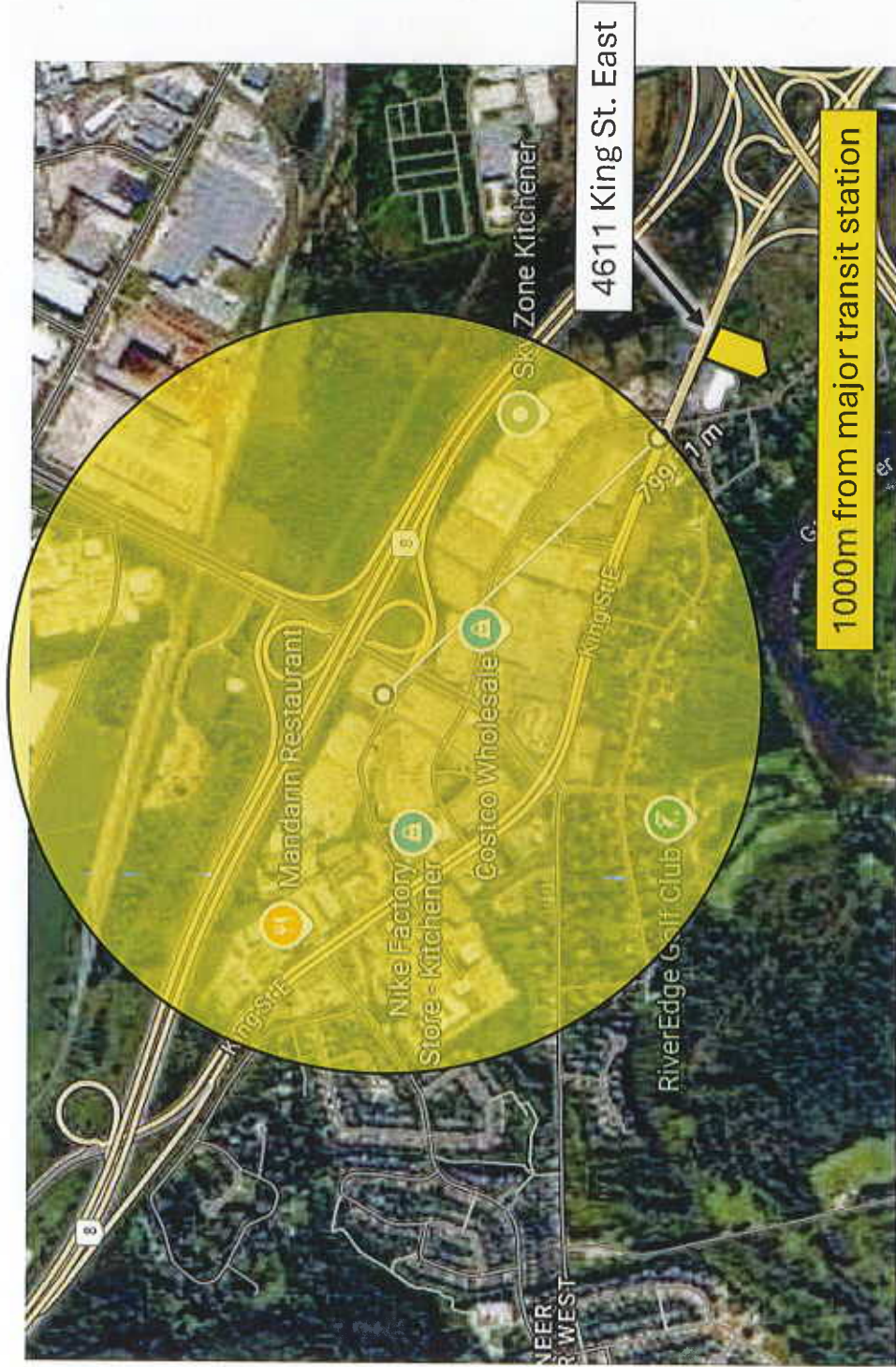
Please send a copy of the shadow study, ground water run off study, and water table study. Thank You

Michael Collins

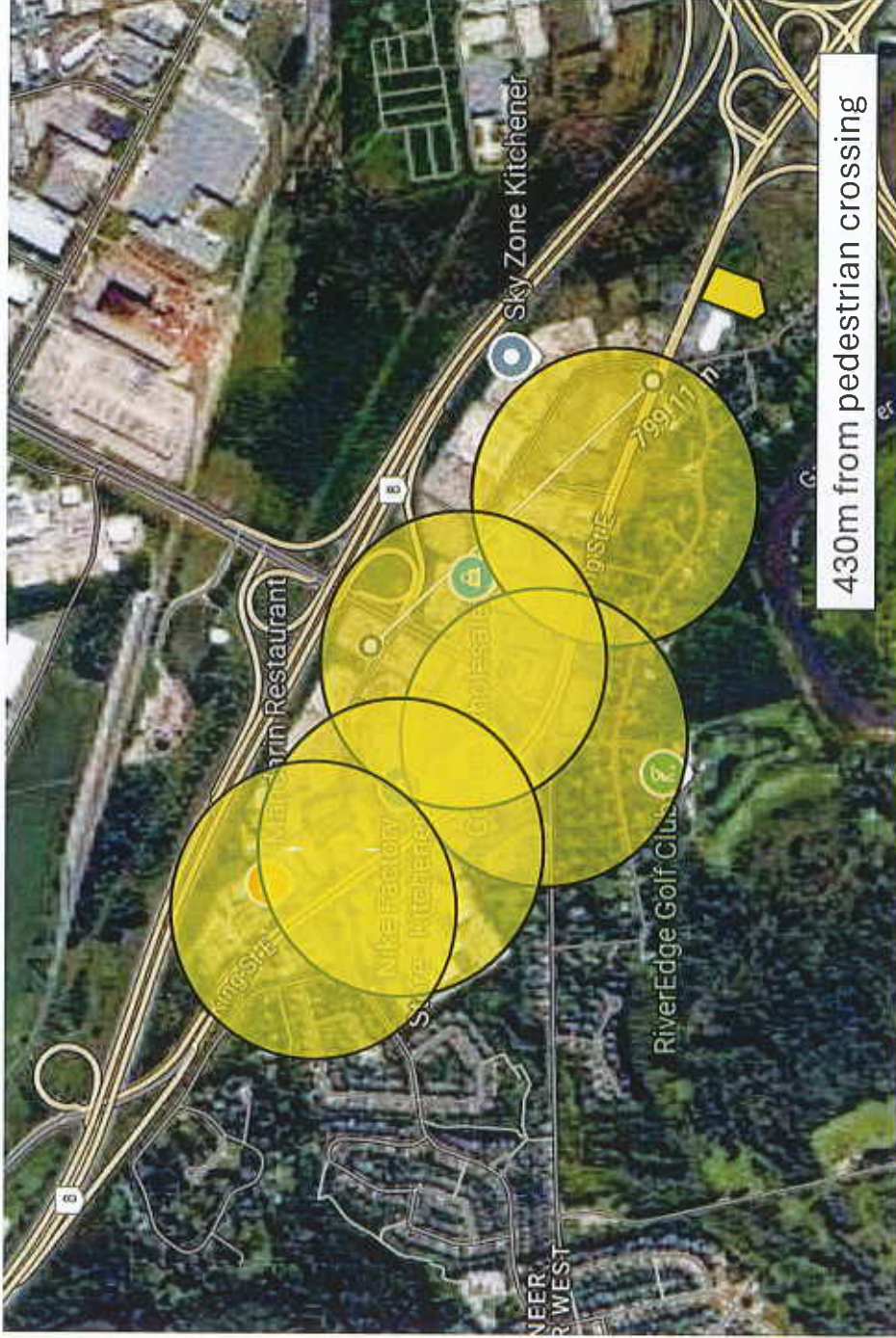
Kitchener Ont

Section 1 – Walkability & Access to Transit

Property Location vs. Major Transit Station 800m Radius



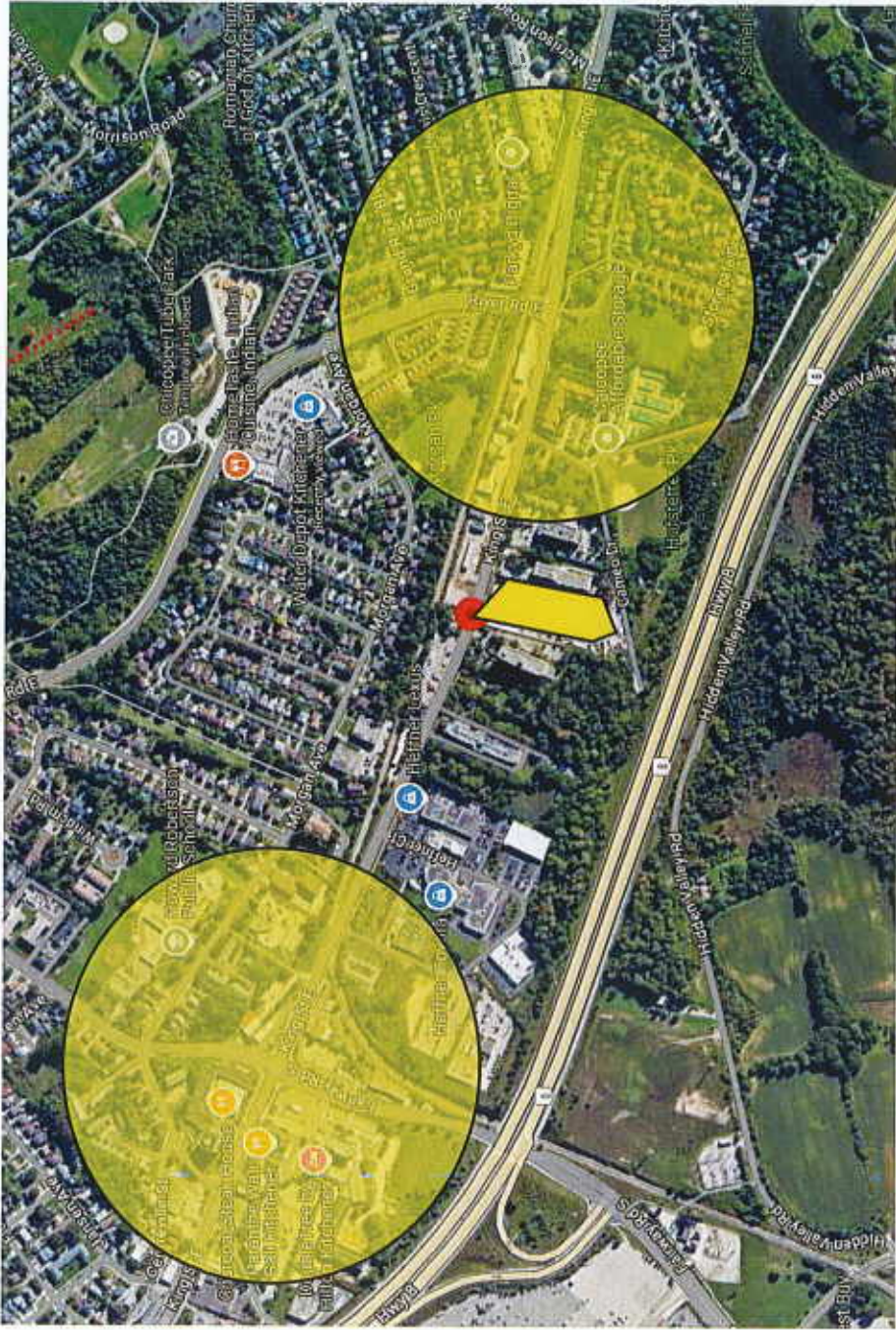
Property Location vs. Pedestrian Crossings 300m Radius



