



REGIONAL COUNCIL MINUTES

WEDNESDAY, OCTOBER 24, 2012

The following are the minutes of the Regular Council meeting held at 7:02 p.m. in the Regional Council Chamber, 150 Frederick Street, Kitchener, Ontario, with the following members present: Chair K. Seiling, L. Armstrong, J. Brewer, T. Cowan, D. Craig, R. Deutschmann, T. Galloway, J. Haalboom, B. Halloran, R. Kelterborn, G. Lorentz, C. Millar, J. Mitchell, S. Strickland, J. Wideman, and C. Zehr.

DECLARATIONS OF PECUNIARY INTEREST UNDER *THE MUNICIPAL CONFLICT OF INTEREST ACT*

R. Deutschmann declared a pecuniary interest with respect to the Delegations on Light Rail Transit and Item #4 of the Planning and Works Committee Summary of Recommendations dated October 16, 2012, due to a pecuniary interest since he and his spouse are shareholders of corporations that have an interest in a property at 10 Duke Street West, Kitchener.

D. Craig declared a pecuniary interest with respect to the Delegations on Light Rail Transit and Item #4 of the Planning and Works Committee Summary of Recommendations dated October 16, 2012, due to his son owning property within the area of a proposed station on the rapid transit system.

K. Seiling declared a pecuniary interest with respect to the Delegations on Light Rail Transit and Item #4 of the Planning and Works Committee Summary of Recommendations dated October 16, 2012, due to two of his adult children who own residential properties within the proposed light rail transit corridor.

DELEGATIONS

J. Wideman assumed the Chair for the delegations related to Light Rail Transit.

- a) [Mr. John Shortreed](#) appeared before Council with respect to Light Rail Transit. A copy of his [presentation](#) is appended to the original minutes. He requested that staff be directed to look at the traffic congestion on King Street and what can be done during the planning stages to minimize the impact. He advised there are solutions in places like Amsterdam and urged Council to ask staff to look at the thirty signalized intersections along King Street.

Some members of Council requested that these questions raised by the delegation be responded to and that Council be provided with those responses. Mike Murray, Chief Administrative Officer advised staff have responded to most of these questions and they will provide a summary of those responses. It was suggested this information should also be posted to the Region's website and M. Murray confirmed that ongoing information is included on the Rapid Transit website.

- b) Mr. Bradley Wilkinson appeared before Council with respect to Light Rail Transit (LRT), stating he is a student at Wilfrid Laurier University. He expressed concerns with the proposed LRT route stating that it cuts out the students completely and ignores the entire community of 112,000 students. He suggested there needs to be more consultation with the

university stakeholders. J. Wideman clarified the consultation that was done with the university communities related to LRT and stated they appreciate the advice.

K. Seiling assumed the Chair.

- c) [Dr. John Cole](#) appeared before Council with respect to Report E-12-048 Class Environmental Assessment, Recommended Design Concept for Fountain Street – King Street Improvements, Shantz Hill Road to Eagle Street, City of Cambridge. A copy of his [presentation](#) is appended to the original minutes. He provided an overview of the impacts to his property at 149 King Street West and the business, Cambridge Psychology Centre that operates from there. He supported the proposed realignment with respect to P&H Milling and made suggestions with regards to making the trail look historic and putting overhead lines underground.

Chair Seiling clarified the recommendation, specifically clause c) and J. Cole responded that was reassuring. It was noted there will be significant discussion with the property owners during the detailed design phase. Councillors had questions related to the width of the trail and potential for moving the bus jump lane. D. Craig advised Cambridge Council removed the designation from the P&H Milling property and it was stated that once the transfer of land is complete the design can be shifted.

Councillors had questions regarding the industry standards for the queue jump lane and the width of the trail. Jason Lane, Senior Project Manager, referenced the map and advised the design meets the minimum road design standard and the length is required to meet operational effectiveness. With respect to the 3 metre width, J. Lane advised a reduction of 0.5 metres could be considered but the guidelines are in place to maintain effectiveness. He further noted the minimum sidewalk width of 1.5 metres is a Regional guideline. The queue jump is a Transportation Association of Canada design requirement.

