

Pinegrove Community Association - DSD- 2025-025 Staff Report Feedback

Executive Summary

The staff report for 4611 King Street East OPA/ZBA utilizes a narrow selection of beneficial policies as its basis for recommending approval. There are numerous policies at the provincial, regional and municipal level that do not support this development to be approved in its current form. This report identifies each of these opposing policies in rebuttal to the DSD-2025-025 report. This document is intended to be reviewed alongside the DSD-2025-025 report.

The development is not supportive of the provincial planning act's policies relating to efficient use of transportation and sewage infrastructure, the development of safe and healthy communities, appropriate location of growth and development, and the promotion of development that is designed to support public transit and to be oriented to pedestrians.

The 'Provincial Policy Statement' provides a definition for complete communities. The location of the subject site, unfortunately, will always be an impedance to achieving the goal of a 'complete community' due to several adjacent land use barriers.

The proposal demonstrates limited support of Region of Waterloo Official Plan 'general development policies' and 'transit-oriented development policies'. The applicant's transportation study poorly adheres to ROW traffic study guidelines resulting in insufficient data to make an appropriately informed decision.

The City of Kitchener Official Plan defines the urban structure of this site as 'Arterial Corridor'. The function of Arterial Corridors is to provide for a limited range of retail and service commercial uses intended to predominately serve those travelling by automobile. The nature of the urban structure will not change with this proposed new land use, and therefore Kitchener policy adequately supports the notion that this site is not supportive of reduced parking ratio limitations.

The above summary contains only a few examples of the policies that do not support the proposed development in its current form. The Pinegrove Community Association urges Kitchener City Council to weigh all the information contained in this report against the staff recommendation report as part of the decision-making process.

Ontario Land Tribunal – Criteria

Ontario land tribunal evaluation process typically follows policy guidelines. They include the guidelines within their case decisions, and these are available to review to better understand the priorities. Below is an example:

1. Do the Official Plan Amendment (“OPA”), Zoning By-Law Amendment (“ZBL”) and Draft Plan of Subdivision (“Draft Plan”, and collectively, the “Applications”) have appropriate regard for matters of provincial interest, as set out in section 2 of the Planning Act, and paragraphs (h), (h.1), (i), (j), (o), (p), and (r) in particular?
2. Are the Applications consistent with the Provincial Policy Statement, 2020, and sections 1.1.1, 1.1.3.1, 1.1.3.2, 1.1.3.3, 1.4, 1.5, 1.6.7.4, in particular?
3. Do the Applications conform to the Growth Plan for the Greater Golden Horseshoe, and sections 1.2.1, 2.2.1.2(c), 2.2.1.4, 2.2.4, and 2.2.6 in particular?
4. Do the Applications conform to the Regional Official Plan, and sections 2.D.1, 2.D.2, 2.D.6, 2.D.8, 2.D.9, 2.G.10, 2.G.13, 2.G.14, 5.A.25 and 5.A.26 in particular?
5. Is the proposed Station Area Mixed-Use Community Commercial zone appropriate or should the Mixed-Use Community Commercial zone be proposed?
6. Does the development proposal constitute an employment land use conversion? If not, what changes are required to the OPA and ZBA?
7. Does the OPA comply with applicable Planning Act legislation and constitute good planning in respect of the following provisions:
 - a. Section 2, regarding Development on the Lands;
 - b. Section 3, phasing;
 - c. Section 4(a), non-residential uses;
 - d. Section 4(d), location of residential uses on the ground floor of buildings;
 - e. Section 4(f), location of surface parking;
 - f. Section 4(g), building heights;
 - g. Section 4(h), densities;
 - h. Section 4(i), employment land conversion;
 - i. Section 4(j), minimum floor area for commercial and employment uses;
 - j. Section 4(k), location of commercial and employment floor area; and
 - k. Section 5, holding provision policies.
8. Should the OPA and/or ZBA permit the following in calculating densities:
 - a. that the density will be calculated over the entire area of the Subject Lands, including any lands conveyed for parkland and/or allocated for POPS and the public road right of way; and

- b. That individual blocks and/or lots may exceed the density of 750 bedrooms per hectare provided that the overall density for the Subject Lands does not exceed 5,452 bedrooms?

9. Does the ZBL comply with applicable Planning Act legislation and constitute good planning in respect of the following provisions:
 - a. The location and minimum floor area for non-residential uses;
 - b. The location of residential uses on ground floors;
 - c. The location of surface parking;
 - d. Building stepbacks;
 - e. Minimum ground floor heights;
 - f. Tower separation distances;
 - g. Common outdoor amenity areas; and
 - h. The holding provisions.

10. Are the following proposed Draft Plan Conditions reasonable, relevant, necessary and/or equitable and in accordance with subsection 51(25) of the Planning Act and sections 59 and 59.1 of the Development Charges Act:
 - a. Special Conditions 0.2, 0.4, 1.2, 2.4, 2.6, 2.11, 3.2, 3.3, 3.4, 4.3, 4.4 - 4.10, 5.0, 6..2, 6.3, 6.5, 6.6, 6.7, 6.8, 6.9, 6.11, 6.14, 6.17, 6.18, 6.19, 7.1.3; and
 - b. Standard Conditions 1.1.3, 1.1.4, 1.5, 1.6, 1.7, 1.9, 2.1 b), 3.9.1 e), 3.10, 3.11, 4.1, 5.2.1, 5.2.2, 5.7, 5.8, 6.1, 7.3, 7.4, 7.7, 11.1 e), 12.4, 12.12.2, 13.9, 14.2, 15.1.2, 15.2.1, 15.2.3, 15.4, 15.5, 15.7, 15.9, 15.11, 15.12, 18.1, and 18.7.