Complete Streets Kitchener indicates “greater than 300m distance from pedestrian crossing” as “No level of service provided”

3241 King Street East vs. Pedestrian Crossings 300m Radius

- 3241 King Street East access to pedestrian crossings is similar to this development

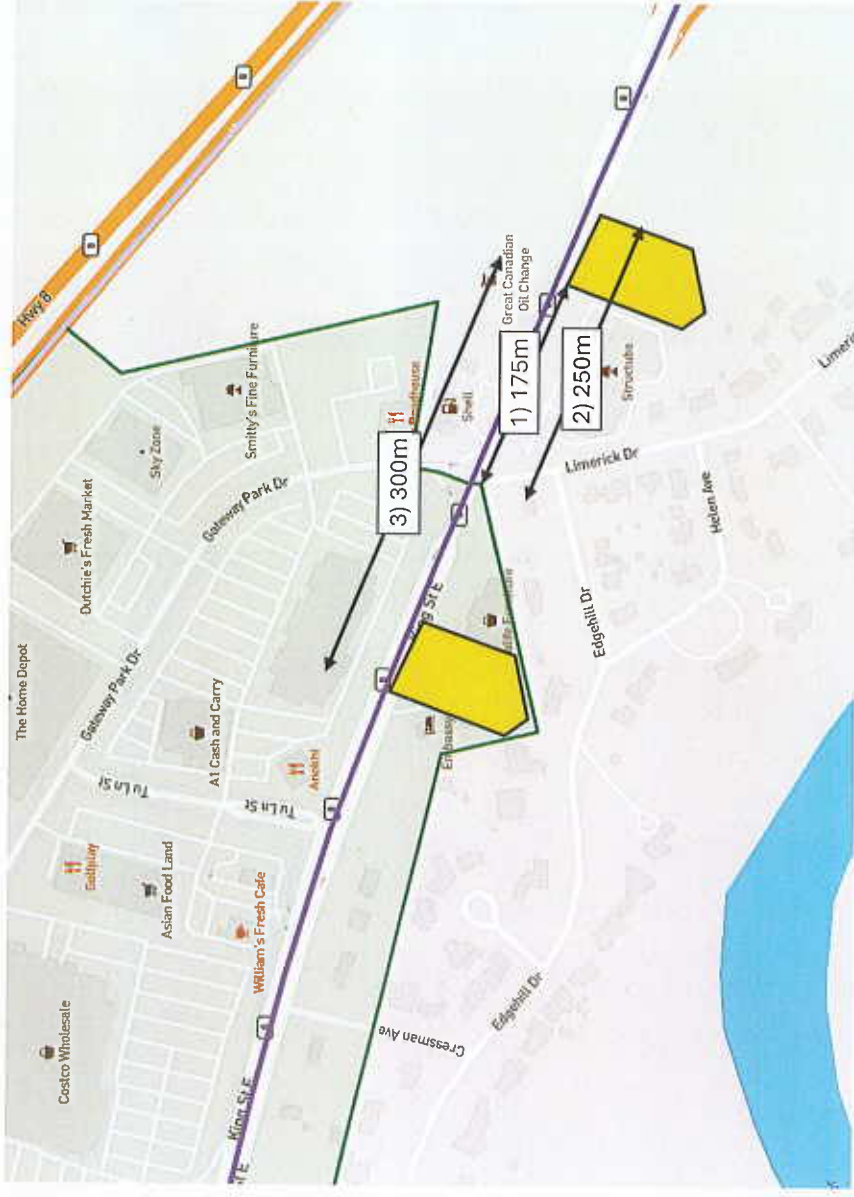


Complete Streets Kitchener indicates “greater than 300m distance from pedestrian crossing” as “No level of service provided”

Property Location vs. Proposed PMTSA

1. Property is ~175m from being adjacent to PMTSA
2. PMTSA zone would need to extend an additional 250m to fully encompass this property
3. Alternatively, the property would need to be 300m to the west to fit inside of the planned PMTSA zone

*3241 King St. East isn't anywhere close to a PMTSA, either, though...



Nearby Bus Stops

GRT iXpress 203 & 206 Southbound

- 130m walk -> 2 minutes
- 130m direct distance
- Convenient and close to development.
- There is no lay-by at the bus stop, so there is immediate impact to King St. East traffic.



Nearby Bus Stops

GRT iXpress 203 & 206 Northbound

- 950m walk -> 14 minutes
- 300m direct distance
- Pedestrians may choose to jaywalk across King St. East instead of using safe crossing.
- Alternatively, riders can continue riding northbound bus to Sportsworld and switch to a southbound bus to be dropped off closer to property.
- GRT could theoretically place a Northbound bus stop at Tu-Lane instead, but this may compromise the service of lands inside of the future PMTSA.

Key points: Residents will be tempted to jaywalk across King Street. Currently there is a safe island halfway across, but this safe area will become train tracks in the future.



Nearby Bus Stops

GRT iXpress 206 Northbound

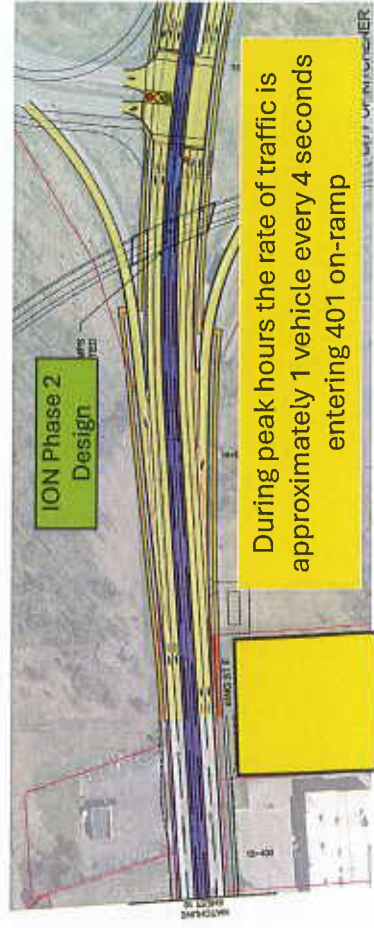
- 900m walk -> 13 minutes
- 900m direct distance
- There is no current sidewalk / MUT across the 401
- The ION Phase 2 design includes sidewalks and MUT is under consideration.
 - The sidewalks are contingent on MTO replacing the 401 bridge over King St. East. There is an interim plan proposed for LRT under 401 without sidewalks.
 - MTO timeline for overpass bridge replacement is ~20 years
- Future sidewalks will not have right-of-way across on/off ramps and pedestrians must wait for gaps



Key point – pedestrians are unlikely to travel south on King St. East, even after all interchange improvements are completed due to the volume of traffic

[Link to 401 crossings analysis](#)

[Link to 401 Interchange Information – pg 25](#)



Nearby Major Transit Station

Sportsworld Transit Station

- 1500m walk -> 21 minutes
- 1000m direct distance
- There is no crossing King St at Gateway Park, pedestrians must walk to Tu Lane.
- There are 5x street crossings on this walk.
- Alternatively, riders could take a southbound bus to the south side of the 401 then cross the road at Preston Parkway intersection and take a second bus northbound to the transit station.



Nearby LRT Station

Sportsworld ION Station

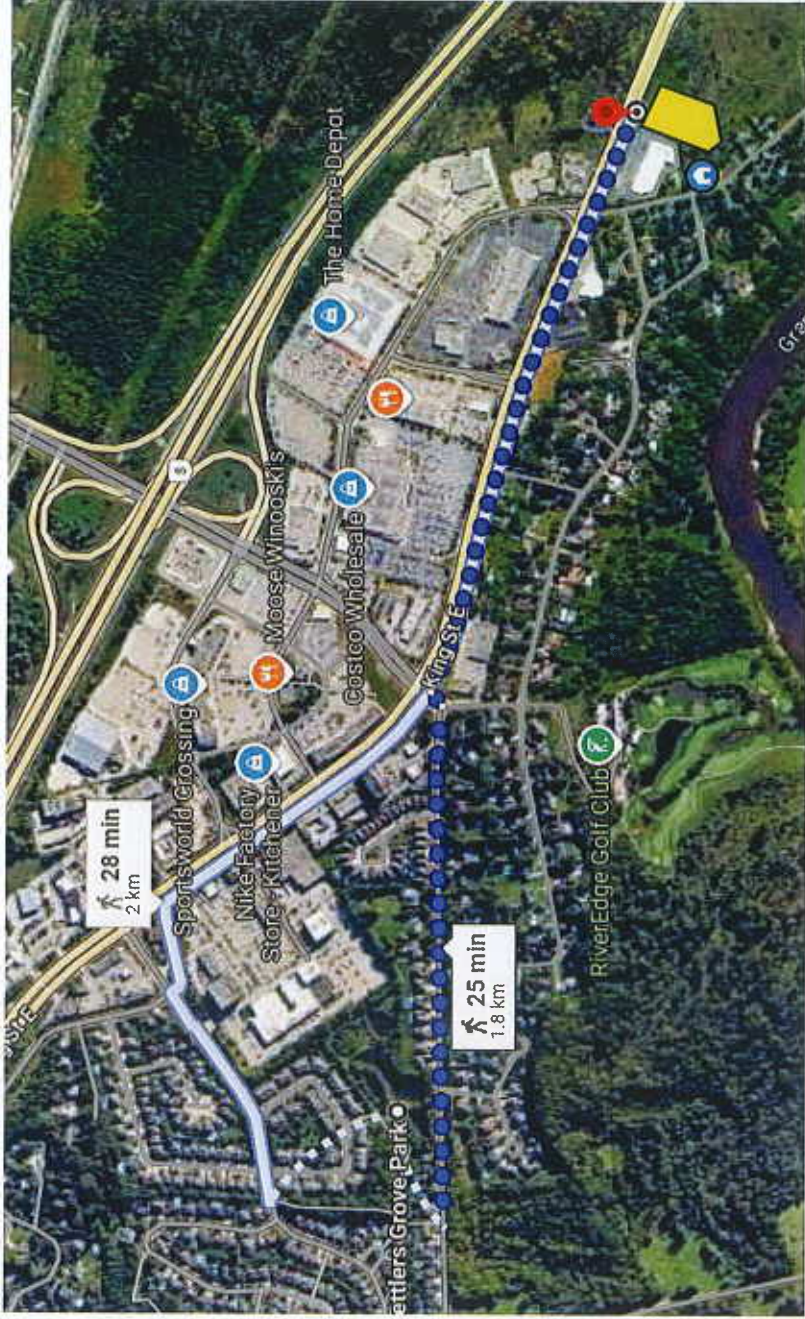
- 1400m walk -> 20 minutes
- 1350m direct distance
- This property is 300m away from being exactly halfway between LRT stops
- There is no lot on King St. or Sportsworld within 401 / HWY 8 that is farther from the LRT stop