Councillors stated the design may not come back to Planning and Works Committee so now is the time to make suggestions. It was also highlighted that variations have been made to walkways in the past and consideration for the heritage nature of these properties need to be made which may result in some compromises in terms of the design. The suggestions of stamped concrete and underground wires were also supported by some members of Council. M. Murray suggested that given some of the issues that have been raised, that staff should report back on the final design for this project. That design will include consideration to the engineering design and the aesthetic implications which have been discussed. A request was made that whatever proposal is brought forward, Councillors have enough time to review it.

J. Haalboom requested her opposition to the recommendation to be noted in the minutes as she fails to see how the heritage aspects are being retained.

G. Lorentz requested a recorded vote.

MOVED by J. Wideman
SECONDED by J. Brewer

THAT the Summary of Recommendations of the Planning and Works Committee, dated October 16, 2012, Item 1, be adopted as follows:

1. That the Regional Municipality of Waterloo take the following actions with regards to the Municipal Class Environment Assessment for Fountain Street and King Street Improvements, Shantz Hill Road to Eagle Street in the City of Cambridge:

- a) Approve the implementation of the Recommended Design Concept 3A as described in Report E-12-029 with a modified transit priority queue-jump lane as per the drawing in Appendix "C" of Report E-12-048;
- b) Direct staff to file the Notice of Completion for this Class Environmental Assessment by means of advertisements in local newspapers and mailings to the adjacent property owners, tenants and public agencies and place the Environmental Study Report on the public record for a period of 30 days; and
- c) Subject to the Region receiving the necessary unencumbered land through dedication from P&H Milling Group and subject to further consultation with all affected property owners, direct staff as part of the detailed design to shift the King Street West road alignment as per the drawing in Appendix "B" of Report E-12-048

CARRIED

Yeas: L. Armstrong, J. Brewer, T. Cowan, D. Craig, T. Galloway, B. Halloran, R. Kelterborn, G. Lorentz, J. Mitchell, K. Seiling, S. Strickland, J. Wideman, C. Zehr

Nays: R. Deutschmann, J. Haalboom, C. Millar

MINUTES OF PREVIOUS MEETINGS

MOVED by T. Cowan

SECONDED by J. Mitchell

THAT the following Minutes be approved:

- a) Closed Council – October 3, 2012
- b) Council – October 3, 2012
- c) Closed Committee – October 16, 2012
- d) Community Services – October 16, 2012
- e) Administration & Finance – October 16, 2012
- f) Planning & Works – October 16, 2012

CARRIED

MOVED by S. Strickland

SECONDED by L. Armstrong

THAT Council go into Committee of the Whole to consider reports.

CARRIED

FINANCE REPORTS

- a) F-12-087 Waterloo Region Housing's 2012/13 General Insurance Program

It was noted substantial savings have been realized for this program.

MOVED by B. Halloran
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo accept the bid from the Frank Cowan Company Limited for the 2012/13 General Insurance Program for Waterloo Region Housing in the amount of \$329,033.88 inclusive of the Housing Services Corporation fee and all applicable taxes.

CARRIED

b) F-12-088 Q2012-1129 War Memorial Exhibit Fabrication and Installation, Waterloo Region Museum

MOVED by B. Halloran
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo accept the quotation of Expographiq for the War Memorial Exhibit Fabrication and Installation, Waterloo Region Museum in the amount of \$113,000.00 including all applicable taxes.

CARRIED

c) F-12-089 T2012-130 Weber St Widening – Various Residential Building Demolitions, Kitchener

MOVED by B. Halloran
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo accept the tender of Sittler Demolition for Weber St. Widening - Various Residential Building Demolitions, Kitchener related to the Reconstruction and Widening of Weber Street between College Street and Union Street in the amount of \$776,016.20 including all applicable taxes.

CARRIED

d) F-12-090 Supply of Hydraulic Mixing System and Horizontal Chopper Pumps for the Preston Wastewater Treatment Plant, Cambridge

MOVED by B. Halloran
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo award Siemens Canada Limited the Supply of Hydraulic Mixing System and Horizontal Chopper Pumps for the Preston Wastewater Treatment Plant, City of Cambridge, in the amount of \$317,304.00 including all applicable taxes.

