Present were: Acting Chair T. Galloway, L. Armstrong*, T. Cowan J. Brewer*, R. Deutschmann, J. Haalboom, B. Halloran, R. Kelterborn, C. Millar, K. Seiling, S. Strickland, C. Zehr*

Members absent: D. Craig, J. Mitchell, G. Lorentz, J. Wideman

MOTION TO GO INTO CLOSED SESSION

MOVED by C. Millar
SECONDED by R. Kelterborn

THAT a closed meeting of the Planning and Works Committee be held on Tuesday, April 17, 2012 at 8:30 a.m. in the Waterloo County Room, in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

a) proposed or pending acquisition of land in the City of Kitchener
b) proposed or pending acquisition of land in the City of Kitchener
c) receiving of advice subject to solicitor-client privilege and potential litigation related to a matter before an administrative tribunal

CARRIED

MOTION TO RECONVENE IN OPEN SESSION

MOVED by C. Millar
SECONDED by B. Halloran

THAT the meeting reconvene into Open Session.

CARRIED

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

K. Seiling declared a pecuniary interest with respect to the Closed Committee report CR-RS-12-022/E-12-050 and report E-12-051, Rapid Transit Project Hydro One Corridor, due to two of his adult children who own residential properties within the proposed corridor.

R. Deutschmann declared an indirect interest with respect to the Closed Committee report CR-RS-12-022/E-12-050 and report E-12-051, Rapid Transit Project Hydro One Corridor, 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.
DELEGATIONS

E-12-029, Class Environmental Assessment, Recommended Design Concept for Fountain Street

Wayne Cheater, Senior Project Manager, Transportation Expansion, provided a Power Point presentation, a copy is appended to the original minutes. He reviewed the background and previous recommended design which included a roundabout at King and Fountain Streets and explained that this concept was screened out of the project. Reasons were relating to cost, significant impact on land taking, and little connectivity with cycling facilities.

W. Cheater then explained the proposed design concept 3a, which limited the width of the road to minimize the need for taking of existing buildings and land. He examined the design concept in detail which featured transit queue jump lanes and traffic signals at intersections, noting that there was limited sidewalk and cycling facilities due to the space constraints. In regard to cycling facilities, staff recommended that the Region look into the feasibility of providing off-road trail connections to the City of Cambridge trail system. Subsequently, W. Cheater highlighted the benefits of this design concept, including: increased traffic movement, priority for Grand River Transit, while it maintained the present form of the intersection at King and Fountain Streets, least natural environmental impacts and financial costs.

W. Cheater advised of the proposed timeline for the project including filing of the Environmental Study report, Class Environmental Assessment for the multi-use trail, commence detailed design in Spring 2012, utility re-locations 2014, construction for the year of 2015. He noted that the City of Cambridge is considering designation of an impacted property for Heritage significance.

a) Lyn Townsend, lawyer for P&H Milling Group, appeared regarding the mill located at 140 King Street West, and property located at 126 King Street West.

L. Townsend submitted a City of Cambridge letter dated April 11, 2012 regarding 126 King Street West Conservation Review Board Hearing; a Region of Waterloo & Stantec map titled Property Impacts (Option 3a); and a Grand River Conservation Authority map dated December 22, 2010. Copies are appended to the original minutes.

L. Townsend began by requesting a deferral of the Class EA to allow for continued discussion with the City of Cambridge with respect to the pending Heritage designation matter. She advised that she has been in discussion with the City of Cambridge and Mayor Craig regarding that City's intent to designate 126 King Street Wets to be of Heritage significance. She proposed that her clients take the road onto their property further to lessen the land taking on the opposite side of King Street. L. Townsend indicated her client’s interest in reconfiguring the mill parking lot and loading docks after the road alignment is complete. She provided background and demonstrated the proposal using the Stantec map. L. Townsend advised that her clients are open to preservation of the heritage attributes of the building at 126 King Street West and are working with a heritage consultant and the City of Cambridge to see if there is value in preservation.