11. Should Conditions be imposed that would require:
 - a. Cost sharing of local services installed by the Applicant to the benefit of other future developments; and
 - b. Development charges credits for growth-related services installed by the Applicant?
 - c. Are the proposed Applications in the public interest and do they constitute good land use planning?

Planning Act, R.S.O. 1990, c. P.13 25.

This policy establishes matters of public interest regarding land development. Several guidelines are detailed in this policy and are a component of OLT Criteria (1).

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g) The minimization of waste;
- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- k) The adequate provision of employment opportunities;
- p) The appropriate location of growth and development;
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) The promotion of built form that,
 - (i) Is well-designed,
 - (ii) Encourages a sense of place, and
 - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

Figure 1 - Ontario Planning Act Section 2 - Matters of provincial interest

Item (f) - The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems

Pinegrove Community Association Response:

The applicant forecasts 40% of site traffic will require U-Turns maneuvers, therefore causing 40% of all vehicular site trips to double their presence on this regional arterial road & major highway interchange area. For example, 100 trips on King Street will require 140 vehicle movements. This is not an efficient use of one of the busiest sections of road in Kitchener.

There is no sewage capacity available for this development at this location. Services must be upgraded to facilitate this development and there is no clear path forward due to the complex nature of the sanitary system in this vicinity. This is an inefficient use of sewage infrastructure due to the lack of capacity at this site, and excess capacity 1km west. See Appendix A for details.

Item (h) – The orderly development of safe and healthy communities

Pinegrove Community Association Response:

- Wind speeds around the building are forecast to be uncomfortable for pedestrians.
- This street has been identified as the loudest street among the Growing Together East communities as per LEA Noise Analysis Study from January 2025.
- There is no commentary or analysis by the applicant regarding cyclist safety. The subject site is located on one of the busiest roads in Kitchener and is adjacent to a

major highway interchange on-ramp. Due to the configuration of sidewalks in the immediate vicinity, all bicyclists must either cross the on-ramp for any trip in the current area configuration or walk their sidewalk west.

- The site is both within 100m of a major road and 500m from a highway, this is classified by Ontario Public Health as the “TRAP” zone.

THE TRAP ZONE

Overall air quality in Ontario has improved. Concentrations of most air pollutants have decreased from 2004 to 2013, including pollutants associated with traffic such as NO, NO₂, and PM_{2.5}.¹ Still, those who live less than 100 m from a major road² or 500 m from a highway³ face higher exposure to TRAP, which can result in increased health risks.^{2,3}



Include buffer zones between major traffic arteries and homes, daycares, schools, and long-term care facilities when planning land use

Figure 2 - Public Health Ontario - TRAP Zone Guidance - <https://www.publichealthontario.ca/-/media/documents/o/2016/ohp-trap.pdf>

Item (p) – The appropriate location of growth and development

Pinegrove Community Association Response:

- Both MTO and ROW recommend against a private vehicle access to King Street East due to the high volume of vehicular traffic at this location (45,000 vehicles per day). ROW is unable to deny private access since there is no other choice.
- The subject site is physically in the “corner” of the Sportsworld area and is adjacent to an MTO staging area and major highway interchange.
- There is no comparable high-density development along 401 or 403 in Ontario with similar access restrictions and proximity to a major highway interchange.
- The subject site is not within, nor adjacent to PMTSA. There is also no direct route between the subject site and the centre of the PMTSA (Sportsworld transit station), which can only be accessed with extended walk times or bus transfers.

Item (q) – The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians

Pinegrove Community Association Response:

The subject site has walkable access to an eastbound bus stop servicing two routes. The westbound bus stop of these two routes is a 965m walk. An 800m walk is typically utilized when determining what is ‘walkable’. The nearby eastbound bus stop does not route towards the Sportsworld bus station. This impedes resident access to the wider transit network which includes a GO station, multiple bus routes, and a future LRT stop.

There is no transit improvement planned within an 800m walk of the subject site in any municipal, regional, or provincial planning forecast. The future Sportsworld LRT stop will be a 1400m walk.

There are future highway improvements planned that will alleviate traffic congestion in this area, further fostering automobile use.

The highway interchange to the east requires an 800m walk to reach the opposite end. The interchange is defined as a physical and psychological barrier within the ROW OP.

4.4.14 Interchange Design

Definition and Goal

Interchanges can be physical, psychological and visual barriers that sometimes prevent pedestrian and cyclist comfort. One of the goals of the Regional Transportation Master Plan is to limit the number of man-made barriers to the seamless flow of pedestrians and cyclists.

Figure 3 - Context Sensitive Regional Transportation Corridor Design Guidelines

The closest pedestrian street crossing is 465m from the subject site.



Figure 4 – All Sportsworld area pedestrian crossings visualized with 300m radius with PMTSA outlined. Complete Streets Kitchener defines 'greater than 300m' distance to a crossing as 'no level of service'.

Item (s) – The mitigation of greenhouse gas emissions and adaption to a changing climate.

Pinegrove Community Association Response:

The subject site will be prohibited from using geothermal energy systems due to the groundwater contamination. Both the applicant and ROW note that there will be significant vehicle queueing / idling on-site due to traffic congestion. The site location is also highly reliant on U-Turns which will require an extra kilometer to be driven for all trips generated to and from this site.