CARRIED

e) F-12-091 P2012-31 Personal Computer Replacement

There was discussion about the life cycle of computers and what is done with the ones being disposed. Charles Whitlock, Director Procurement & Supply Services, advised part of the bid is the trade in value and removal of the old units. A question was raised about the issue of desktop versus laptop. Ray Trask, Manager Client Services & IT Planning, advised they are reviewed on a case by case basis and the Region tries to standardize where possible.

MOVED by B. Halloran
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo accept the proposal of Amsdell Inc. for Personal Computer Replacement in the amount of \$829,721.40 including all applicable taxes.

CARRIED

COMMITTEE REPORTS

Community Services

The Summary of Recommendations of the Community Services Committee was presented by Jane Mitchell, Vice-Chair of the Committee.

MOVED by J. Mitchell
SECONDED by S. Strickland

THAT the Summary of Recommendations of the Community Services Committee dated October 16, 2012, Items 1 to 3, and one report from closed session, Item 4, be adopted as follows:

1. THAT the Regional Municipality of Waterloo approve entering into an extension of the funding Agreement in the additional amount of up to \$60,971 with the Federal Government of Canada or a Ministry or agency thereof for continued local coordination of the Homeless Individuals and Families Information System (HIFIS) for the period July 25, 2012 to March 31, 2014;

AND THAT the Regional Municipality of Waterloo enter into an Agreement with the House of Friendship of Kitchener for up to \$32,171 for continued delivery of certain aspects of the Homeless Individuals and Families Information System (HIFIS) for the period July 25, 2012 to March 31, 2014;

AND THAT the Regional Municipality of Waterloo enter into an Agreement(s) with consultant(s), as determined by the Commissioner of Social Services from time to time, for up to a maximum of \$26,700 collectively for continued delivery of certain aspects of the Homeless Individuals and Families Information System (HIFIS) for the period July 25, 2012 to March 31, 2014;

AND FURTHER THAT the 2012 Operating Budget for Social Planning be increased by \$17,604 gross and \$0 net as outlined in Report SS-12-045, dated October 16, 2012.

2. THAT the Regional Municipality of Waterloo write to the Premier in support of the Ontario Government's most recent budget commitments to eradicate contraband tobacco through the implementation of additional regulatory, enforcement, and other provisions in Bill 186;

AND THAT the provincial government is encouraged to continue to strengthen their strategies to address the manufacture and supply of contraband tobacco;

AND FURTHER THAT this resolution be shared with surrounding Central West municipalities (based on Ministry of Health and Long Term Care boundaries); local area municipalities; local Members of Parliament (MPs); and, local Members of Provincial Parliament (MPPs), as noted in report PH-12-041, dated October 16, 2012.

3. THAT the Regional Municipality of Waterloo approve the proposed update for Waterloo Region's Community Action Plan for Low to Moderate Level Housing, formerly titled Waterloo Region in the 21st Century: A Community Action Plan for Housing (the Action Plan), as described in Report P-12-106, dated September 25, 2012.
4. THAT the Regional Municipality of Waterloo appoint Anne Ramsay (Literacy Services) to the Employment and Income Support Community Advisory Committee for a term ending December 31, 2013.

CARRIED

Planning and Works

The Summary of Recommendations of the Planning and Works Committee was presented by Jim Wideman, Chair of the Committee. Item #1 was dealt with under delegations and Item #4 was taken separately.

MOVED by J. Wideman

SECONDED by C. Zehr

THAT the Summary of Recommendations of the Planning and Works Committee, dated October 16, 2012, Item 4, be adopted as follows:

Conflicts:
K. Seiling
D. Craig
R. Deutschmann

4. THAT the Regional Municipality of Waterloo retain the firm of Deloitte & Touche LLP ("Deloitte") to provide financial advisor services on an as-needed and as-requested basis in connection with implementation of the Rapid Transit Project as described in Report F-12-085/E-12-107 dated October 16, 2012.

