

4611 King Street East Development

Concerns on Impacts

Presented by The Pinegrove Community Association

Traffic and Community Safety : Impacts on Waterloo Region and Future Residents

1. Safety Concerns on Site Location

- ▶ Distance to 401 WB ramp
- ▶ Locations for safe u-turns to access Highway 8
- ▶ Liability and increased collisions affecting safety and traffic congestion

2. Traffic Congestion

Parking Limitations : Impacts on the Future and Current Residents

Insufficient Parking:

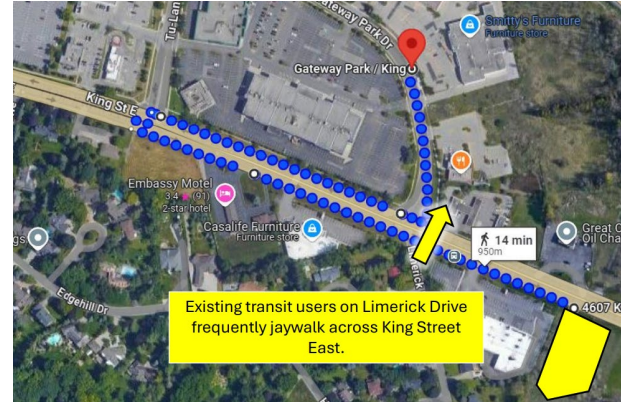
- ▶ 493 parking spaces for 726 residential units (0.68 per unit)
- ▶ Kitchener bylaws recommends 854 parking spaces
- ▶ Institute of Parking Engineers (ITE) parking demand data suggests 787 parking spaces
- ▶ 2021 Census data = 89% of labour force uses vehicle for work commute and 4.6% uses transit.

Similar Developments (within the Sportsworld Station area)

- ▶ 4220 King St E and 25 Sportsworld Drive 1.6 parking spaces per unit in a SGA with no minimum requirement. Difference in developers?

Pedestrian Safety with Parking Overflow

Transit Limitations : Impacts on the Future Residents



Transit Service	4611 King Walking Distance	4396 King Walking Distance
Eastbound iXpress	150m	400m
Westbound iXpress	950m	400m
Sportsworld Bus Station	1500m	400m
Future Sportsworld ION Station	1400m	450m
GO Station	1500m	400m

Current Transit Barriers:

- ▶ Eastbound buses have a stop 170 metres from the site (2 min walk)
- ▶ Westbound buses have a stop 950 metres from the site (14 min walk)
- ▶ Sportsworld GRT and GO Stop 1.5km (22 min walk)



Walkability Limitations : Impacts on the Future Residents

Walkability Conflicts:

- Staff Report DSD-2025-025: “...the proposed buildings will result in a compact built form that fosters walkability within a pedestrian-friendly environment that allows walking to be safe, comfortable, barrier-free and a convenient use of urban travel”

“the site is not currently well served by on or off street cycling facilities”

“The sidewalk does not continue east...there is no funding to extend sidewalks under the 401 to Cambridge”

4611 King Street East [Add scores to your site](#)

Kitchener, Ontario, N2P 2G2

Commute to **Downtown Cambridge**

17 min 31 min 32 min 60+ min [View Routes](#)

[Favorite](#) [Map](#) [Nearby Apartments](#)

[More about 4611 King Street East](#)

Walk Score 47 **Car-Dependent**
Most errands require a car.

Transit Score 46 **Some Transit**
A few nearby public transportation options.

Bike Score 43 **Somewhat Bikeable**
Minimal bike infrastructure.

[About your score](#)

The screenshot also includes a map of the area around 4611 King Street East, showing nearby landmarks like Parkway Public School and Preston Heights, and roads like Macdonell-Camden Trail and 401.

Transit Limitations : Impacts on the Future and Current Residents

Non-Existant Bike Lanes:

- ▶ No current bike lanes on King Street East.
- ▶ October 2024, provincial changes with Bill 212
- ▶ If travelling to Cambridge need to cross highway 401 ramps
- ▶ Bike / pedestrian path on the north side of King street but closest light to safely cross is 450 metres west at Tu-Lane Street



Private Wells – Impacts on the Pinegrove Community

History of Prior Development Impact on Pinegrove Wells:

- ▶ 1962: 401 Development, 27 wells adversely affected and re-drilled at the expense of the province
- ▶ 1998: Mannheim / Hidden Valley Wier – 20 wells impacted and 4 new wells drilled at the expense of the Region of Waterloo
- ▶ 2023: 401 Expansion, 1 Limerick home required a new well, second well also impacted due to construction.

The entire Pinegrove Community's water source are private wells.

MTE Consultants – 84 wells within 250 metres of the site, 30 domestic.

No hydrology study completed to date.

“if a development application impacts private wells, it is the developers’ responsibility to extend municipal services to impacted properties”

– N. Mahida, Program Assistance, Development Engineering, City of Kitchener (November 1, 2024)

Compatibility and Transition Concerns: Impacts on the Limerick Drive Residents

3.2.5. To maintain a compatible interface between Intensification Areas and surrounding areas and achieve an appropriate transition of built form.