Provincial Planning Statement, 2024:

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

Pinegrove Community Association Response:

Pedestrians living at this development will only be able to travel in one direction. There are no planned pedestrian facilities to the east within the next 10 years. There are preliminary designs outlining a sidewalk to the east, but this plan requires both the implementation of ION stage 2 and the replacement of the highway 401 bridge over King St East. There is no forecast available from MTO or ROW for these projects.

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.

Pinegrove Community Association Response:

This provincial policy directs the municipality to minimize the negative impacts from the development to the King Street East corridor. The applicant's traffic study has several shortcomings which are identified in Appendix B.

Walkable neighbourhoods can be characterized by 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.

Pinegrove Community Association Response:

One example of the walkability challenges for this development is the path to the future LRT stop. Pedestrians will need to cross 20x driveways, 2x uncontrolled right-of-way street crossings, and 2x controlled right-of-way street crossings to catch the ION.

The diagram below demonstrates the walking limitations due to the current street configurations.

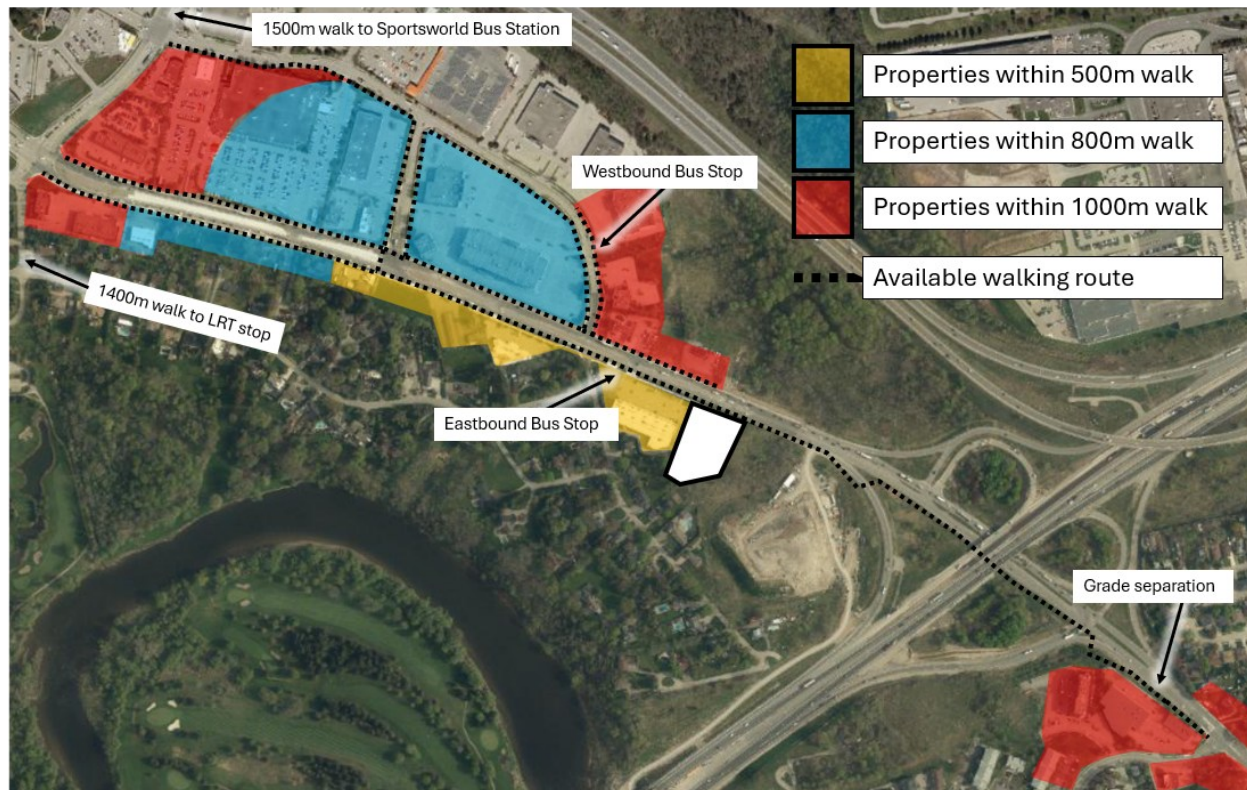


Figure 5 - Walking distance to retail/commercial areas

The limited walkability in this area is, in fact, intentional. The Region of Waterloo provides guidance on intersection spacing for this type of roadway:

“Signalized intersection spacing to reflect transportation priority of the street by ensuring optimal traffic flows. Preferable spacing is 400m ...” -Context Sensitive Regional Transportation Corridor Design Guidelines

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

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.

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.

Pinegrove Community Association Response:

The applicant did not provide any analysis for modal split of site trips, although it is required by the ROW transportation study guidelines. The ROW did not identify this as a deficiency, nor comment on the subject. Active transportation at the subject site is limited to westbound travel due to the 401 interchange and limited crosswalk options.

Over the long term, this site will enjoy an improvement in automobile travel after the highway 8 flyover is installed but will not receive any transit improvements. Even with the flyover, motorists will not be well-served in this area.

The association believes that all road users - pedestrians, cyclists, transit-users, and motorists – will not be well-served at the subject site.

Both the applicant and ROW have suggested the use of a U-Turn in front of the site, see below figure.