CARRIED

MOVED by J. Wideman

SECONDED by C. Zehr

THAT the Summary of Recommendations of the Planning and Works Committee, dated October 16, 2012, Items 2, 3, 5 and 6, be adopted as follows:

2. THAT the Region of Waterloo accept P-12-108, Monthly Report of Development Activity for September 2012, dated October 16, 2012.
3. THAT the Regional Municipality of Waterloo express its preference to the Ontario Ministry of Transportation for the widened at-grade alternative for Highway 7/8 in the Township of Wilmot (New Hamburg), as described in Report P-12-109, dated October 16, 2012;

THAT the Ontario Ministry of Transportation only initiate these improvements after a monitoring program indicates the widened at-grade alternative is required;

AND THAT the Ontario Ministry of Transportation apply the "Designated/Special Areas" criterion in the natural environmental factors evaluation for Segment G, to account for the "Special Valley" designation of the Nith River valley in the Township of Wilmot.

5. THAT the Regional Municipality of Waterloo approve the following actions regarding Regional Road 45 (East River Road) from Brantford Highway 24 to Region of Waterloo / Brant County boundary, (legally described as PT Subdivision LT 1 CON 7 EGR as in ND15803, ND15804 (2ndly) & ND11688 (11thly) except PT 1 on Plan 58G885, Township of North Dumfries, being all of PIN 22679-0274; and PT Subdivision LT 1 CON 7 EGR North Dumfries being forced road known as Glen Morris Regional RD BTN East River Road & RDAL BTN CON 7 North Dumfries & CON 6 South Dumfries Township of North Dumfries, being all of PIN 03856-0107):
 1. Pass a by-law to amend Road Consolidation By-law 01-059 (Regional road system) to transfer this section of Regional Road 45 to The Corporation of the Township of North Dumfries effective November 1, 2012.
 2. Amend Traffic and Parking By-law 06-072 to:
 - a. Remove from Schedule 18, 80 km/hr maximum speed, Regional Road 45 (East River Road) from Brantford Highway 24 to Region of Waterloo / Brant County boundary; and
 - b. Remove from Schedule 11, Through Highways Regional Road 45 (East River Road) from Brantford Highway 24 to Region of Waterloo / Brant County boundary.
 3. Address this transfer as part of a future Regional Official Plan Housekeeping amendment or other amendment to the Regional Official Plan that amends Map 5b: Existing, Planned, and Proposed Roads and Corridors, as appropriate. [E-12-074]
6. THAT the Regional Municipality of Waterloo enter into a Consulting Services Agreement with Stantec Consulting Limited of Kitchener, Ontario, to provide engineering services for the compliance monitoring and annual reporting program for the Cambridge Landfill Site (Site) for the period January 1, 2013 to December 31, 2015 at an upset limit of \$249,884.23 per year for a total of \$749,652.69 plus applicable taxes over three years, as per Report E-12-103, dated October 16, 2012.

CARRIED

OTHER MATTERS UNDER COMMITTEE OF THE WHOLE

MOVED by L. Armstrong
SECONDED by G. Lorentz

THAT Committee of the Whole rise and Council resume.

CARRIED

MOVED by B. Halloran
SECONDED by T. Cowan

THAT Council adopt the proceeding of the Committee of the Whole.

CARRIED

NOTICE OF MOTION

C. Zehr introduced the motion to support the Federation of Canadian Municipalities (FCM) and continue to take this forward directly to VIA. He advised there is a public forum being held Thursday evening and another one for the business community on Friday morning.

MOVED by C. Zehr

SECONDED by T. Galloway

WHEREAS VIA Rail on June 27, 2012 announced significant reductions in passenger rail service across Canada; and,

WHEREAS beginning in November 2012 VIA is reducing its service from 3 round trips per week to 2 round trips during off-peak season in The Canadian Corridor (Toronto-Vancouver); and,

WHEREAS beginning in November 2012 VIA is reducing its service by half from 6 round trips per week to three round trips in The Ocean Corridor (Montreal-Halifax); and,

WHEREAS effective July 2012, VIA significantly reduced its service in the Toronto-London-Sarnia-Windsor Corridor with further cuts expected in October 2012; and,

WHEREAS many communities in Canada have been trying to increase VIA service and improve scheduling to meet the economic development needs of their regions; and,

WHEREAS the Government of Canada has spent just under \$1 billion dollars since 2007 to lay new track, revamp locomotives, improve passenger cars and renovate stations; and,

WHEREAS VIA Rail's mandate is to provide safe, efficient, more environmentally sustainable and cost effective passenger transportation; and,