Nearest Park

Settlers Grove Park

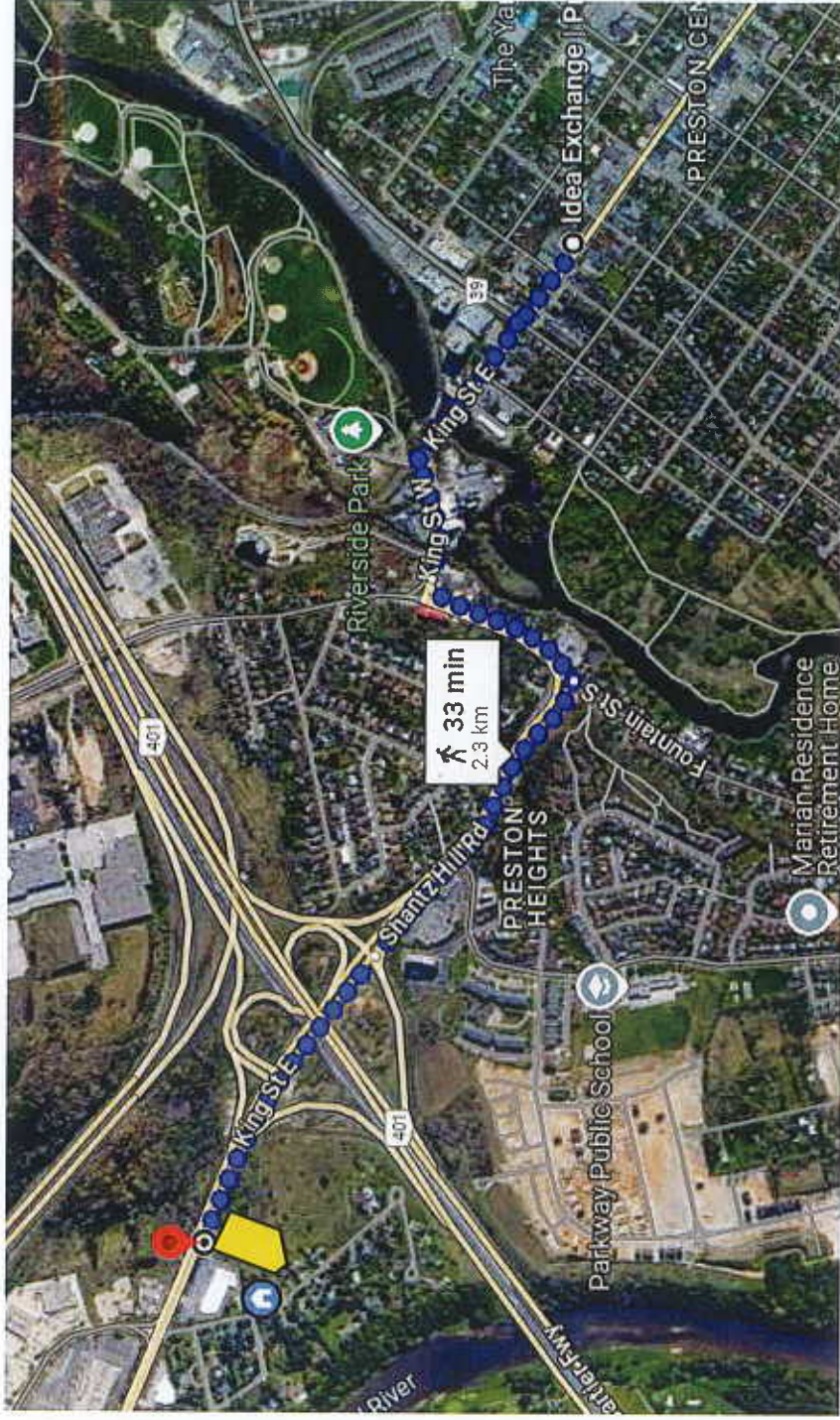
- 1850m walk -> 25 minutes
- 1800m direct distance



Nearest Library

Preston Idea Exchange

- 2300m walk -> 33 minutes
- 1900m direct distance



Summary of Transit Options Vs. Similar Developments

Property	Closest Bus Stop	Bus Return Stop	Major Transit Station	LRT Station	Park	Bus routes within 800m walk
4611 King Street East (744 units)	130m (130m walk)	300m (950m walk)	1000m (1500m walk)	1350m (1400m walk)	1750m (1800m walk)	203(S), 206(S)
4396 King Street East (616 units)	300m (400m walk)	300m (400m walk)	300m (400m walk)	450m (550m walk)	860m (1100m walk)	GO, 302(S), 302(N), 78, 67, 206(S), 206(N), 203(W), 203(E),
2980 King Street East (436 units)	Adjacent	Adjacent	1050m (1400m walk)	1050m (1400m walk)	400m (850m walk)	302(N), 1(W), 23(W), 27(W), 1(E), 23(E), 8(N), 8(S), 27(E) 206(W)
3241 King Street East (1000+ units)	Adjacent	400m (450m walk)	1450m (1900m walk)	1450m (1900m walk)	400m (400m walk)	27(W), 206(N), 206(S), 27(E), 23(W), 1(W), 23(E), 1(E)

Forecast Transit Service Ratio for Development Residents

Transit options to destinations identified in Traffic Impact Assessment

Origin/Destination	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
North via Sportsworld Drive	15%	10%	10%	10%
North via Highway 401	10%	10%	15%	10%
South via Highway 401	15%	30%	15%	20%
West via King Street	35%	30%	40%	30%
East via King Street	25%	20%	20%	30%
Total	50% / 50%	50% / 50%	50% / 50%	50% / 50%



Transit options greater than 800m walk



Transit option available within 800m walk

*2980, 3241, and 4396 King St. E have transit service available which travels in all directions within 450m

Ontario Road Safety Annual Report 2021 vs. Development area

TABLE 2.14: Apparent Pedestrian Action by Severity of Injury, 2021

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	17	1,304
Crossing Intersection Without Right of Way	30	348
Crossing Intersection No Traffic Control	10	133
Crossing Pedestrian Crossover	1	150
Crossing Marked Crosswalk Without Right of Way	0	70
Walking on Roadway With Traffic	13	60
Walking on Roadway Against Traffic	0	28
On Sidewalk or Shoulder	14	172
Playing or Working on Highway	0	33
Coming from Behind Parked Vehicle or Object	0	30
Running onto Roadway	10	128
Getting On/Off School Bus*	0	2
Getting On/Off Vehicle	0	25
Pushing/Working on Vehicle	2	16
Other	24	271
Unknown	0	7
Total	121	2,777

* Calendar Year



There is only one pedestrian crossing within 800m meters with traffic control.

Other current and future crossing intersections do not have traffic control, and the future 401 on/off ramp crosswalks will not have pedestrian right of way.

Kitchener Complete Streets – Corner Radii

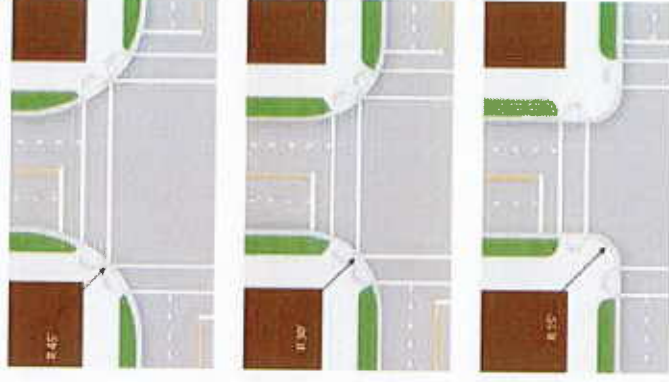
- King Street East to Limerick interaction has a very large radius and vehicles can turn at higher vehicle speeds

Corner radii

Intersection corners have a significant impact on comfort and safety of all street users. Larger radii are less safe for bicycles and pedestrians because they allow for higher vehicle speeds through the turn and result in larger crossing distances.⁴⁹

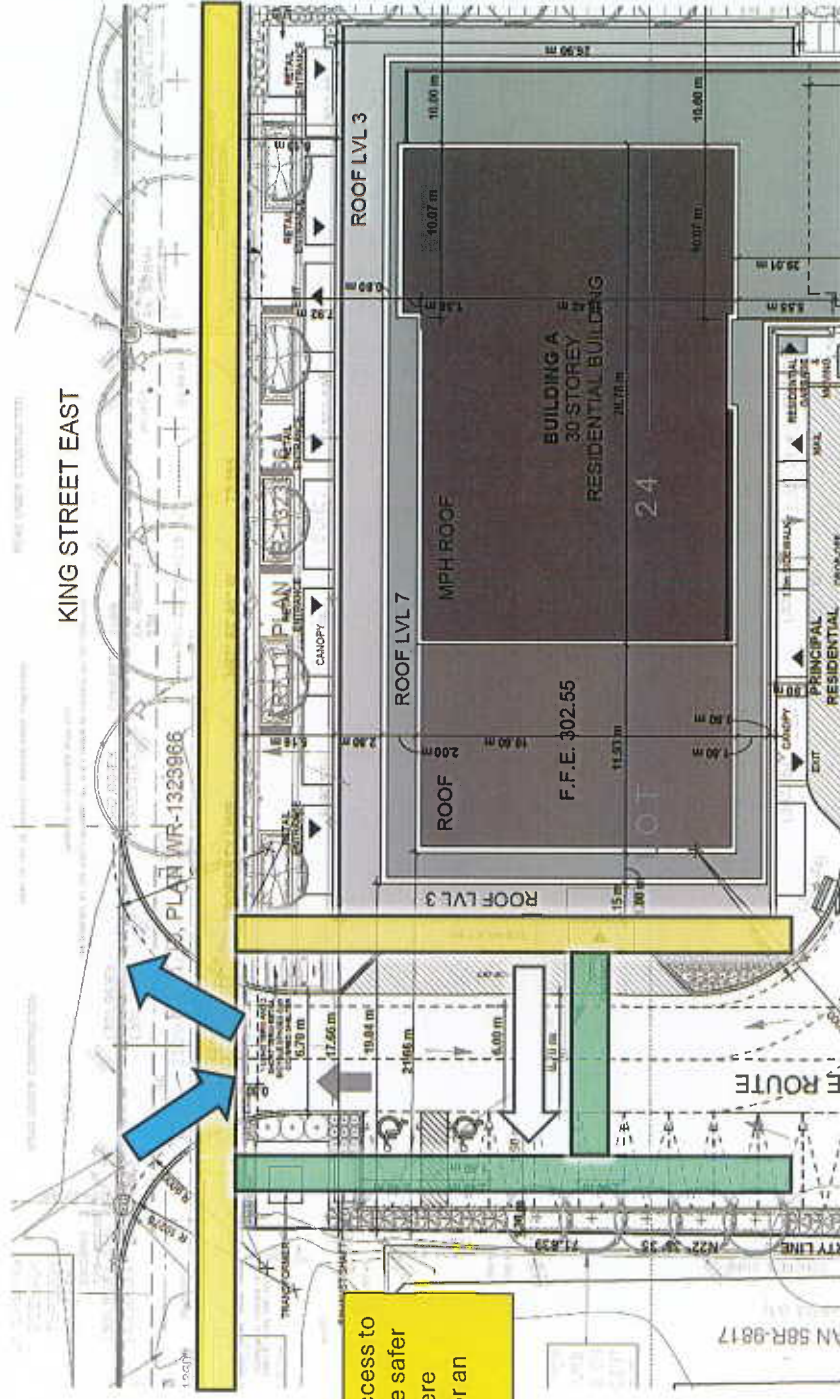
Generally, streets should be constructed with the smallest corner radii possible, to slow vehicle speeds, create more compact, pedestrian-scale intersections and allow right angled placement of tactical surface indicators. The selected radii should facilitate the frequent user, yet still accommodate the infrequent user, based on the design vehicle and control vehicle guidance.