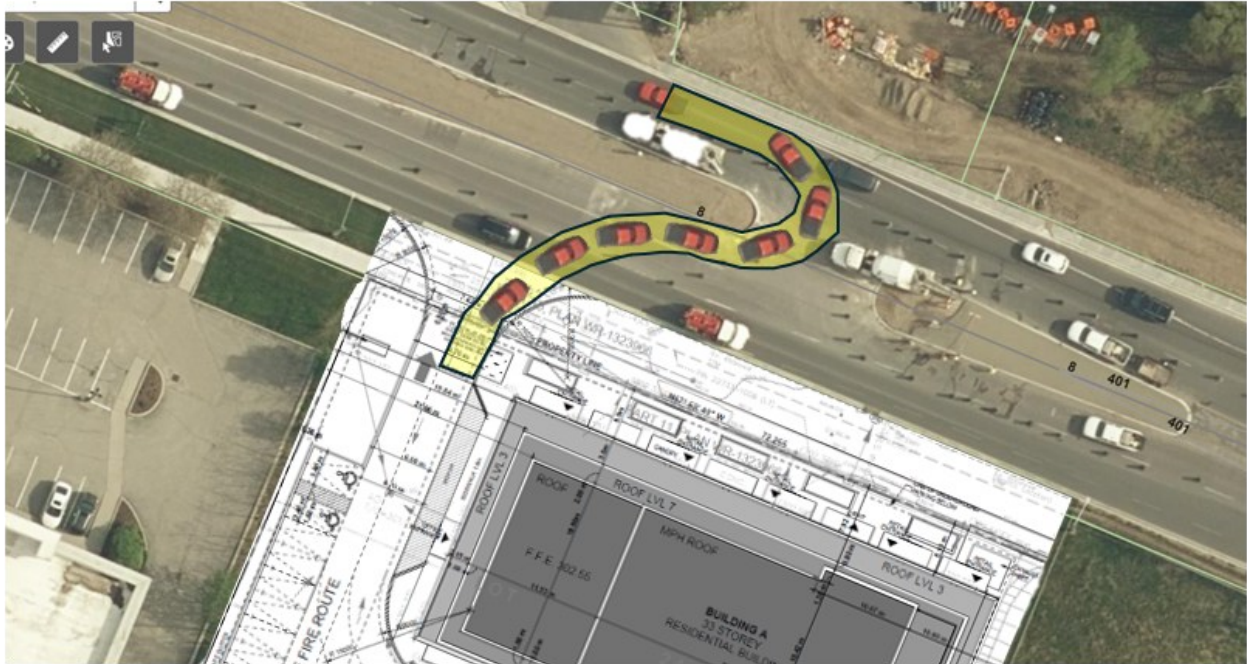


Figure 6 -U-Turn access prior to LRT Stage 2

Neither the applicant nor ROW have commented on the safety of this maneuver. In addition, the applicant has not studied this movement regarding queue times and queue capacity. The impact to queue times are expected to be significantly impacted due to this movement crossing two lanes of traffic instead of one.

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.

Pinegrove Community Association Response:

The subject site very closely fits within this policy in its current form. There are few, if not zero, other lots available east of the Grand River that fulfill this policy near Highway 401.

Regional Official Plan (ROP):

The Region of Waterloo provides guidance for ‘general development’ and also ‘transit oriented development’. See below for the criteria:

2.D.1 In preparing or reviewing planning studies, or in reviewing development applications or site plans, the Region and/or Area Municipalities will ensure that development occurring within the Urban Area is planned and developed in a manner that:

- (a) supports the Planned Community Structure described in this Plan;**
- (b) is serviced by a municipal drinking-water supply system and a municipal wastewater system;**
- (c) contributes to the creation of complete communities with development patterns, densities and an appropriate mix of land uses that supports walking, cycling and the use of transit;**
- (d) protects the natural environment, and surface water and groundwater resources;**
- (e) conserves cultural heritage resources and supports the adaptive reuse of historic buildings;**
- (f) respects the scale, physical character and context of established neighbourhoods in areas where reurbanization is planned to occur;**
- (g) facilitates residents’ access to locally grown and other healthy foods in neighbourhoods; and**
- (h) promotes building designs and orientations that incorporate energy conservation features and the use of alternative and/or renewable energy systems.**

Pinegrove Community Association Response:

Many of these criteria are similar to those at the provincial and municipal level. Our feedback specific to wastewater capacity, walkability and cycling facilities, transit use, and respect of established neighbourhood can be found elsewhere in this report.

2.D.2 In addition to the general development provisions described in Policy 2.D.1, the Region and Area Municipalities will apply the following Transit Oriented Development provisions in reviewing development applications or site plans, on or near sites that are served by existing or planned rapid transit, or higher frequency transit to ensure that development:

- a) creates an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed-use development;**
- (b) supports a more compact urban form that locates the majority of transit supportive uses within a comfortable walking distance of the transit stop or Major Transit Station Area;**
- (c) provides an appropriate mix of land uses, including a range of food destinations, that allows people to walk or take transit to work, and also provides for a variety of services and amenities that foster vibrant, transit supportive neighbourhoods;**
- (d) promotes medium and higher density development as close as possible to the transit stop to support higher frequency transit service and optimize transit rider convenience;**
- (e) fosters walkability by creating pedestrian-friendly environments that allow walking to be a safe, comfortable, barrier-free and convenient form of urban travel;**
- (f) supports a high quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities; and**
- (g) provides access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop off areas.**

Pinegrove Community Association Response:

There seems to be consensus between the Pinegrove Community Association and Staff that this area is not ideal in terms of walkability and cycling facilities. There has also been acknowledgement that the planned LRT stop is not within walkability targets, and in fact exceeds the target by 600m. This site will, unfortunately, never have walkable access to the high-quality transit options present or planned in the future. It is simply too far away from the PMTSA.