WHEREAS a passenger rail network is an integral and vital part of Canada's national transportation infrastructure and is vital to economic prosperity; and,

WHEREAS communities, residents and businesses rely on timely, convenient rail links to other cities and other corridor communities;

THEREFORE, BE IT RESOLVED that the Regional Municipality of Waterloo express its support of the following:

- THAT FCM call on VIA Rail to maintain and improve rail service and frequency across Canada; and,
- THAT FCM work with the federal government to ensure that as a principle going forward that federal departments or Crown corporations should consult FCM on major service changes that could affect its members; and,

BE IT FURTHER RESOLVED That this resolution be sent to VIA Rail, the Minister of Transport, Infrastructure and Communities, the Minister of State (Transport), the Minister of Industry, Provincial Ministers of Transportation, and other VIA communities; and,

BE IT FINALLY RESOLVED That this resolution be referred to the Provincial/Territorial Municipal Associations for information.

CARRIED

1299902

D. Craig requested the issue of transportation in the Region be included at the Strategic Planning session on October 25, 2012, especially related to the southern lines in the Region.

OTHER BUSINESS

G. Lorentz raised the issue of paid parking in Cambridge and requested a report on how the funding from the Region for transit supported initiatives fits into this issue. M. Murray noted in February 2012, Regional Council approved appropriate projects for the funding allocations for 2012/2013 to support transit supported initiatives in Cambridge, subject to Cambridge Council taking similar action and the matter is still pending. M. Murray stated if Cambridge Council does not proceed with those projects, a further report will be brought back to Regional Council with an alternate recommendation for how to allocate the funding for 2012/2013.

J. Haalboom reminded everyone of the Seniors' Forum to be held on November 5, 2012.

ENACTMENT OF BY-LAWS – (FIRST, SECOND & THIRD READINGS)

MOVED by C. Zehr

SECONDED by C. Millar

- a) THAT a By-law to Amend By-law 01-059, as amended, being the Region's Road Consolidation By-law (Regional Road System), Regional Road 45 (East River Road) be read a first, second and third time, finally passed and numbered 12-041 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.
- b) THAT a By-law to Amend By-law 06-072, as amended, being the Region's Traffic and Parking By-law No Parking, (Regional Road 45 (East River Road) be read a first, second and third time, finally passed and numbered 12-042 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.
- c) THAT a By-law to Confirm the Actions of Council of October 24, 2012 be read a first, second and third time, finally passed and numbered 12-043 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

CARRIED

ADJOURN

MOVED by J. Brewer

SECONDED by T. Cowan

THAT the meeting adjourn at 8:14 p.m.

CARRIED

REGIONAL CHAIR, K. Seiling

REGIONAL CLERK, K. Fletcher

“Traffic Operational analysis will be refined during the (LRT) project phases”

Jim Bradley, Minister of the Environment, May 17, 2012

Letter sent to

John Shortreed, Professor Emeritus (Transport Planning)
University of Waterloo (lives at King and Allen)

Presentation to Waterloo Regional Council
October 24, 2012

Slide # 1

My submission to The Provincial Review of the Waterloo Rapid Transit Project

- Potential impacts to local and emergency vehicle traffic, and access to existing residences and commercial properties
- Potential reductions in property value or abandonment of development plans because of increased congestion
- A lack of consideration of population and traffic increases beyond 2014 including new developments, potential impacts from restricting left turns, and impacts to other bus routes
- A need to undertake a more accurate and detailed ridership estimate, and
- Concern that light rail is not as cost effective as bus rapid transit

Slide # 2

Congestion on King Street, predicted by 2014 for 3 kilometers between Kitchener and Waterloo

- Results of 2008 traffic study in Region's environmental study show excessive congestion at King and Allen Streets in 2014
- Based on the 2011 Region's official traffic estimates, the conditions in 2014 at King and Allen streets are representative of all intersections on King between Kitchener and Waterloo and at most of the 30 signalized intersections with LRT tracks within and between the two downtowns
- By 2014, there will be many approaches with backups into adjacent intersections with delays of about 15 minutes for trips on the 3 km route as well as severe delays to cross town traffic
- Region's plans already recognizes this and plans for emergency vehicles on King to use the LRT right of way so ambulances can get to the Hospital
- St. Clair Avenue in Toronto and similar situations in Amsterdam and Sao Palo indicate the Region will, by 2014, need to take more aggressive action to mitigate the negative impacts of traffic congestion due to the LRT

Slide # 3

Why am I here?

