

The Ministry of Transportation (MTO) has completed a review of the OPA/ZBA submission documents provided for the site located at 4611 King Street East, Kitchener. The documents circulated have been considered in accordance with the *Public Transportation and Highway Improvement Act* (PTHIA), MTO's Highway Corridor Access Management Manual, and all other related MTO policies.

The site has frontage along Highway 401, which is designated as a **Controlled Access Highway (CAH)**. As such, all requirements, guidelines and best practices in accordance with this classification and designation shall apply;

The owner should be aware that the property falls within MTO's Permit Control Area (PCA), and as such, MTO Permits are required before any demolition, grading, construction or alteration to the site commences. In accordance with the Ontario Building Code, municipal permits may not be issued until such time as all other applicable requirements (i.e.: MTO permits/approvals) are satisfied. As a condition of MTO permit(s) MTO will require the following for review and acceptance;

The following comments are based on information received to date, and are subject to change upon new or updated documents being provided.

### **Access**

MTO's desirable access connection offset spacing criteria at this location is 150 m measured westerly from the beginning of the westbound on-ramp taper to Highway 401. The site does not have adequate frontage to meet desirable MTO's spacing requirements. As such, alternative access should be considered by the applicant.

Should alternative access not be available, MTO may consider accepting a right in-right out access to the site, at the westerly limit of the site, if supported by MTO's review and acceptance of a Traffic Impact Study.

Additionally, the Region as the road authority of this section of King Street should also review and approve the location of the proposed right in-right out access, given the proximity to the dropped curb/ U-turn opening in the raised median.

### **Traffic Impact Assessment**

Typically, MTO would require the owner to submit a Traffic Impact Study (TIS) to MTO for review and acceptance, indicating the anticipated volumes of traffic and its impact upon the provincial highway network with the following requirements:

- The TIS will be prepared by a Registry, Appraisal and Qualification System (RAQS) qualified transportation consultant in accordance with MTO TIS Guidelines attached.

- The MTO list of Prequalified Engineering Service Providers (ESPs), completing Traffic Impact Analysis is publicly available on MTO Technical Documents website, under Qualifications.
- MTO will be available to review the TIS scope of work (Terms of Reference (TOR)) once prepared, to ensure MTO concerns and requirements are addressed.
- Should improvements be identified as warranted and as a condition of MTO permits, the improvements will be designed and constructed to the standards and approval of MTO at the cost of the applicant.
- MTO suggests the owner engage in pre-consultation with MTO to discuss the existing and proposed trip distribution in tabular and a diagram with the volumes distributed in the network..
- MTO staff would be available to attend a pre-study meeting.
- The TIS should include an operational review/analysis of any proposed access location, and identify any potential impacts to the provincial highway system, and surrounding road network.

#### MTO comments on TIB submitted

A Traffic Impact Brief was prepared and submitted to MTO without prior consultation. As a result, clarification of the following comments is required:

#### **Assumptions:**

- The TIB relies on 2031 traffic forecasts referenced in the TIA Report for Stage2 ION. – Please provide a copy of the report referenced.
- The report should consider and analyze both existing and future conditions.
- What are the expected timelines of the Stage2 ION project and what is the expected timeline of the proposed development, should this application be approved?

#### **Trip Generation:**

- Why is equation used even with a  $R^2 < 0.75$  ?
- In a mixed-use development, it is likely that there would be trips internal to the site. Can Paradigm please provide comment on this, if / how it was factored into the trip generation.
- How was the pass-by trip percentage determined? There is no pass-by trip table for subject LUC's.

#### **Trip Distribution:**

- Please provide justification for Sportsworld Dr trips as this appears to be less attractive being parallel to Highway 401.
- Figure 4.3 Confusion: Hwy 401 WB Off-Ramp AM Peak Hour – 59 trips are shown making a U-Turn but the same are assigned to Hwy 401 On-

Ramp. Same for all remaining figures. Provide a sketch/layout of the intersections for clarity.

- No existing traffic counts were provided. – Please provide counts for MTO facilities.

### **Development Impacts:**

- How is this justifiable to assume that the development will have no impacts at the intersection of Hwy 401 EB off ramp LT lanes which would have a LOS F with the development traffic? No existing performance measures were provided to compare with.
- No separation distance is provided between the site entrance and King St SB to Hwy 401WB on-ramp. This will help to assess weaving conflicts between exiting ~140 trips destined SB and Hwy 401 on-ramp traffic.
- Under existing conditions (i.e. without Signalized ramp terminals) where is it anticipated that site traffic would complete U-turns on King Street?

### **Building and Land Use Permit**

Subject to the above access and Traffic Impact Assessment requirements being met, MTO Building and Land Use (BLU) Permit(s) would be required. As a condition of permits MTO would require the following for review:

- The applicant would be required to submit; Site Plans, Grading Plans, Drainage Plans, Erosion Control Plans and Site Servicing Plans for MTO review and acceptance. These plans shall clearly identify all structures/works (existing and proposed). MTO would require all buildings, structures and features integral to the site to be located a minimum of 3 metres from all existing MTO property limits, inclusive of integral parking, fire lanes and stormwater management facilities.
- As a condition of MTO permits, to ensure that stormwater runoff from this property does not adversely affect the Highway drainage system or the highway corridor, MTO would require the owner to submit a Storm Water Management Report along with the above-noted grading/drainage plans for the proposed development for our review and approval.

For a comprehensive set of MTO drainage related documentation requirements, please refer to the following link:

<http://www.mto.gov.on.ca/english/publications/drainage-management.shtml>

MTO provides the following comments on the SWMR provided.

- For the purpose of MTO permits, the report must be prepared in accordance with MTO Stormwater Management Requirements for Land Development Proposals, attached.
- Please confirm diameters of existing storm pipes referenced in the report.
- Please use MTO IDF Curves for pre/post-development to calculate peak flows.

### **Sign Permit**

MTO Sign Permit(s) would be required for any existing or proposed signage visible from the Highway property limit. A MTO sign permit will be required prior to installation of signs. This is inclusive of any temporary signage.

### **General Comments**

MTO permits for development will not be available to the applicant until such a time that MTO comments are addressed to the satisfaction of MTO.

If there are any questions, please direct them to me by email.

Thank you,

**Jeremiah Johnston**

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