The subject site is also perfectly positioned to attract highway 401 commuters. The nearby GO station is a 1500m walk, two bus trips by transit, or requires a U-Turn on King Street East by cycling.

City of Kitchener Official Plan (OP):

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.

Pinegrove Community Association Response:

There is an eastbound bus stop with two routes within 450m, however as already indicated these routes do not connect with the greater transit network available at the Sportsworld station. The bus stop for the returning westbound routes is a 950m walk.

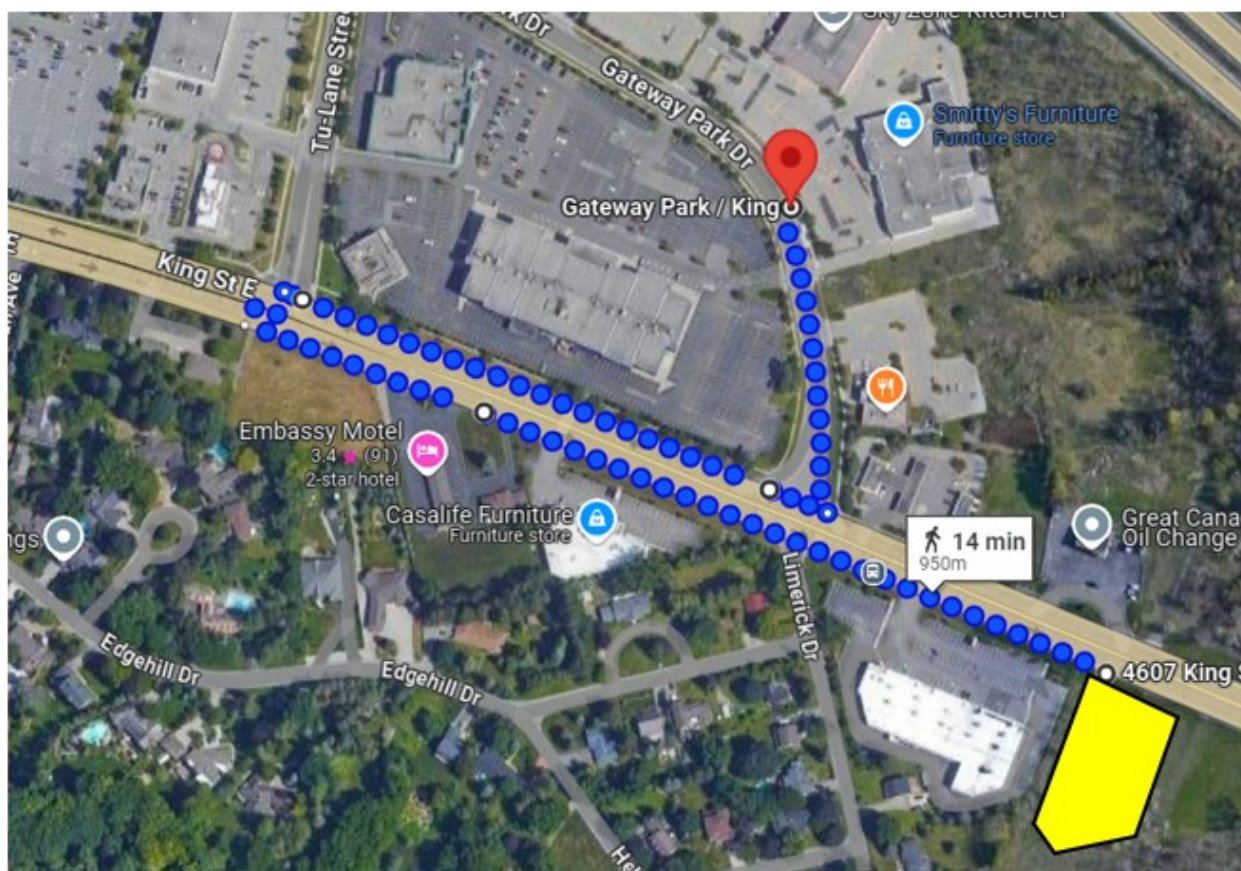


Figure 7 – Walking distance from site to nearest westbound bus stop

Urban Design Policies:

Urban design guidelines for the subject site can be found under the **Kitchener Urban Design Manual - Section 6 - Nodes & Corridors**.

The proposed development will stand far above the surrounding lands, and will far exceed any existing or proposed zoning height restrictions in the Sportsworld area. The transition between high-rise and low-rise is generally viewed through very subjective policies with few quantitative policies providing guidance. The challenge in assessing this site is it is located on an intensification corridor, and it also abuts low-rise lands.

Kitchener By-law section 4 provides the only quantifiable transition requirement, and this is fully endorsed by Kitchener staff.

4.19 TRANSITION TO LOW-RISE RESIDENTIAL

Despite any maximum building height of more than 12 metres applying to any zone, the building height shall not exceed 12 metres within 15 metres of a lot with a low-rise residential zone. Where the low-rise residential zone within 15 metres permits a building height of 14 metres, the building height shall not exceed 15 metres within 15 metres of a lot with a low-rise residential zone.

Figure 8 -Kitchener Zoning By-law 2019-051 Section 4

The problem with the above policy is that there is no differentiation in transition rate beyond a building height of 12 metres to low-rise. For example, a 100 metre tall building or a 12 metre tall building are both technically allowed within 15 metres of a low-rise residential zone. The above policy, however, does provide some guidance on scale transition between zones when building heights increase. See below table.

Low-rise maximum height	Subject site maximum height within 15m
11m	12m
14m	15m

This policy contains evidence that buildings adjacent to each other shall maintain some sort of transition as they increase in height. To better understand how to properly transition we must look at other policies.