Figure 3.7-4: Tighter corner radii reduce crossing distance and slow turning traffic. (Credit Michele Weisbart)



Development Driveway vs. Sidewalk

- For a new development still at the design phase, I think there is reasonable opportunity to eliminate the hazard of crossing driveway when vehicles are attempting to enter King or exit King.



Relevant Policies – Provincial Planning Statement, 2024

Definitions:

Frequent Transit: means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

Higher order transit: means transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way.

My comments:

-GRT 203 bus route is on a 30-minute frequency during the week, and 1-hour frequency Monday-Saturday, and 1-hour frequency on Sunday.

-GRT 206 bus route is on a 15-minute frequency during the week, and a 30-minute frequency on weekends.

-GRT plans to increase the frequency of routes over time, and additional developments in the area would certainly help increase the ridership / business case for additional frequency. However, this site may never have convenient access to transit located on the other side of King Street.

Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- a) 200 residents and jobs combined per hectare for those that are served by subways;
- b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
- c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

My comments:

-This development may not count towards the provincial density targets unless the PMTSA is expanded, and if the PMTSA is expanded then additional developments may arise that do not conform well to walkability / active transportation guidelines. It's kind of a catch-22.

- 2.1.6: Planning authorities should support the achievement of complete communities by:
 - b. Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society

My comments:

Pedestrians living at this development may only ever be able to travel in one direction. Once the King Street overpass bridge is replaced (unknown timing), and the LRT is installed – pedestrians still will not have right-of-way travel across the 401 on/off ramps.

Relevant Policies – Ontario A Place To Grow

2.2.4 – Transit Corridors and Station Areas

10. Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

My comments:

The development is within 450m of an iExpress bus stop and a 1500m walk to ION Bus and GO Transit. The nearby bus stop does not travel to the ION Bus or GO Transit.

A comprehensive and continuous *active transportation* network will offer a viable alternative to the private automobile for personal travel. Using a *complete streets* approach to roadway design, reconstruction, and refurbishment will ensure that the needs and safety of all road users are considered when planning and building the street network.

Definition of Complete Streets - Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists.

My comments:

A single direction bus stop, distance intersection, and only being able to walk/cycle in one direction safety will always be a deterrent for transit use by those living in this location.

Relevant Policies

City of Kitchener Official Plan

- 13.C.3.2. The City will endeavour to ensure an arrangement of development and streets whereby the maximum walking distance to a planned or existing transit stop will not exceed 450 metres for 95 percent of residences, places of employment and community facilities.

Growing Together

- PMTSAs are areas that are generally within a 5 to 10 minute walk of a higher order transit stop.
*Higher order transit stop includes GRT iExpress, ION, and GO Transit.

My comments:

The development is within 450m of an iExpress bus stop and a 1500m walk to ION Bus and GO Transit. The nearby bus stop does not travel to the ION Bus or GO Transit.

Section 2 – Traffic & Economic Impact

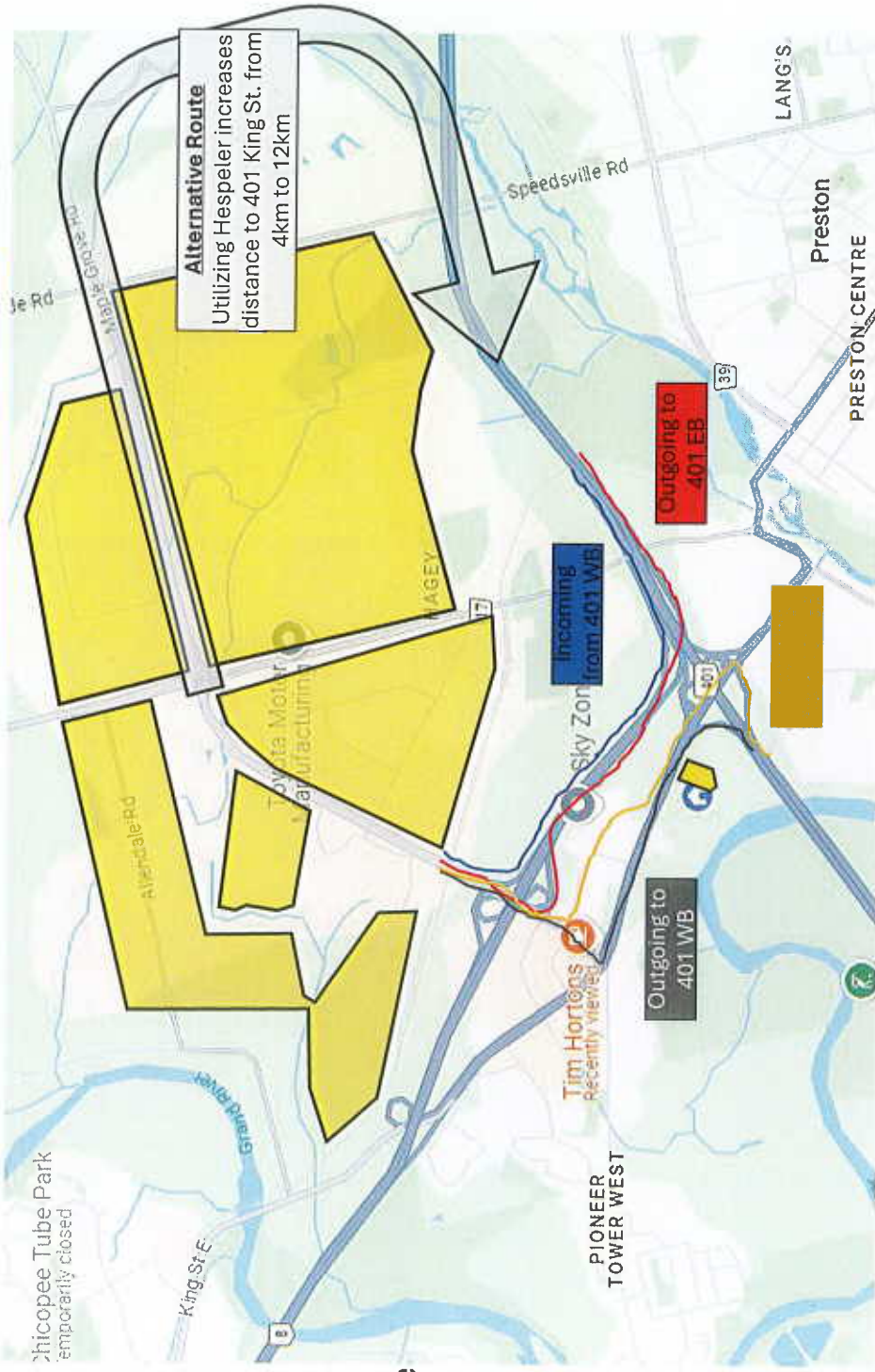
Nearby Industrial Zones & Goods/Services Routing

Access to 401 EB / WB

- All incoming 401 EB and outgoing 401 WB traffic must use King St. East, or Hespeler.
- Hespeler route increases travel distance from 4km to 12km (Maple Grove x Fountain).
- There is no budget or schedule for a west flyover
- [Flyover History](#)

- [Why a parcel of land on Waterloo region's east side is key to community's future economic prosperity | CBC News](#)

East Lands Phase 2 is planned north of this area

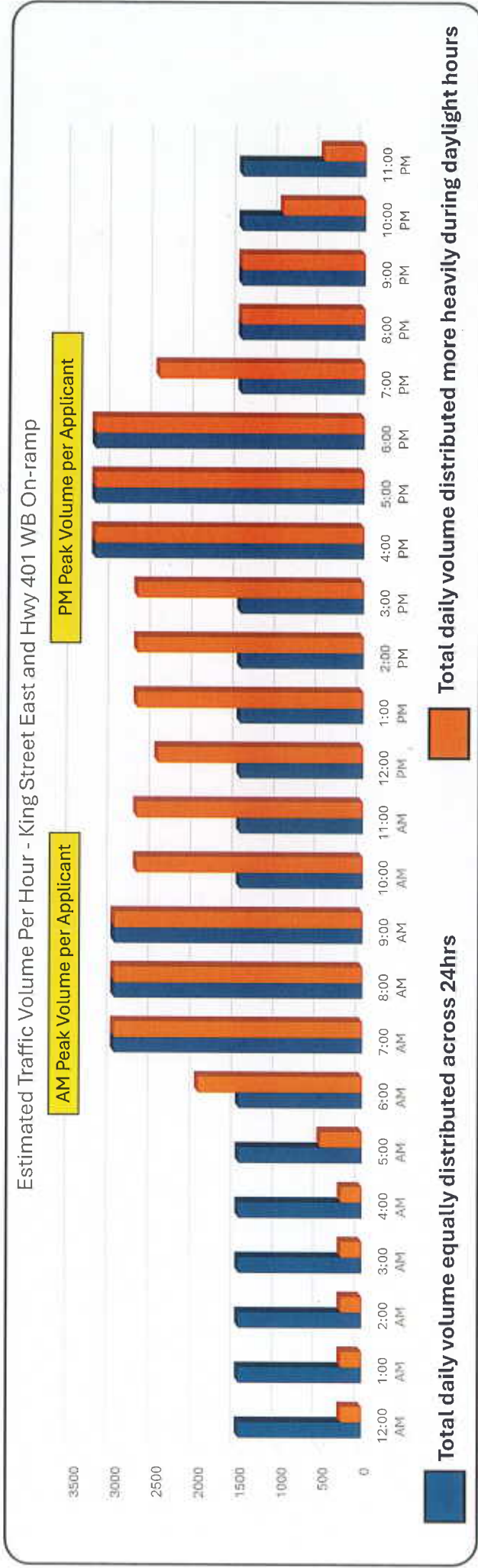


Total Traffic Volume Per Day

This graph is intended to represent the traffic volume over a 24hr period by utilizing ROW published AADT data and the applicant's peak hour traffic volume forecast.

Key points:

1. Traffic volume does not significantly change outside of peak hours
2. This graph uses 2024 total volume data and forecast 2031 peak hour volume. No forecast has been made for 2031 total volume, so the total volume representation is likely on the low end when considering future population growth.



45451

KING ST (Regional Road 8) AT Hwy 401 WB Ramp

[AADT Waterloo 2024](#) – link to ROW AADT data used in graph

[Link to alternative ROW AADT data showing conflicting data \(10% more traffic than used above\)](#)

Traffic Level of Service & Vehicle-to-Capacity Ratio

*This chart was generated using data from the applicants traffic impact analysis. The intent it is to help visualize the impact of additional traffic.