- To ask council to request that staff study the issue and provide public with their analysis and seek public input into this negative impact of the LRT, **before it is too late and while something can be done**
- Why not just ask Regional staff ?
- Have done this and their response is “not a problem” but the Minister and his staff do think it is a problem, I do, and up-to-date data also says it is a problem

Slide # 4

The Minister’s letter says

“The Region of Waterloo has completed numerous traffic studies for the project, which were shared with all relevant agencies and they concur with the findings that the intersections in the Uptown area are expected to operate at an acceptable level of service during all future peak hours in 2014 when the system is expected to be operational, and the maximum queue is not considered a significant concern. The traffic operational analysis will also be refined during subsequent project phases, and can account for potential traffic increases projected beyond 2014”

Underlined is my request – same as the Minister’s expectation Slide # 5

The “acceptable level of service in 2014” according to the Region’s existing policies is unacceptable,

- Of 12 approaches at King and Allen, the majority have unacceptable backups and delays by 2014
- **Assumption is that 1/3 of King traffic diverts to Weber but congestion will continue on King as traffic diverts**
- No analysis of traffic congestion on Weber and cross-town
- The 2008 study did not consider that the left turn northbound on King at John and Allen are to be eliminated and all traffic for Bauer Lofts, 144 Park , 155 Caroline, Vincenzo’s, Sun life, etc. will have to proceed up to King and William, then to William and Caroline then down to Caroline and Allen – go thru 3 more already congested intersections !
- The 2008 study did not consider the cumulative effect of all 30 intersections in Kitchener CBD & Waterloo CBD Corridor

Slide # 6

What does very congested look like on King?

(from the 2008 study **with no diversion**)

Entries are queue lengths in meters, underlined back up into next intersection

	Northbound on King @ Allen	Southbound on King @ Allen
AM Peak Hour	<u>165 (50 percentile)</u>	<u>128 (50 percentile)</u>
	<u>262 (95 percentile)</u>	<u>195 (95 percentile)</u>
Mid Day Peak Hour	104 (50 percentile)	92 (50 percentile)
	<u>175 (95 percentile)</u>	<u>157 (95 percentile)</u>
PM Peak Hour	<u>175 (50 percentile)</u>	<u>261 (50 percentile)</u>
	<u>279 (95 percentile)</u>	<u>337 (95 percentile)</u>

Slide # 7

Some solutions from other places

- In Amsterdam taxis use the LRT right of way
- In Sao Palo, the local buses use the LRT right of way – may be obvious with higher transit ridership than LRT
- Region already plans for EMS vehicles on ROW, what about police and fire? Impacts on LRT design.
- Council should take a field trip to St. Clair Avenue and have a look, talk to merchants, consider the Toronto grid of streets, a luxury we do not have in Waterloo region, especially given the rather optimistic plans for the transit hub on King and the existing short fall of cross town road capacity

Slide # 8

Some possible terms of reference for the Study

- Use official 2011 traffic data and include all 30 intersections in Kitchener – Waterloo ‘core’ corridor.
- Consider cross town traffic that crosses King St. and impacts of diverted traffic to Weber as it tries to get back to UpTown on Union street and the Erb-Bridgeport one-way-pair
- Allowed turns at intersections differ between drawings, what is actually planned?, what can be achieved by road widening, moving stations, etc.?
- Street level impacts such as deliveries at Vincenzo’s loading docks – move LRT platform?