06.2.6 COMPATIBILITY

Scale & Transition

Conserve low-rise neighbourhoods by focusing development within nodes & corridors.

High & medium density development adjacent to low-rise neighbourhood areas is to provide a suitable transition in scale, massing, building height, building length and intensity.

Preserve for the privacy and access to sunlight of adjacent and surrounding areas.

Provide a mix of building types and sizes. Concentrate height and density closest to transit stops. Pursue opportunities to provide affordable housing and access to retail and personal services which address the needs of lower or fixed income users.

For large sites or consolidated blocks with multiple tall buildings, provide the greatest building height either at the most prominent intersection or internal to the site where it will create the fewest negative impacts (see Design for Tall Buildings).

Figure 9 - Kitchener Urban Design Manual: Nodes & Corridors

The Kitchener Urban Design Manual provides guidance in that a ‘suitable transition in scale, massing, building height and intensity’ should be maintained when adjacent to low-rise neighbourhoods. This is somewhat subjective, however can be interpreted similar to the previous policy. There should not be a drastic difference in height for buildings adjacent to each other, particularly when adjacent to low-rise neighbourhoods.

8.1 APPLICABLE ZONES

MIX-1: Mixed Use One – the purpose of this zone is to accommodate a variety of uses within *mixed use buildings* and *mixed use developments* at a low density and scale in Neighbourhood Nodes and certain other areas that are adjacent to *low-rise residential zones*.

MIX-2: Mixed Use Two – the purpose of this zone is to accommodate a variety of uses within *mixed use buildings* and *mixed use developments* at a medium density on certain lands within Urban Corridors.

MIX-3: Mixed Use Three – the purpose of this zone is to accommodate a variety of uses within *mixed use buildings* and *mixed use developments* at a medium density within Community Nodes and City Nodes.

Figure 10 - Kitchener Zoning By-law 2019-051 Section 8

The ‘Mixed Use’ zoning by-law provides some additional context as to applicable adjacent zones. This land abuts a low-rise residential zone and an urban corridor and therefore could fall into either MIX-1 or MIX-2 by definition. The applicant is requesting MIX-3 which by standard regulation would be a maximum of 10 storeys, or 32 metres tall. The requested 18 storeys and 25 storeys are significantly above even MIX-3.

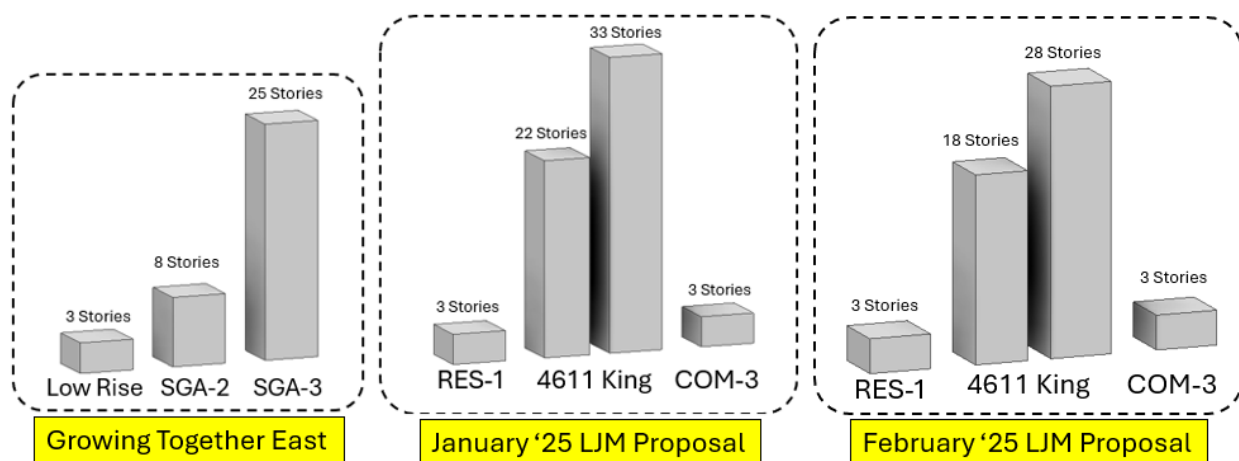


Figure 11 - Scale drawing comparison between 'Growing Together East' zoning plan and 4611 King St. proposals

Kitchener has developed an award-winning planning framework with Growing Together West and is carrying forward the best-practices into Growing Together East. This framework provides sound guidance for transitioning between low-rise and SGA-4 zones. The proposed transition at 4611 King St. shows a significant deviation from the transition guidelines built into PMTSA areas.

In conclusion, the transition is not suitable between the subject site and the adjacent neighbourhood in terms of scale, massing, building height, and intensity. This is supported by numerous Kitchener policies and guidelines, and such drastic transitions are not recommended by Kitchener for use in any existing or future PMTSA area.

Shadow Impact Analysis

06.2.3 DESIGN FOR OUTDOOR COMFORT

Microclimates

Design pro-actively for microclimatic impacts through site design and architecture. Consider building placement, orientation, height, base design, stepbacks, projections, materials, landscaping and lighting as opportunities to improve overall microclimatic performance.

These impacts are to be determined through Wind and Shadow Studies, with mitigation recommendations from these studies implemented on the relevant plans.