	Intersection	Current Overall Rating	Overall Rating w/ Development
AM Peak Hour	King Street East and Sportsworld Drive/Baxter Place	F (81s delay)	F (+4 delay to 85s)
	King Street East and Tu-Lane Street	B (13s delay)	B (+7s delay to 19s)
	King Street East and WB Hwy 401 Off/On-Ramp	A (6s delay)	B (+12s delay to 18s)
	King Street East and EB Hwy 401 Off/On-Ramp	E (78s delay)	F (+7s delay to 85s)
PM Peak Hour	King Street East and Sportsworld Drive/Baxter Place	F (102s delay)	F (+7s delay to 109s)
	King Street East and Tu-Lane Street	D (36s delay)	E (+26s delay to 62s)
	King Street East and WB Hwy 401 Off/On-Ramp	B (10s delay)	D (+34s delay to 44s)
	King Street East and EB Hwy 401 Off/On-Ramp	E (70s delay)	E (+8s delay to 78s)

Volume-to-capacity

< 0.85

0.85 - 1.0

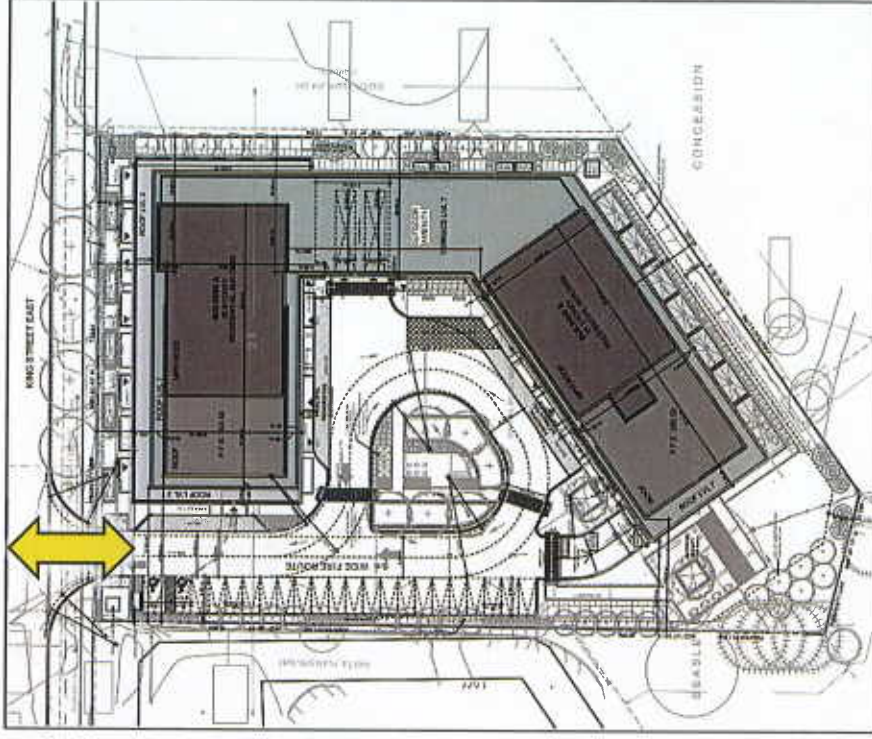
> 1.0

Traffic Level of Service – Site Driveway

- The LOS scale does not differentiate beyond 50s of delay, it is all classified as LOS F.
- This driveway will, at times, operate with delays 5x greater than LOS F of 50 seconds.
- Peak hour traffic in this area not much higher than normal traffic during the day due to the volume of commercial / industrial activity, so there will be delays exiting this site outside of peak hours.

4611 King St. Driveway	Delay
AM Peak	75s (25s above F)
PM Peak	270s (220s above F)

LOS	Signalized Intersection	Unsignalized Intersection
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	>80 sec	>50 sec



Relevant Policies – Provincial Policy Statement

3.3 Transportation and Infrastructure Corridors

- 3.3.2 Major goods movement facilities and corridors shall be protected for the long term.
- 3.3.3 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

My comments:

From my point of view, this section of King St. East is a major goods movement corridor that supports the nearby industrial zone. For the foreseeable future there will be no changes to alleviate congestion in this area, there will only be additional traffic generated by the new industrial lands.

Of course, once the flyover is introduced most of the King Street traffic problems will go away, but that is likely 15-20+ years away.

Relevant Policies – Connecting the GGH

- Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe
 - Mounting gridlock is a significant drain on the region's economy, and targeted highway expansions and improvements are a key part of the solution.
- 1. Implement bus bypass lanes on Highways 8 and 401, working with the Region of Waterloo, to provide more efficient local and regional bus services between Kitchener and Cambridge. The bypass lanes benefit local transit, GO buses, and private carriers.
- 2. Widen Highway 401 from Regional Road 24 (Hespeler Road) easterly to Townline Road in Cambridge.
- 3. Continue construction of replacement of Grand River bridges on Highway 401 in Kitchener
- 4. Work with Infrastructure Ontario and Metrolinx to develop transit-oriented communities (TOCs) at new and existing transit stations to provide more options for people to live and work near transit, increase housing supply, including affordable housing, increase transit ridership, support economic development, and reduce gridlock.

My comments:

Items #2 and #3 demonstrate Ontario's priority of reducing gridlock. Gridlock has been identified as a tremendous burden on the economy. The investment into 401 capacity is not intended for passenger vehicle capacity, it is intended for economic goods and services. This development will add gridlock to King St. East and will permanently add volume per day to the 401.

Items #1 and #4 demonstrate Ontario's priority of getting people to use transit services. The proposed development location is underserved by transit due to its location and there are no plans in the future to improve the level of service. The residents will choose to drive over transit due to the walking distances required. It is ironic that the applicant indicated that their target market are 401 commuters, yet this property is as far from the GO Station as possible in this area.

Relevant Policies – A Place to Grow

A Place to Grow – Growth Plan for the Greater Golden Horseshoe

- To support goods movement, this Plan calls for a co-ordinated goods movement network that links major goods movement facilities and corridors to the provincial highway network and areas of significant commercial activity. This Plan also calls for the long-term protection of planned corridors and the co-location of infrastructure in these corridors where appropriate.

My comments:

King Street East is a major goods movement facility between Kitchener/Waterloo and the 401. The applicants traffic impact study indicates that there will be a direct impact to this corridor due to the volume of traffic generated by this site. This property has no means to access a lower-tier connector road, and therefore traffic impact will be more-or-less uncontrolled and cannot be coordinated with any existing traffic light system.

- Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to:
 - a) reduce trip distance and time;
 - b) increase the modal share of alternatives to the automobile, which may include setting modal share targets;
 - c) prioritize active transportation, transit, and goods movement over single-occupant automobiles;
 - d) expand infrastructure to support active transportation; and
 - e) consider the needs of major trip generators.

My comments:

The transit options near the development site are limited, and there are limited options to improve this. The simple fact is the development is too far away from a crosswalk to be able to provide access to transit in all directions.

- Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.

My comments:

This property seems to meet the definition of this section – it is adjacent to a major highway interchange and would certainly be an ideal location for warehousing and logistics to service the future needs of this growing area.

Relevant Policies – ROW Context Sensitive Regional Transportation Corridor Design Guidelines

3.3 Community Connector

3.3.4 Streetscape Design and Operational Criteria

- Planned Adjacent Land Uses & Access:
 - Accommodate appropriate land uses with a goal to minimize private access or combined access via municipal roads for vehicles. Access for cyclists and pedestrians to provide linkages to transit (maximum walking distance 400m), surrounding communities and key destinations.

My comments:

This development requires private access to King Street East (defined in this policy as a community connector road). The only opportunity for this property to access a municipal road would be to purchase one of the adjacent lots and create an access route to Limerick Drive.

Similar approved developments in the area have combined access via municipal roads and are following this guideline.

Relevant Policies

Region of Waterloo - Moving Forward

Foster a Strong Economy:

The Region's transportation system plays a major role in the Region's economy. In addition to moving goods to, from, or within the Region, it provides essential connections between residents, businesses, and employees. When developing the 2018 TMP, it is important to propose changes to the transportation system that will make the economy more resilient and promote a healthy workforce. These changes may include improving the quality of active transportation (walking and cycling) options in the Region, finding ways to manage congestion, or improving travel times along major goods movement corridors.

My comments:

The traffic impact assessment for this development has indicated that congestion will become worse, and travel times will become worse on this major goods movement corridor.

The quality of active transportation options in this area are poor and there are no plans to improve the options in the immediate surroundings of this development. The ability to travel to Cambridge via MUT is dependent on MTO replacing the 401 overpass bridge which may not be completed for 20 years or more.

4611 King Street East Development Feedback

1. Concern #1 – Traffic study concerns
2. Concern #2 – Distance from major transit station
3. Concern #3 – Bicycle accessibility
4. Concern #4 – Tree protection

Concern #1: Traffic study concerns – does the data include recent developments?

Due to the state of construction activity in the study area and the impacts to travel patterns, the analysis of traffic impacts relies on 2031 traffic forecasts referenced in the *Traffic Impact Assessment Report of the Stage 2 ION: Light Rail Transit from Kitchener to Cambridge Environmental Project Report*.³ These forecasts provide an estimate of traffic volumes in the study area at 2031 and do not account for the forecast impacts of the LRT on King Street. Figure 4.2 illustrates the estimated 2031 traffic volumes at the study intersection.

3 Methodology and Assumptions

Existing turning movement counts (TMCs) for the study area intersections were received for both the morning and afternoon peak hour conditions. These counts were collected from 2012 to 2018. The existing signal timing plans for the afternoon peak hour were extracted from a Synchro model received from the Region in 2015.

For the future (2031) traffic analyses, signal timing plans were optimized while existing yellow time, all-red time, and protected/permissive phase settings were kept unchanged. The Region of Waterloo suggests considering 4 seconds of total lost time for Synchro analysis conducted for the planning studies. It is noted that the traffic analysis conducted for this study assumes the total lost time between five to eight seconds, which represents slightly more conservative delays.

The Region's travel demand models (Visum-based) were received for the existing (2011) and future (2031) conditions. The Region's travel demand model provides vehicular traffic demands (auto, medium trucks, and heavy trucks) for both morning and afternoon peak hour conditions. The traffic impact assessment was conducted for the future (2031) peak hour conditions using Synchro software.

Big growth in Waterloo Region

Waterloo Region's population might surpass 700,000 next year if it continues at a rate of 3.7 per cent or higher.

However, if it keeps up the staggering pace of 5.5 per cent growth, the region could hit one million people by 2032 – a full 19 years sooner than previously predicted. Those estimates put the region's population at 923,000 by 2051.

The 4611 King St. proposal refers to a "Stage 2 ION" traffic study published in 2021. The "Stage 2 ION" study references traffic data from 2012-2018.

Concern:

There have been many new traffic generators added or approved for the area since 2021.

- East side lands industrial developments
- 25 Sportsworld Crossing (857 parking)
- 4396 King St. East (596 parking)

Are these traffic generators included in the studies?

Concern #1: Traffic study concerns - King St. should be considered an Arterial street

c) City Arterial Streets

Kitchener Official Plan

Generally, City Arterial Streets distribute large volumes of traffic (people and goods) between other Regional Roads and City Arterial Streets and Major Community Collector Streets. The primary purpose of these streets is to provide mobility for people and goods through and within the city while also providing a means of transit for the city. The number and design of accesses onto abutting parcels will be regulated in recognition of the need to protect the function served by City Arterial Streets. City Arterial Streets can support conventional and rapid transit service. Sidewalks are to be provided on both sides of the street. Dedicated cycling facilities are to be provided, separated from vehicular traffic where possible, and where appropriate, in accordance with the City's Cycling Master Plan. Locating safe pedestrian and cycling crossings are important so that the street is not a barrier. Generally, the built form should consider the width and function of the street and have noise sensitive receivers as far away from the street as possible.

ROW Moving Forward

Foster a Strong Economy

The Region's transportation system plays a major role in the Region's economy. In addition to moving goods to, from, or within the Region, it provides essential connections between residents, businesses, and employees. When developing the 2018 TMP, it is important to propose changes to the transportation system that will make the economy more resilient and promote a healthy workforce. These changes may include improving the quality of active transportation (walking and cycling) options in the Region, finding ways to manage congestion, or improving travel times along major goods movement corridors.