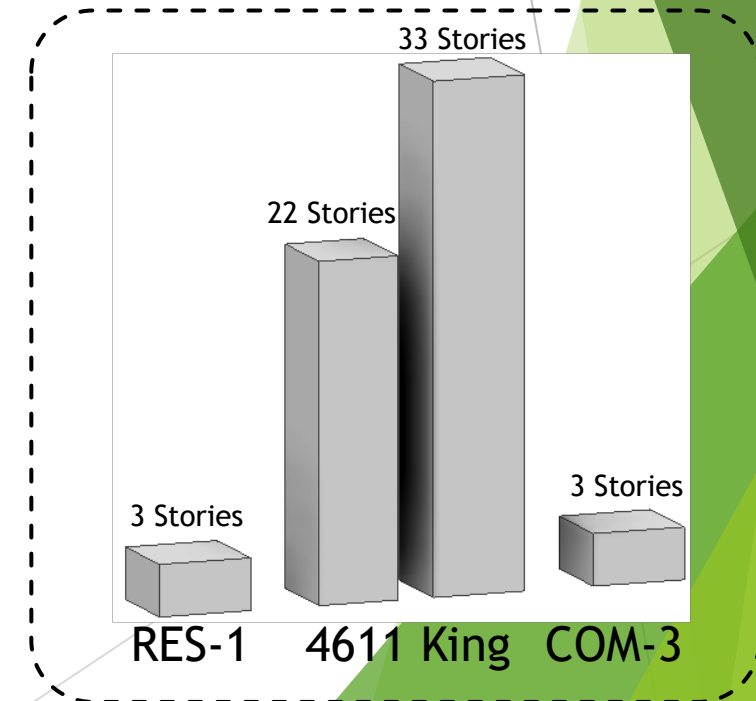
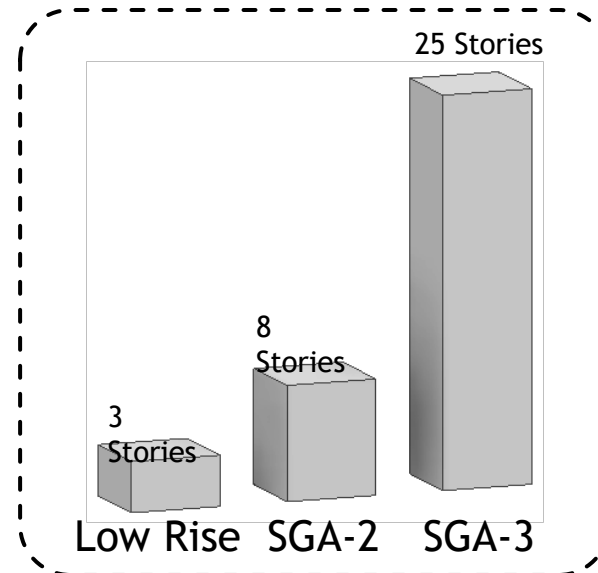
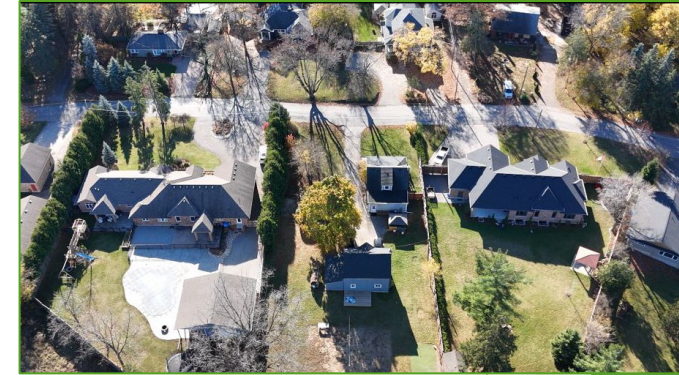
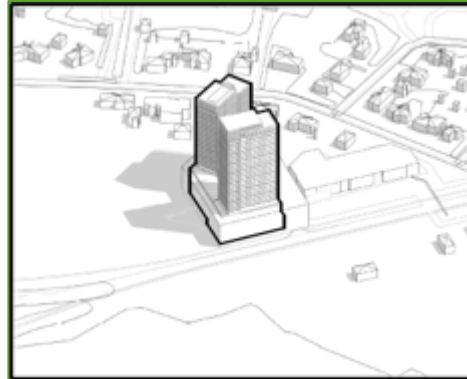
-City of Kitchener Official Plan

Ensure a compatible transition of building heights from buildings located in the corridor and the low-rise buildings in the adjacent low rise neighbourhoods.

-Kitchener Urban Design Manual

Planning authorities should:
b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;

-Provincial Policy Statement



Reflection as Future Resident at 4611 King St E