Members opined on the value of the heritage attributes of both properties and a member requested that the windows located on the front of the building at 126 King Street West be considered for preservation.
Members posed questions to the delegation regarding timing of a deferral and the truck access and docking at the mill.

At the Chair’s request, W. Cheater explained the impacts of the pending heritage designation matter on the road alignment. He confirmed that if 126 King Street West were removed then the road could be moved toward the mill and thereby lessen the amount of land taking from the properties across the street. He added that this could be done through an amendment to the Class EA process.

b) Martin Wiens appeared on behalf of Walter Findling; Ruth and Steve Wetzel; and him and his wife, all residents of Shantz Hill Road.

M. Wiens indicated that he had been in discussion with Mr. Cheater about their concerns and advised that they could be resolved through the design process. He expressed concern for noise; privacy; access in and out of their properties; maneuverability; aesthetics; slopes; and usable space.

c) Doug Pearce appeared on behalf of Camille Atrache, owner of 157 King Street West.

D. Pearce explained that they are in the process of re-instating a fully functioning gas station on site. They felt that Option 3a would significantly hinder their access, maneuverability and space to construct a fully functioning gas station on the site.

d) John Doherty appeared on behalf of the company 250 King Street West, the owner of the development site located at 255 King Street West.

J. Doherty requested a deferral of the matter for about a month to allow for discussions with Regional staff to mitigate the impacts from Option 3a on his client’s site. Using visual concept of the proposed development, he expressed concern that if some of their land was taken for this project, that it would compress the proposed building envelope; would affect the properties access from Fountain Street; and would require relocation of other buildings on the site. J. Doherty suggested that the road alignment be located further on the property across the street to minimize the taking of land on their client’s property. J. Doherty indicated that the proposed development complied with set backs and current zoning for the site but that no approval had been granted.

Committee members posed questions to Victor Labreche, Labreche Patterson & Associates Inc., about the restrictions and requirements on their site which is affected by the Grand River Conservation Authority Floodplain.

e) John Cole & Darlene Patterson, appeared as operators of Cambridge Psychology Center located at 149 King Street West.

A written copy of this presentation was submitted and is appended to the original minutes.

J. Cole provided a power point presentation and explained the sensitivities of his practice and how the impacts of the road being located closer to his building would affect his practice significantly. He explained that he treats patients in the front room of the building who are dealing with trauma and therefore are sensitive to noise and traffic sounds. Their clients have attention, concentration and distraction issues and are easily
startled by noise and traffic sounds which would be increased. H. Cole expressed concern for access during construction and the impacts it will have on the business.

Darlene Patterson spoke about the Historical significance of the building which is 135 years old and the cultural landscape. They have undertaken a great deal of restoration and remodeling to the building and the landscape and the value has increased as a result. She felt that taking the front lawn would have a significant impact on the Historical and monetary value of the property as well as their client customer service. In closing, they requested that the Region consider reducing the impact on their property.

f) Tony (John) Waring, on behalf of the residents of Kressview Springs Condominiums, 137 single family dwellings

A written copy of this presentation was submitted and is appended to the original minutes together with photos and concept drawings.

Using photos and concept drawings, T. Waring explained where their site is located and reviewed in detail the difficulties with ingress and egress from their driveway onto King Street. He advised that their preferred option would include a roundabout at Fountain and King Streets, because this would resolve their difficulties and safety concerns with making a left turn onto King Street from their driveway. In the event that Option 3a goes forward, T. Waring requested that the Region build a new access for their property from Fountain Street. T. Waring advised that their current access is a right-of-way from the developer at 255 King Street.

g) John Miroslavich, on behalf of the operator of the Canadian Tire gas bar facility, property owned by Suncor