Kitchener Official Plan

13.C.5 Goods Movement

Objectives

13.5.1. To ensure the safe, efficient and sustainable movement of goods within and through the City to support economic development and growth of the city.

Policies

13.C.5.1. The City will work with the Region and other levels of government to plan for a strategic goods movement network, including movements by road, rail and air, which promote efficiency and direct access, supports economic growth and development, and maximizes safety.

13.C.5.2. The City will, in conjunction with the Region, work to ensure industrial and commercial developments are located in close proximity to major arterial routes to attract higher volumes of goods so as to minimize traffic impacts on local neighbourhood streets.

*Average Annual Daily Traffic (AADT)

55932

CORONATION BLVD/DUNDAS ST (Regional Road 8) AT HESPELER RD/WATER ST

51230

HOMER WATSON BLVD (Regional Road 28) AT MANITOU DR/Doon Village Rd

47195

HIGHLAND RD (Regional Road 6) AT WESTMOUNT RD

44763

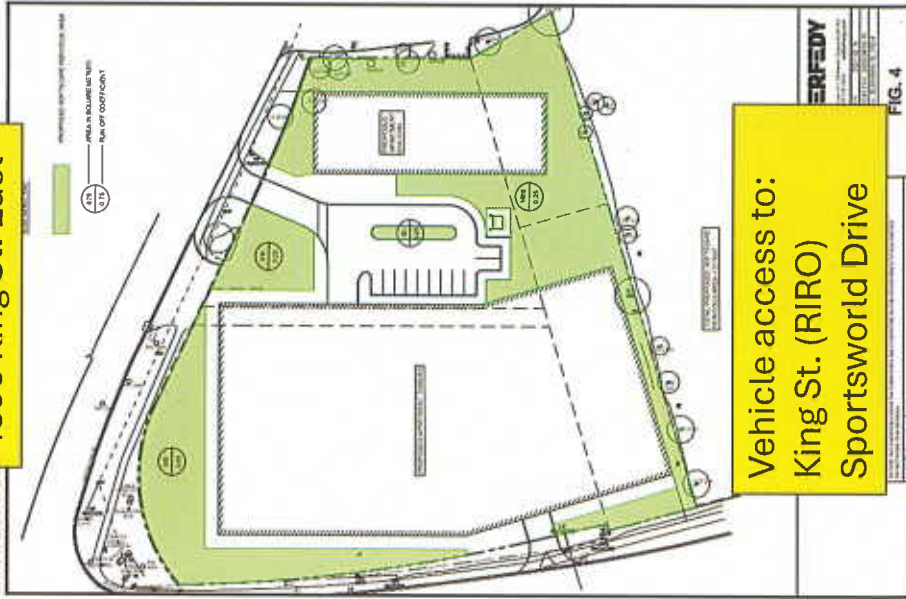
KING ST (Regional Road 8) AT Gateway Park Dr/Limerick Dr

4611 King St. is one of the busiest roads in the Waterloo Region

•• PROTECTED 關係者外秘

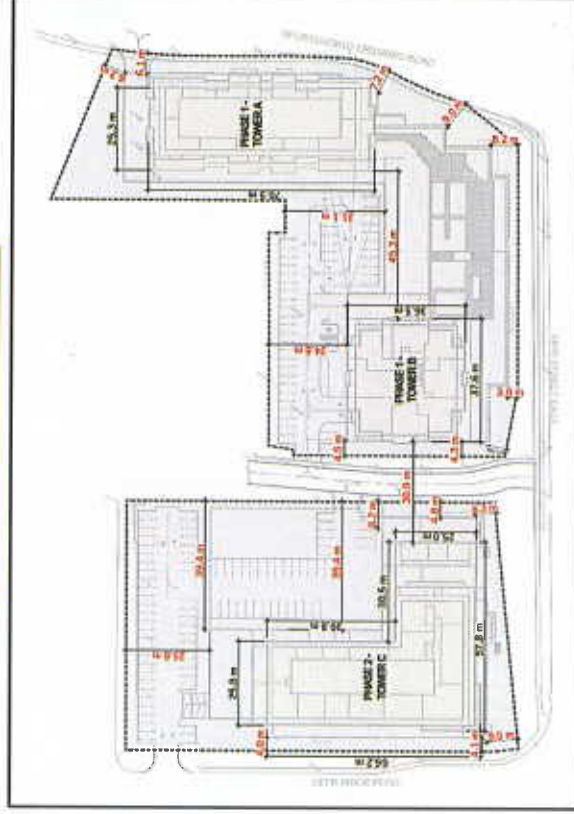
Concern #1: Traffic study concerns – Similar developments have alternate road access to limit impact to King St.

4396 King St. East



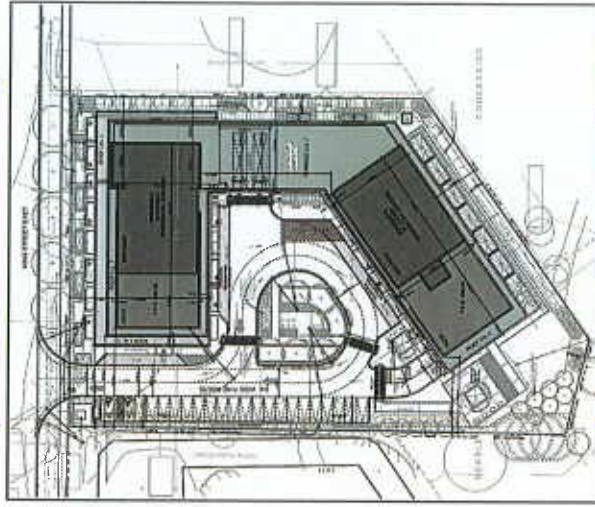
Vehicle access to:
King St. (RIRO)
Sportsworld Drive

4220 King St. East



Vehicle access to:
King St. (RIRO)
Deer Ridge Dr.
Sportsworld Crossing

4611 King St. East



Vehicle access to:
King St. (RIRO)

Concern #1: Traffic study concerns

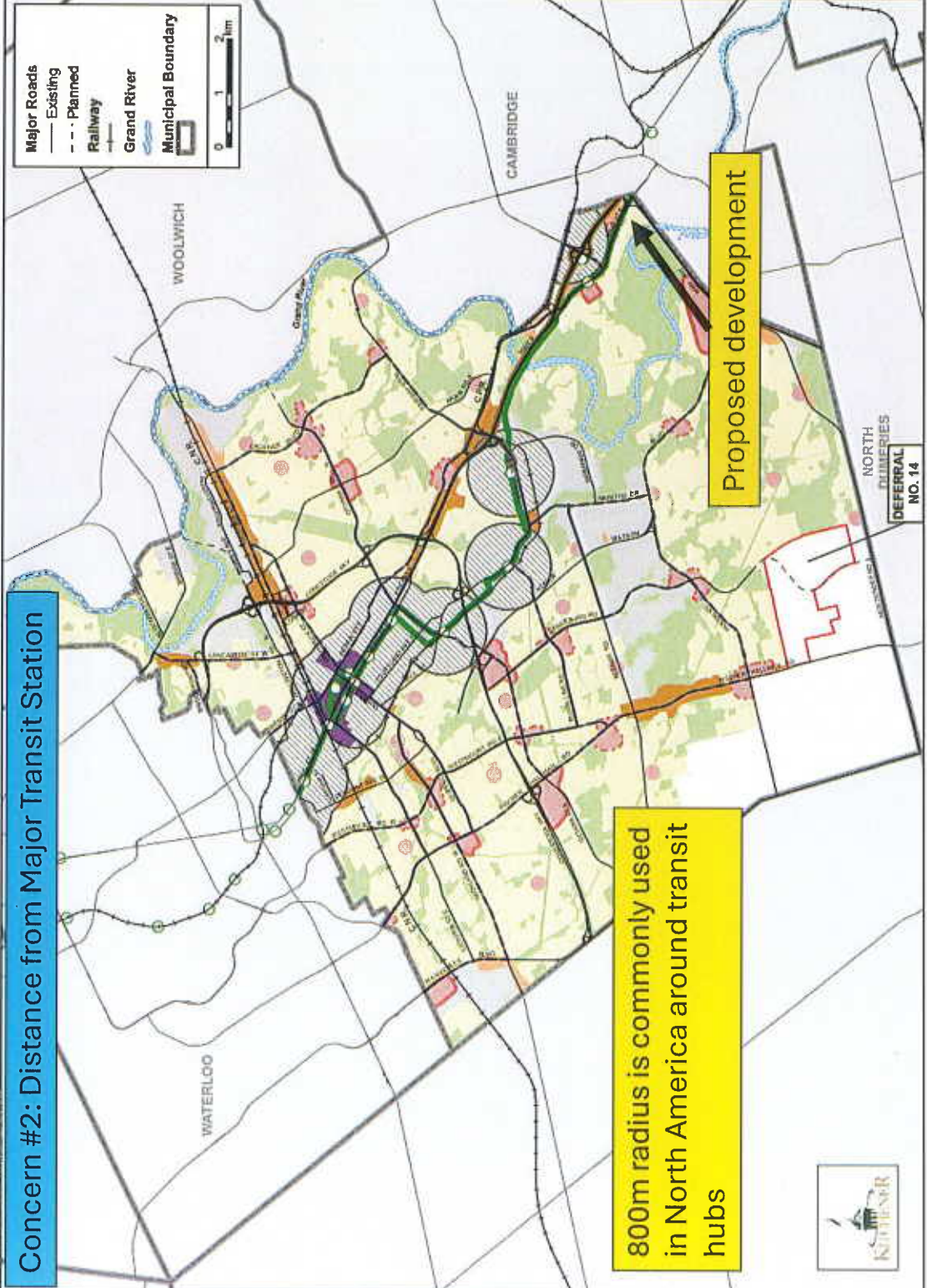
Concern #1 Conclusion:

- The transportation study is likely inaccurate due to recent major development approvals in the area.
- King Street East can be considered a primary transit route for Goods and Services (arterial road) and is used by companies such as Toyota, Dare, and Loblaws.
- The 4611 King St. development is forecast to add ~10% additional vehicles to King St. during peak hours in AM and PM.
- Additional congestion to King St. East will negatively impact ROW economy
- The Stage 2 ION and Highway 8 x Highway 401 WB flyover do not have budgets / approvals. This proposal must be assessed while considering the possibility that both ION and the flyover may not be built.

Concern #1 Recommendation:

- A second route in/out of the 4611 King St. property would eliminate U-turn accumulation / delays and reduce congestion at 401 x King St. The developer may be able to build a driveway through one of the adjacent properties to Limerick Drive.
- If another route cannot be created, perhaps the total size of the development should be reduced.

Concern #2: Distance from Major Transit Station



Legend

- Intensification Areas**
- Urban Growth Centre (Downtown)
 - Major Transit Station Area
 - City Node
 - Community Node
 - Neighbourhood Node
 - Urban Corridor
 - Arterial Corridor
- Other Areas**
- Community Areas
 - Industrial Employment Areas
 - Green Areas
- Transit**
- Existing Transit Corridor
 - Planned Transit Corridor
 - Light Rail Transit Corridor
 - Adapted Bus Rapid Transit Corridor
 - Rapid Transit Station
 - Area Under Deferral

Notes:

- This map forms part of the Official Plan of the City of Kitchener and must be read in conjunction with the policies of this Plan.
- In interpreting the boundaries of the Nodes and Corridors it should be noted that the boundaries are approximate and conceptual and should not be considered as exact.
- Major Transit Station Areas are conceptually shown as 800 m radius around the Rapid Transit Station and will be refined through the Station Area Planning process.
- The Rapid Transit initiative is ongoing and there may be minor changes to the mapping.