Slide # 9

My request (&Minister Bradley’s?) to Council

Please direct staff to study the traffic impacts of the LRT constructions, post 2014, accounting for growth in land use and traffic, impacts on local buses, impacts on cross town traffic, impacts due to “round the block” traffic to access new (and old) condos and businesses
 Design road widening, turn lanes, innovative use of LRT right of way by taxis, local buses, etc.
 Hold public meetings, then incorporate their ideas

Slide # 10

Issue of Up-to-date Regional Traffic Data

- The 2008 study done for the Region used a variety of sources for traffic. Unfortunately, the estimates are low and do not reflect actual 2011 “official Regional” traffic data
- **King and Allen Streets** had accurate traffic data and represent reasonable estimates of congestion and backups into adjacent intersections. Delays in 2014 are about 1/2 to 1 minute per intersection for every vehicle in AM peak, PM peak and Middyay peak, even accounting for diversion of traffic
- Other intersections in the King St. corridor have similar traffic in 2011 and will experience similar delays – For example, a trip between Kitchener and Waterloo will have up to 15 minutes delay with the LRT in 2014, worse by 2017

Slide # 11

Peak Period (AM and PM) Traffic on King Street (two way)
 (10% of daily traffic in AM and PM Peak Period, rounded to 100s)

<u>Location</u> <u>On King</u> <u>Street</u>	<u>Region’s</u> 2011 <u>Actual</u>	<u>2008 study</u> <u>2014 est</u> <u>No diversion</u> <u>To Weber</u>	<u>2008</u> <u>study</u> <u>2014 est</u> <u>Diversion</u> <u>to Weber</u>	<u>2008</u> <u>Study</u> <u>Estimate</u> <u>actual</u>
Between William and Allen	3,900 <i>(more than the 2014 estimate)</i>	2,500 <i>(result, very congested)</i>	1,800 <i>(less than in 2008)</i>	2,200
Between Allen and Union	4,200 <i>(more than the 2014 estimate)</i>	3,900 <i>(result, very congested)</i>	2,600 <i>(less than in 2008)</i>	3,700

Slide # 12

Impact on the Cambridge Psychology Centre & 149 King St W

Presentation To Waterloo Regional
Council

October 24, 2012



Impacts on 149 King St W

- This heritage property is at the gateway to Historic Preston. 1870 Italianate Design.
- Removal of fencing and paving a Multi-use Trail and Bus Lane across the lawn will decrease property value and negatively alter the setting for this heritage property.
- Could impact for future tenants/ability to rent.





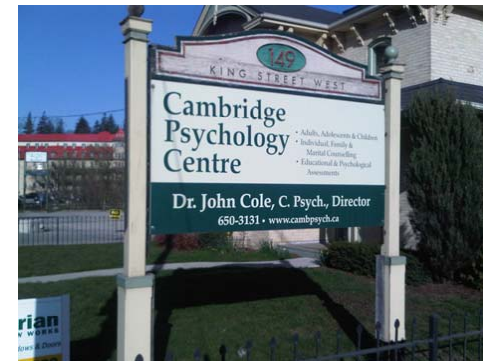
Cambridge Psychology

- Process since 2009. Presentations by Mr. Cheater and Traffic Planning. Our presentations to Traffic and Planning, Heritage Cambridge, Cambridge City Council, Regional Council.
- Small players. This is a done deal for the “greater good”. We supported the Traffic Circle plan but it was cancelled. This plan takes much more of our property and impacts our business/clinic. Nevertheless we support P&H Milling proposal.

Impact on Cambridge Psychology

- We just ask that you mitigate the potential problems that this project and new design will cause.
1. Multi-use Trail will be very close to my consulting office (pedestrians, skateboarders, bikes). Noise impact and reduced sense of privacy.
 2. Bus Queue Jump Lane, will also be very close and will increase the noise .
 3. Loss of Signage which identifies and helps market the clinic.
 4. Entry/Exit issues for clients crossing trail & 3 lanes
 5. Impact of construction on this quiet business when jackhammers start.

Implications for the CPC



Loss of Sign (8 x 4 ft) for Marketing and Identification

Recommendations

- Reject Design 3A
- Consider & Accept the P&H Milling Design immediately. Property owners want a decision now and feel uncomfortable about waiting for the “design stage” to formalize this. There is no good reason to reject this proposed realignment.
- Follow Mr. Lane’s proposal to reduce the size of the multi-use trail as they cross 149 and 101 King St. We recommend reducing by 1 metre.
- Ask that the Bus Queue Jump Lane be moved closer to Fountain St so that it does not cross our lawn and impede clients leaving 149 King St.

Further Suggestions

- In keeping with the Heritage Designation of these buildings and this area:
 - 1. Consider making the trail look historic
 - 2. Consider burying the overhead powerlines and putting up heritage streetlamps from Fountain St to Riverside Park.