J. Miroslavich requested clarification of the proposed access to their property, curbing, medians, and setbacks that the Region will require for landscaping, etc. He noted that Technical Standards Safety Authority requires setbacks from the roadway. It was indicated that these matters would be dealt with through staff.

h) Jerry Van Dyke, owner of a Travel business located at 285 Fountain Street South (bottom of Shantz Hill)

J. Van Dyke expressed concern for access in and out of his property. He was also concerned that the proposed alignment would increase the chances of property damage and possibly human safety if a vehicle were to lose control down Shantz Hill.

i) Mario Carmen, owner of 340-342 Shantz Hill Road

M. Carmen would like to see traffic improvements in the local area; however he felt that more traffic volumes would impact the ingress and egress from their property. He was also concerned about the elevation changes to his property as a result of a new sidewalk. It was noted that these issues would be dealt with through the detailed design process.

j) Terry Polyak, owner of 101 King Street West

T. Polyak expressed concerned for the taking of some of his front yard. He explained the safety concern with the current road configuration and how vehicles misinterpret the extent of the curve and end up on his front lawn; destroying fencing, landscaping and
signage. He felt that the damage and human safety concerns would increase if the road was closer to the building. T. Polyak spoke about the Historical significance of the building which was built in 1850 and the cultural landscape of the property. He supported P&H Milling's offer to take the road onto their property further to lessen the land taking required of his property in Concept 3a.

REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

b) E-12-029, Class Environmental Assessment, Recommended Design Concept for Fountain Street – King Street Improvements, Shantz Hill Road to Eagle Street, City of Cambridge

In response to member inquiries, W. Cheater walked through the lane and intersection configurations in Concept 3a; explained that the issues and concerns identified by all of the delegations at this meeting would not require a delay of the Class EA, and that an amendment to the Class EA could be made if necessary and would not delay the project.

There was discussion regarding the intricacies of Kressview’s right-of-way access from the owner of the development lands at 255 King Street West and staff advised that they would review the background on the access matter.

S. Strickland moved an amendment to the recommendation to add recommendation e) to direct staff to work with the affected property owners to potentially minimize affects.

Subsequently, a member inquired about potential land contamination and staff advised that some properties would undergo a second assessment where historic uses could result in contamination.

Chair Galloway sought clarification regarding the Region’s involvement in the off-road trail connection, which are typically jurisdiction of the City. Staff advised that the recommendation directs staff to look at the feasibility of an off-road trail connection since the proposed Concept 3a does not provide on-road cycling facilities in line with the Region’s Cycling Master Plan.

MOVED by K. Seiling
SECONDED by S. Strickland

THAT the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for Fountain Street – King Street Improvements, Shantz Hill Road to Eagle Street, City of Cambridge:

a) Approve the implementation of a realigned intersection at Fountain Street/Shantz Hill Road, conventional intersection improvements at King Street/Fountain Street and at King Street/Eagle Street, and other road improvements in the City of Cambridge as presented as Recommended Design Concept 3A in Report E-12-029.

b) Direct staff to file the Notice of Completion for this Class Environmental Assessment by means of advertisements in the local newspapers and mailings to the adjacent property owners, tenants, and agencies and place the Environmental Study Report on the public record for a period of 30 days.
c) Amend the Consulting Services Agreement with Stantec Consulting Ltd. (Stantec) of Kitchener, Ontario to authorize an increase of $307,200 to the upset limit fee for the detailed design phase for this project with contract administration and construction inspection to be paid on a time basis.

d) Direct staff to commence a Class Environmental Assessment Study, in conjunction with the City of Cambridge, to explore the feasibility of an off-road multi-use trail with new pedestrian/cycling bridge across the Speed River and trail connection from Fountain Street South to the City of Cambridge Linear Trail.

e) Direct staff to work with affected property owners to potentially minimize impacts.

CARRIED AS AMENDED

a) CR-RS-12-019, Authorization to Expropriate Lands (1st Report) for Weber Street West Grade Separation and Road Improvements (Phase 2 - Wilhelm Street to Guelph Street), in the City of Kitchener

*C. Zehr and J. Brewer left the meeting at 11:11 a.m.