Figure 12- Excerpt from 'Kitchener's Urban Design Manual'

The shadow analysis provided by the applicant provides impact commentary regarding the adjacent low-rise neighbourhood to the south. The 'Urban Design Manual' recommends analysis of the impacts to the public realm as well. As shown below, the site will perpetually cast a shadow over the street and sidewalk for nearly the entire year. King St. Sidewalks will only have sunlight during June/July mornings. The South tower principal entrance will never see sunlight over the winter. The North tower will have limited sunlight (~1hr per day) through the winter. At times, this site will cast a shadow over hundreds of meters of Sportsworld PMTSA sidewalk.



Figure 13 - 4611 King St Urban Design Brief Shadow Analysis

Transportation Policies:

The 'Kitchener Complete Streets' guideline provides criteria for pedestrian and cyclist comfort and useability. Appendix C contains a scorecard applicable to this type of street. The two main shortcomings are as follows:

Kitchener Complete Streets:

- 1) Plan for frequent and safe pedestrian crossings, a minimum of every 200-400 m, so the street is not a barrier that divides neighbourhoods or discourages pedestrian activity.**
- 2) Provide dedicated cycling facilities on all arterial streets, separated and protected from motor vehicles.**

Pinegrove Community Association Response:

It is a 465m walk from 4611 King Street East to the closest designated crosswalk and another 35m to cross the intersection. It is a 500m walk to get to the other side of the road. There are no separated and protected cycling facilities on the south side of King Street East.

Kitchener Urban Design Manual 6.4.6:

Provide separated cycling facilities for all ages and abilities, with extensive connections to the broader cycling network.

Pinegrove Community Association Response:

The applicant's TIS notes that a cycling network is available nearby, however provides no suggested connection to that network. There is currently no direct access to the cycling network from this site. Cyclists will have to choose between walking their bike ~500m or cycling on King Street East and making a U-Turn to access the broader cycling network. See below image for a representation of the two options available for cyclists to access the broader cycling network.

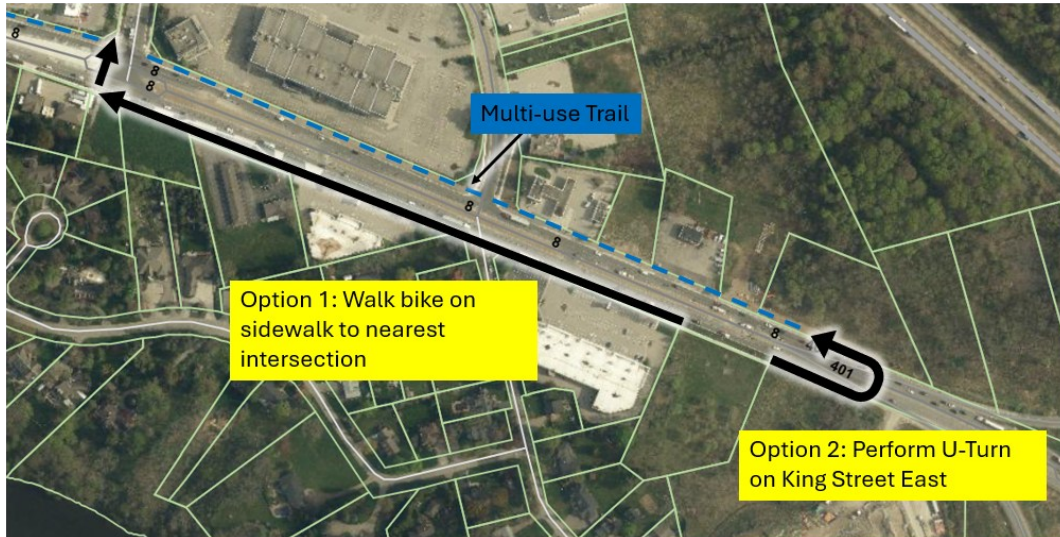


Figure 14 - Cyclist access to broader cycling network

Appendix A: City of Cambridge – Manager of Development Engineering Comments to Pinegrove Community Association

The Cities of Kitchener and Cambridge have a Cross-border Servicing Agreement that allows a wastewater connection from Kitchener into Cambridge's wastewater treatment collection system. The agreement outlines the area that is serviced. **The agreement does not speak to intensification.**

In Fall 2023, Kitchener reached out to Cambridge regarding this development and asked if we could accommodate the additional flows. Cambridge is currently updating our software model of our wastewater system and so we were not able to run the model and provide an answer to that request. However, we did note that a previous request from several years ago, that was a much smaller increase in flows, could not be accommodated due to constraints within the collection system. As such, it is assumed, **the flows associated with 4611 King can't be accommodated in the existing system.**

At this time, **Cambridge is unaware of any planned and/or approved growth within the area serviced by the cross-border servicing agreement and has no immediate plans to accept increased flows and/or upsize our infrastructure to accommodate those flows.**

I would note that Cambridge owns the collection system, but it is the Region of Waterloo that owns and operates the treatment facilities, so decisions on what areas of the Region are directed to which treatment plant is made by the Region, not by the City.

The City has identified constraints within the collection system, including the siphon under the river, that would not accommodate an increase in flows from Kitchener. Growth within Kitchener was not accounted for in recent upgrades/expansion to a City pumping station.

Sarah Austin P. Eng.