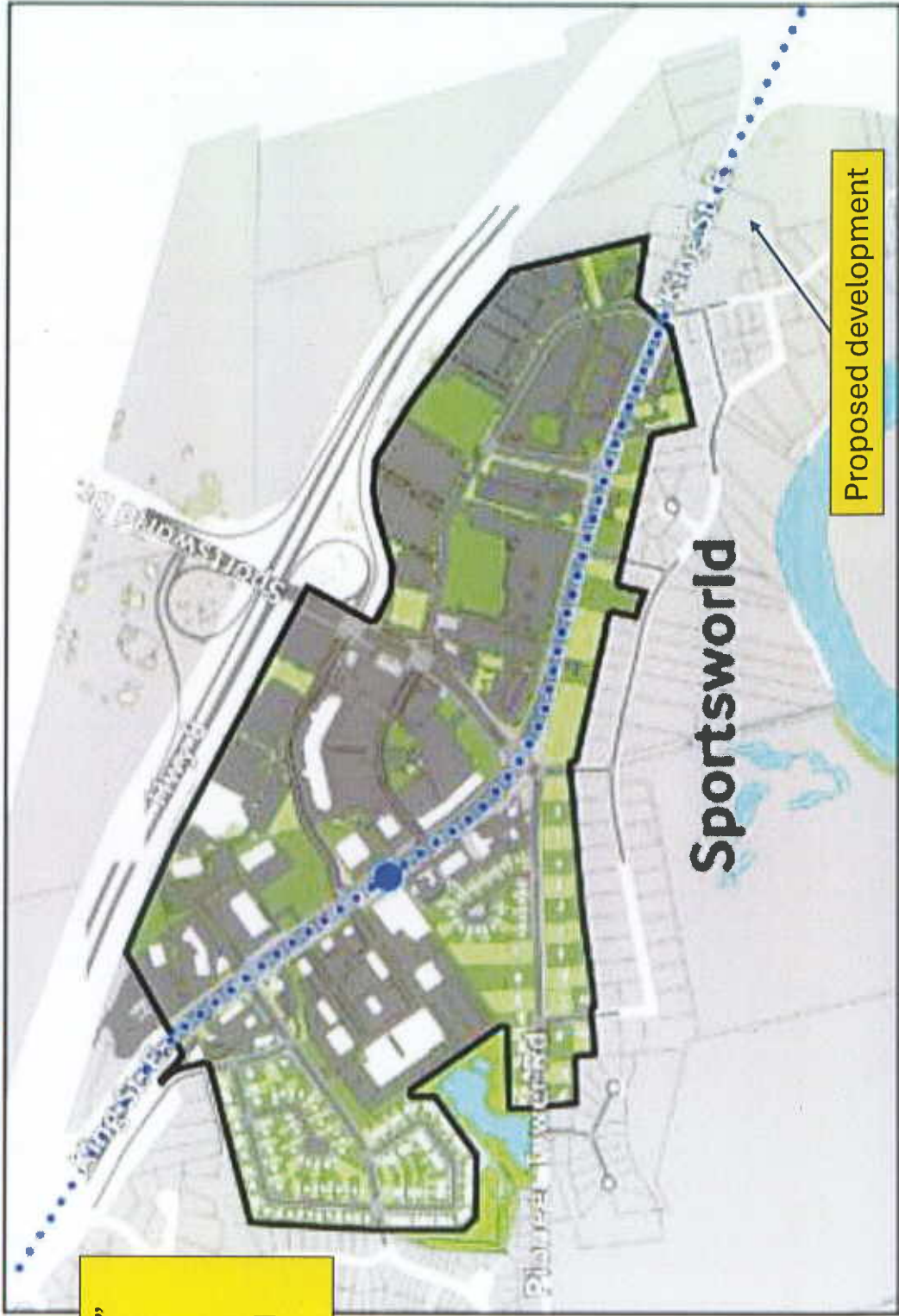
Adopted by City Council - June 30, 2014
 Approved by Regional Council - November 19, 2014
 Effective Date - September 23, 2015
 Last Revised - February 16, 2024
 Revised by Amendments - OPA 3, PL150200, OPA 6, OPA 7, OPA 14, OPA 40

ADD: If you require this document in an accessible format, please contact Planning Division, planning@kitchener.ca 519-741-2426



Concern #2: Distance from Major Transit Station

The "Growing Together West" draft roughly follows 800m radius around Sportsworld Transit HUB, and also 800m radius around the future ION LRT station.



Concern #2: Distance from Major Transit Station

The proposed development site is 1000m away from the existing Sportsworld Transit HUB. However, this is not the walking distance.

The walking distance is 1400m if they illegally cross King street at Gateway, or 1500m if they cross at Tu Lane at a designated crosswalk.



Concern #2: Distance from Major Transit Station

The proposed development site is 1350m away from the proposed ION LRT station, and 1400m walking distance.



Measure distance
Click on the map to add to your path
Total distance: 1.35 km (4,417.35 ft)

Concern #2: Distance from Major Transit Station

13.C.3.2. The City will endeavour to ensure an arrangement of development and streets whereby the maximum walking distance to a planned or existing transit stop will not exceed 450 metres for 95 percent of residences, places of employment and community facilities.

The City of Kitchener official plan targets a 450m walk to transit stops. The proposed development is 3x farther than this to both the ION station and the existing Sportsworld Transit HUB.



What is a Protected Major Transit Station Area? PMTSAs are areas that are generally within a 5 to 10 minute walk of a higher order transit stop. In our case, that's the ION LRT. Growing Together includes the 7 PMTSAs west of the Conestoga Parkway. The boundaries of each PMTSA have been determined by the Region of Waterloo and approved by the Province.

The "Growing Together East" target walk time is within 10min of transit. The proposed development is 2x farther.

Concern #2: Distance from Major Transit Station

EXHIBIT 4.5: MOVING FORWARD SCENARIO EVALUATION FRAMEWORK AND SCORING CONTINUED

Attributes	Scenario Evaluation Criteria	Scoring Metrics	Scenario 1	Scenario 2
Goal 2: Promote Travel Choice				
Quality of active transportation options	More people live near high-quality cycling facilities	- % of households within 1 km of high-quality cycling facilities	●	●
	Regional roads include reserved space for cyclists	- % of regional roads with on-road cycling facilities	●	●
	Regional roads offer physical separation of pedestrians, cyclists and motor vehicles	- % of regional roads with physically separated active transportation facilities	●	●
Quality of public transit options	More people live near frequent transit service	- % of households within 500 m of frequent transit routes	●	●
	More transit service is offered	- Transit vehicle-hours per capita	●	●
	Transit trips are faster and more reliable	- Qualitative assessment reflecting system attributes	●	●
Goal 2 Total:				

The proposed development is far outside of the 500m distance outlined in ROW "Moving Forward" plan.

Goal 3: Foster a Strong Economy				
Economic Competitiveness	Goods and services move with less delay	- Total cumulative vehicle delay on primary transit routes	●	●
	Employers have better access to labour market by transit	- % of possible home-to-work trips taking less than 45 min. by transit	●	●
	Inter-city travel improvements support growth in employment and population	- Qualitative assessment reflecting system attributes	●	●
	The Region is more attractive to prospective residents and workers	- Qualitative assessment reflecting system attributes	●	●
Costs of Transportation	The total social benefits of transportation are higher	- Annual socio-economic benefit of travel	●	●
	User costs are lower	- Annual user cost of travel	●	●
	Government capital costs are lower	- Average annual capital cost	●	●
	Government operating costs are lower	- Average annual operating cost	●	●
Goal 3 Total:				

The Sportsworld transit HUB is a 20 minute walk. This time does not include any wait time at any of the 5x intersections that must be crossed, or wait time for bus to depart.

Concern #2: Distance from Major Transit Station

4611 King St. Transportation Study

Although the proposed supply is non-compliant with both in-force zoning by-laws, the development is within 150 metres of the Sportsworld Station protected major transit station area (PMTSA). The Growing Together Plan and its associated official plan and zoning by-law amendments, approved by Council in March 2024, will not require a minimum number of parking spaces to be provided for multiple residential dwelling properties in the PMTSAs. On the other side of PMTSA boundary, the subject lands will be required to provide a minimum of 1.0 space per dwelling unit, plus 0.1 spaces per dwelling unit for visitor parking, up to a maximum of 1.4 spaces per dwelling unit (including visitor).

If the subject site were 150 metres west it would be in the PMTSA boundary and would not be required to provide any parking spaces, despite marginal differences in the transportation network.

Because the PMTSA boundary location is arbitrary to residents, vehicle ownership and parking demand trends on either side of the boundary are more likely to reflect the transportation network and its ability to accommodate travel by alternate modes. Whereas a residential development on the east side of the boundary could provide 0 spaces, developments on the immediate west side of the boundary must still provide a minimum of 1.0 space per dwelling.

The “Growing Together West” plan was approved. “Growing Together East” plan has **not** been approved.

150m is not a “arbitrary” number. The 800m boundary is used across North America as a representation of what people are willing to walk to transit. 150m represents an additional 19% distance. However, the 150m figure is not in the direction of the transit hub, so the actual distance increase to transit hub is more like 190m.

Concern #2: Distance from Major Transit Station

Concern #2 conclusion:

- The walking distance between the proposed development and Sportsworld Transit HUB is not within ROW/Kitchener plan targets.
- The walking distance between the proposed development and the future ION LRT station is not within ROW/Kitchener plan targets.

Concern #2 recommendation:

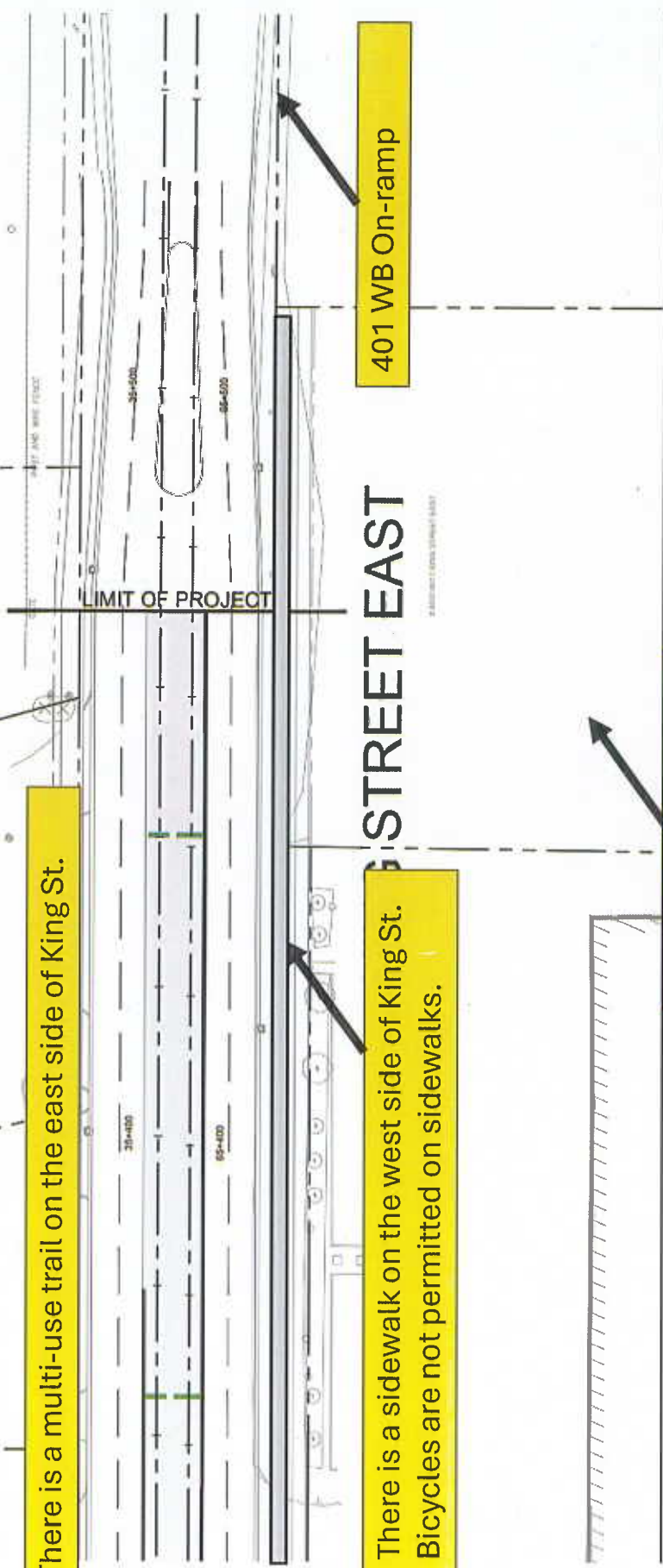
- Increase the ratio of parking spots vs. units.