MOVED by S. Strickland
SECONDED by T. Cowan

THAT The Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands for the reconstruction of Weber Street West between Wilhelm Street and Guelph Street, in the City of Kitchener, in the Region of Waterloo as detailed in report CR-RS-12-019 dated April 17, 2012:

1. Complete application(s) to the Council of the Regional Municipality of Waterloo, as may be required from time to time, for approval to expropriate land, which is required for the reconstruction of Weber Street and described as follows:

Fee Simple Partial Taking:

1. Part of Lot 8, Plan 373 being Parts 4 and 5 on 58R-17416, City of Kitchener, PIN 22332-0021 (LT) (306 Guelph Street, Kitchener);

2. Part of Lot 8, Plan 373 being Part 6 on 58R-17416, City of Kitchener, PIN 22325-0009 (LT) (307 Guelph Street, Kitchener);

3. Part of Lot 8 Plan 373 being Part 11 on 58R-17416, City of Kitchener, PIN 22326-0174 (LT) (26 Blucher Street, Kitchener);

4. Part of Lot 8, Plan 373 being Part 2 on 58R-17416, City of Kitchener, PIN 22332-0019 (LT) (340 Weber Street West, Kitchener);

5. Part of Lot 8, Plan 373 being Part 10 on 58R-17416, City of Kitchener, PIN 22326-0175 (LT) (311 Weber Street West, Kitchener);

6. Part Lot 8, Plan 373 being Part 9 on 58R-17416, City of Kitchener, PIN 22326-0176 (LT) (315 Weber Street West, Kitchener);
7. Part of Lot 8, Plan 373 being Part 8 on 58R-17416, City of Kitchener, PIN 22326-0177 (LT) (319 Weber Street West, Kitchener);

8. Part of Lot 8, Plan 373, being Part 3 on 58R-17416, City of Kitchener, PIN 22332-0020 (LT) (336 Weber Street West, Kitchener);

9. Part of Lot 8 Plan 373, being Part 7 on 58R-17416, City of Kitchener, PIN 22326-0167 (LT) (295 Guelph Street, Kitchener); and


Fee Simple Full Taking:

1. Part Lot 17, Plan 131, City of Kitchener, PIN 22326-0203 (LT) (225-227 Weber Street W, Kitchener);

2. Part Lot 20, Plan 131, City of Kitchener, PIN 22326-0198 (LT) (249 Weber Street West, Kitchener);

3. Lot 24, Plan 131, City of Kitchener, PIN 22326-0193 (LT) (269 Weber St W, Kitchener);

4. Part Lot 8, Plan 373, City of Kitchener, PIN 22331-0095 (LT) (296 Guelph Street, Kitchener);

5. Part Lot 8, Plan 373, City of Kitchener, PIN 22331-0100 (LT) (357 Weber Street West, Kitchener);

6. Part Lot 28-29, Plan 131, City of Kitchener, PIN 22326-0182 (LT) (281 Weber Street West, Kitchener);

7. Part Lot 8, Plan 373, City of Kitchener, PIN 22331-0096 (LT) (341 Weber Street West, Kitchener);

8. Part Lot 8, Plan 373, City of Kitchener, PIN 22331-0097 (LT) (345 Weber Street West, Kitchener);

9. Part Lot 8, Plan 373, City of Kitchener, PIN 22331-0098 (LT) (349 Weber Street West, Kitchener); and

10. Part Lot 8, Plan 373, City of Kitchener, PIN 22331-0099 (LT) (353 Weber Street West, Kitchener).

2. Serve notices of the above application(s) required by the Expropriations Act;

3. Forward to the Chief Inquiry Office any requests for a hearing that may be received;

4. Attend, with appropriate Regional staff, at any hearing that may be scheduled;

5. Discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete a transaction whereby the required interests in the lands are conveyed; and
6. Do all things necessary and proper to be done, and report thereon to Regional Council in due course.