Manager of Development Engineering

Community Development - Engineering & Transportation Services

Appendix B: Pinegrove Association Traffic Study Feedback

4611 King Street East – Transportation Study Shortfalls

- 1) Figure 2.3 & 4.2 - Poor adaption of historical movement counts regarding current King Street East configuration (U-Turns).
 - a. In the TIS King St. configuration there will only be two access routes from WB King to properties/streets on the south side.
 - b. Historical ROW movement data did not include private driveway movements. Gas station, motel, oil changers, multiple retail establishments movements are not included or estimated.
 - c. Limerick movement counts were not considered at all or were grouped in at Baxter for King WB left turn movements. Baxter is shown as a critical movement by the applicant.
 - d. There will be few options available to alleviate issues from U-Turn queues in the future if they are overcapacity. Existing ION Phase 2 design doesn't allow for extending the queues.
 - e. *U-Turn queueing is regularly witnessed in this stretch of road, sometimes (rarely) blocking King St through lane movement.



- 2) Section 5.4 – The applicant conducted a sensitivity analysis with 100% reduction of 401 WB movements. This is not a reasonable estimate. King St movements to 401 EB can be referenced for better accuracy.
- 3) Section 6.3.3 – The PTMSA area would need to grow by 240m (not 150m) to fully encompass this site. That's roughly a 30% increase in PMTSA radius.
- 4) Section 7.1.2 – There is no mention of how site resident cyclists will access multi-use path on north side of King Street, only that it is present. Are residents supposed to walk their bikes along the south sidewalk to Tu Lane?

- 5) Section 7.1.3 – It is not accurate to say the nearby bus stop serves Sportsworld Station. It would be a 70 minute bus ride. Practically speaking, residents will need to transfer busses in Cambridge to travel to Sportsworld Station.
- 6) Page 88 – Synchro study details for site driveway do not include pedestrians and show incorrect truck ratio. 25% of units will not have parking and there is zero analysis on what the impact will be to site driveway enter/exit movements.
 - a. It is not reasonable to indicate there will be zero impacts from the pedestrian movement interactions with driveway movements.
- 7) The 4611 King Street study makes use of data from the “Traffic Impact Assessment Report of the Stage 2 ION: Light Rail Transit from Kitchener to Cambridge Environmental Project Report”. The referenced report also makes use of previously collected data from 2012 to 2018. The key point is that the area has undergone changes in road structure, U-turn introduction, and is experiencing increased development activity – the most recent movement counts used for the synchro study are based on 2012 to 2018 traffic loads.

- a. 4611 King Street East Transportation Impact Study

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.

- b. *Traffic Impact Assessment Report of the Stage 2 ION: Light Rail Transit from Kitchener to Cambridge Environmental Project Report*

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.

Non-compliance to Region of Waterloo Transportation Impact Study Guidelines

- 1) ROW TIS guidelines indicate the applicant should include several items that are missing from this TIS.
 - a. Pg. 8 - Site generated traffic modal split (vehicle / bike / pedestrian)

- i. All site generated trips are inferred to be vehicles.
- b. Pg. 9 – Anticipated nearby developments
 - i. There is no analysis for the cumulative impact of multiple on-going developments within 1km of this site.
- c. Pg. 15 – assessment considerations for pedestrians and cyclists
 - i. Pedestrian crossing opportunities, driveways and volume at driveways, cycling network connectivity, safety considerations for cycling on street.
 - ii. For example, pedestrians will need to cross 20x driveways, 2x uncontrolled right-of-way street crossings, and 2x controlled right-of-way street crossings to reach the future Sportsworld LRT stop.
- d. Pg. 17 – On site parking systems should be evaluated to demonstrate a high safety factor for respect with respect to the possibility of queues backing on regional roads.
 - i. This was also indicated in the ROW feedback report as missing, although it was ignored as there is no feasible solution. A problem that cannot be solved means that it is still a problem. This problem will be unfixable if the development proceeds.
 - ii. There appears to be no analysis for the possibility of queueing on King St., although it is noted that King St. vehicles will slow to 15km/h as part of right turns into the site.

Appendix C: Complete Streets Kitchener Criteria

COMPLETE STREETS KITCHENER STREETS FOR ALL						
Major collector streets and arterial streets criteria						
PEDESTRIAN: What makes a street safe, comfortable and convenient for a pedestrian?						
No level of service provided	Very poor level of service	Poor level of service	Acceptable level of service	Expected level of service	Exceeds expectations	Notes
0	1	2	3	4	5	Notes
No dedicated pedestrian facility is present	Facility on one side with minimum 1.5m width	Facility on one side with minimum 1.8m width	Facility on both sides with min 1.5m width	Facility on both sides with min 1.8m width	Sidewalk 1.8+ m or wider on both sides	
Curb face or less than 0.3m	0.3 m boulevard	0.3 - 0.5 m boulevard	0.6 - 0.9 m boulevard	1.0 -1.5 m boulevard	≥ 1.5 m boulevard	
Trees greater than every 40 m	Trees every 20 - 40 m on one or both sides of street	Trees every 11- 20 m on one side of street	Trees every 11-20 m on both sides of street	Trees every 10 m on one side of street	Trees every 10 m on both sides of street	
Longest distance between pedestrian crossings > 300 m	Longest distance between pedestrian crossings 251 - 300 m	Longest distance between pedestrian crossings 201 - 250 m	Longest distance between pedestrian crossings 151 - 200 m	Longest distance between pedestrian crossings 101 - 150 m	Longest distance between pedestrian crossings <100 m	Qualifying crossings: crosswalk, signalized crossing, PXO, curb extensions/raised crossing, refuge island
Average length of pedestrian crossings > 19.9 m	Average length of pedestrian crossings 16.6 - 19.8 m	Average length of pedestrian crossings 13.3 - 16.5 m	Average length of pedestrian crossings 10.0 - 13.2 m	Average length of pedestrian crossings 6.7 - 9.9 m	Average length of pedestrian crossings ≤6.6 m	If refuge island present, use the longest leg for scoring