Concern #3: Bicycle accessibility

I could not find any reference to bicycle accessibility in the proposed development documentation. This development relies upon bicycle use because of the farther distance to transit HUB.

- 1) There is no multi-use trail on west side
- 2) There is no bike lane on King St.
- 3) All bicycle traffic must go south on King St. and **cross 401 WB On-ramp.**

There is a multi-use trail on the east side of King St.



There is a sidewalk on the west side of King St. Bicycles are not permitted on sidewalks.

401 WB On-ramp

Proposed development

KING STREET EAST

LIMIT OF PROJECT

Concern #3: Bicycle accessibility

There is no legal route for bicyclists to go North on King St. They must go south and make a U-turn.



Concern #3: Bicycle accessibility

Kitchener Cycling Master Plan

5.1.6 REGIONAL ROAD CLASSIFICATION

The Draft Region of Waterloo Transportation Corridor Design Guidelines provide design standards for planning and designing complete streets that include space for all modes of transportation.

Cycling facilities are planned on all road classifications, with the exception of the Community Connector roadway.

The Community Connector roadway is a higher speed, high volume road and the mixing of on-road cycling with vehicular traffic should only be considered after other options, such as off-road facilities or alternate parallel cycling routes are considered. In Kitchener, the Community Connectors consist of:

- Ira Needles Boulevard north of Ottawa Street
- Homer Watson Boulevard south of Ottawa Street
- King Street from Sportsworld Drive to Highway 401
- Sportsworld Drive / Maple Grove Road east of King Street

Complete Streets Kitchener Guidelines

Note: Multi-use trails – which accommodate both pedestrians and cyclists in a shared space – may be an alternative to sidewalks, primarily used where pedestrian volumes are low. More guidance on trails is provided in the cycling section.

Concern #3: Bicycle accessibility

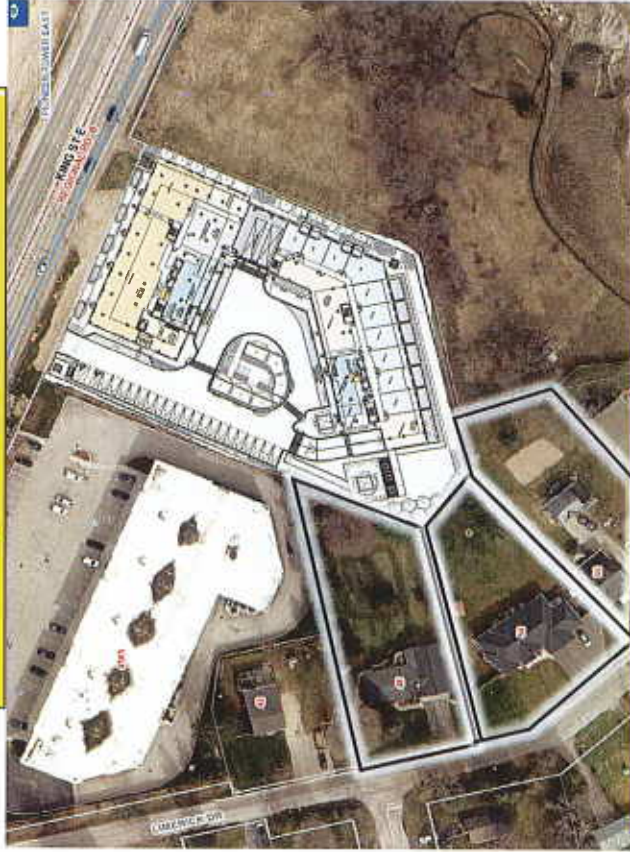
Concern #3 conclusion:

- King St. East is indicated as a “community connector road” and recommends against on-road cycling in municipal documents.
- There are no bike lanes planned for King St, nor are they recommended by the developer.

Concern #3 recommendation:

- Create a new path/route for bicyclists to access adjacent low-density neighbourhood without biking on King St.
- If unable to access neighbourhood, increase ratio of parking spots vs. units to reduce reliance on bicycling.

4611 King St. East Kitchener - LJM



If LJM is able to purchase one of the adjacent properties, I believe many of the concerns could be remedied - however it may create new concerns with traffic through this low density neighbourhood (no sidewalks or streetlights).

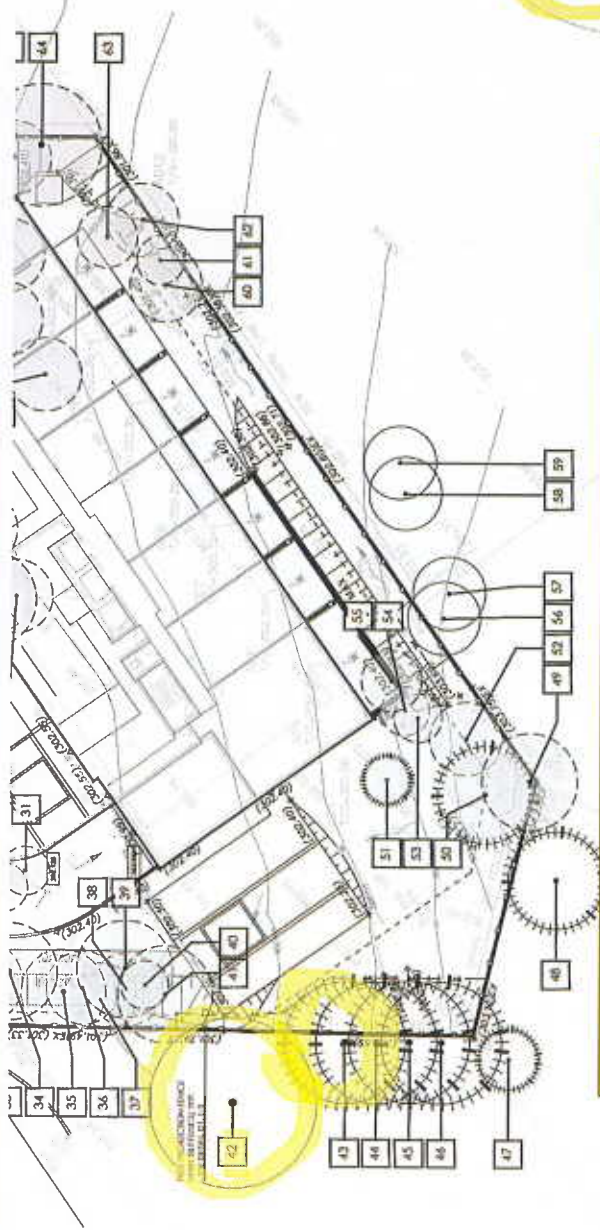
193 Water Street South Cambridge – LJM



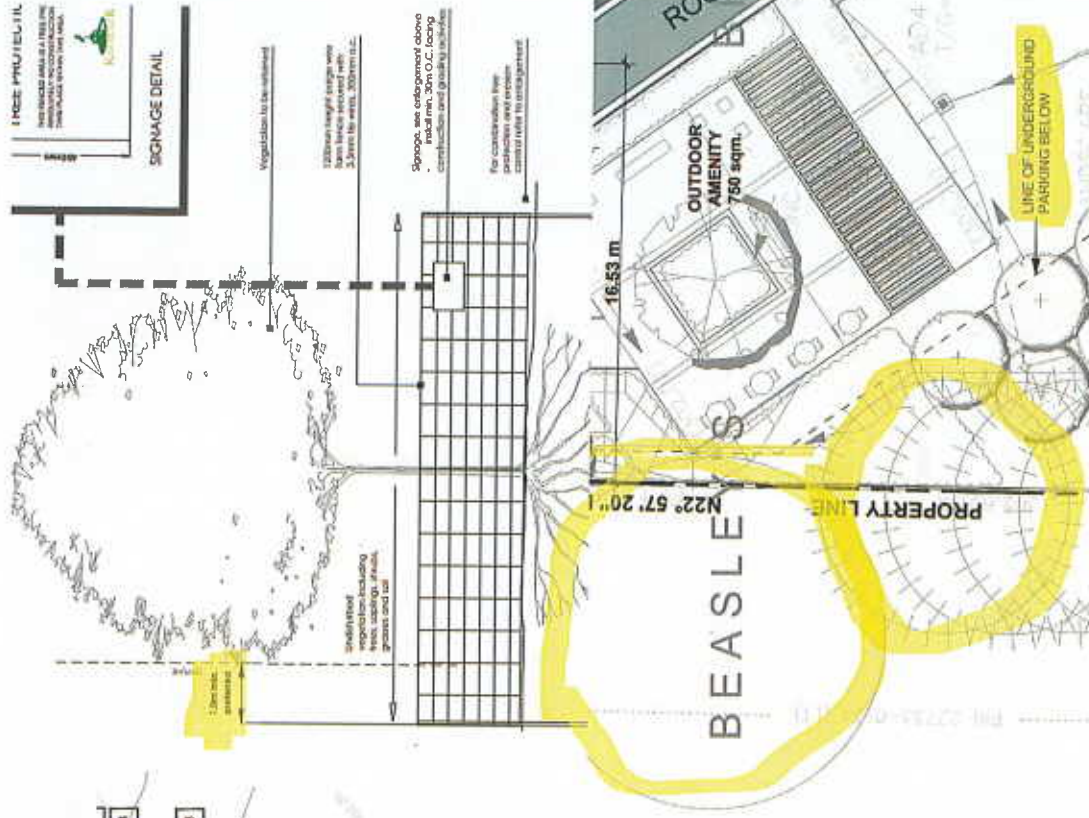
LJM included the adjacent lot as part of this development for alternative bicycle / pedestrian access and additional outdoor amenities.

PROTECTED 關係表外款

Concern #4: Tree protection



The 1.0m minimum boundary around tree 42 and 43 is not possible with the current design plan.



Concern #4 recommendation:

Increase the space between development and tree #42 and #43