CARRIED

c) Notre Dame Drive and Snyder's Road Reconstruction, Petersburg, Township of Wilmot - Information Package in advance of Public Consultation Centre

A member encouraged more cycling facilities on Region roadways to be implemented in the local area due to the number of cyclists who travel from the urban areas out into the rural areas.

Received for information.

*C. Zehr returned to the meeting at 11:15 a.m.
*L. Armstrong left the meeting at 11:15 a.m.

RAPID TRANSIT

d) E-12-051, Region of Waterloo Rapid Transit Project: Hydro One Corridor

In response to a member’s inquiry, T. Schmidt advised that the price is appropriate and explained that Hydro One dictates the process and that the construction process is competitive.

MOVED by S. Strickland
SECONDED by R. Kelterborn

THAT the Regional Municipality of Waterloo enter into an agreement with Hydro One to prepare tender documents, manage the tendering process, and deliver Class A cost estimates to remove and relocate Hydro One infrastructure underground between Courtland Avenue and Fairview Park Mall, at an upset fee limit of $530,000 plus applicable taxes.

CARRIED

TRANSPORTATION

e) E-12-030, 60KM/H Maximum Speed on Fairway Road (Regional Road 53) Between Lackner Boulevard (Regional Road 54) and Zeller Road, City of Kitchener

MOVED by C. Zehr
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended following the completion of construction of Fairway Road (Regional Road 53) from Zeller Drive to Fountain Street (Regional Road 17), to:

a) Remove from Schedule 18, 60 km/h maximum speed, Fairway Road (Regional Road 53) from 120 metres east of Old Chicopee Trail to Lackner Boulevard (Regional Road 54); and
b) Add to Schedule 18, 60km/h maximum speed, Fairway Road (Regional Road 53) from 120 metres east of Old Chicopee Trail to 50 metres east of Zeller Drive, in the City of Kitchener, as outlined in Report E-12-030, dated April 17, 2012.

CARRIED

*L. Armstrong returned to the meeting at 11:17 a.m.

f) E-12-032, Live Snow Fence Project

The recommendation was amended to reflect that the agreement be entered into with the Township, not the advisory committee.

MOVED by T. Cowan
SECONDED by K. Seiling

THAT the Regional Municipality of Waterloo endorse the creation of a 500 metre live snow fence along the west side of Regional Road 85 in the Township of Woolwich, as detailed in Report E-12-032 dated April 17, 2012;

AND THAT the Regional Municipality of Waterloo authorize the Commissioner of Transportation and Environmental Services to execute an agreement with the Corporation of the Township of Woolwich relating to the design, planting, monitoring, and maintenance of the live snow fence area, to the satisfaction of the Regional Solicitor.

CARRIED AS AMENDED

g) E-12-049, Regional Road 53 (Fairway Road) Extension

MOVED by C. Zehr
SECONDED by R. Kelterborn

THAT the Regional Municipality of Waterloo pass a by-law to amend Road Consolidation By-law 01-059 (Regional Road System) to:

a) Effective upon passing of the by-law assume Woolner Drive, from Pebblecreek Drive / Upper Mercer Street to Old Zeller Drive (described as Part 13 on reference Plan 58R-16364) from the City of Kitchener and add to the Regional Road System to form part of Regional Road 53 (Fairway Road).

b) Effective upon passing of the by-law assume a portion of Old Zeller Drive, (being Part of PIN 22713-3863 of Part 14 on the reference plan to be deposited at the land registry office) from the city of Kitchener and add to the Regional Road System to form part of Regional Road 53 (Fairway Road).

c) Effective upon passing of the by-law establish and open as part of Regional Road 53 (Fairway Road) of the Regional Road System the lands as described below:

- Part 1, Part of Block 172, R. P. 58M-331, PIN 22713-2599, on reference plan 58R-16364;
- Part 2, Part of Lot 8, R. P. 591, PIN 22713-2688, on reference plan 58R-16364;
Part 3, Part of Block 37, R. P. 58M-449, PIN 22713-3860, on reference plan 58R-16364;  
Part 4, Part of Block 37, R. P. 58M-449, PIN 22713-3860, on reference plan 58R-16364;  
Part 6, Part of Lot 117, G. C. T and Part of Lot 9, R. P. 591, PIN 22713-3863;  
Part 31 Part of Lot 13, R. P., 591, PIN 22713-2695 on reference plan 58R-16364; and  
Part 1, Lot 8, PIN 22713-2688, on reference Plan 58R-14717.  

d) Effective at 12:01 a.m. on October 1, 2012 establish and open as part of Regional Road 53 (Fairway Road) of the Regional Road System the lands as described below:  

- Part 8, Part of Lot 9, R. P. 591, PIN 22713-4566, on the reference plan to be deposited at the land registry office;  
- Part 9, Part of Lot 9, R. P. 591, PIN 22713-4566, on the reference plan to be deposited at the land registry office;  
- Part 10, Part of Lot 9, R. P. 591, PIN 22713-4566, on the reference plan to be deposited at the land registry office;  
- Part 6, Part of Lot 14, R. P. 591, PIN 22713-2424, on reference plan 58R-16576;  
- Part 7, Part of 14, R. P. 591, PIN 22713-2424, on reference plan 58-R-16576;  
- Part 8, Part of Lots 14 and 16, R. P. 591, PIN 22713-2424, on reference plan 58R-16576;  
- Part 9, Part of Lot 16, R. P. 591 and Part of Lot 117, G. C. T, PIN 22713-2424;  
- Part 24, Part of Lot 116, G. C. T., PIN 22736-0918, on reference plan 58R-16369;  
- Part 26, Part of Lot 116, G. C. T., PIN 22736-0010, on reference plan 58R-16369; and  

e) Effective at 12:01 am on October 1, 2012 assume a portion of Riverbank Drive (described as Part 25, Part of Lot 116, G. C. T., PIN 22736-0001, on reference plan 58R-16369) from the City of Cambridge and add to the Regional Road System to form part of Regional Road 53 (Fairway Road).  

f) Establish and open as part of Regional Road 31 (Kossuth Road) of the Regional Road System the lands as described below:  


CARRIED

WATER

h) E-12-031.1, Water Efficiency Master Plan Progress, 2007 – 2011  

Received for information.
i) E-12-042, Water Research Foundation Proposal for the Development of a Quantitative Microbiological Risk Assessment Model (QMRA)

MOVED by S. Strickland
SECONDED by C. Millar

THAT the Regional Municipality of Waterloo provide one-time co-funding of $50,000 to support the Water Research Foundation Tailored Collaboration Proposal for the development of a Quantitative Microbiological Risk Assessment (QMRA) probabilistic model to estimate annual risk of illness and disability adjusted life years (DALYs) based on source water pathogen concentrations and treatment barriers.

CARRIED

*J. Brewer returned to the meeting at 11:19 a.m.

j) CA-12-002.1/E-12-017.1, Region of Waterloo International Airport – Program Review 2011-2012

MOVED by K. Seiling
SECONDED by L. Armstrong

THAT the Regional Municipality of Waterloo endorse the recommendations and proposed actions of the Region of Waterloo International Airport Program Review 2011-2012 as noted in Report CA-12-002.1/E-12-017.1 Appendix “A” dated April 17, 2012, including the change of the one contract administrative position to a permanent position, all at a decrease of approximately $15,000 to the 2012 Airport operating budget.

CARRIED

REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

COMMUNITY PLANNING

k) P-12-044, Monthly Report of Development Activity for March 2012

MOVED by S. Strickland
SECONDED by T. Cowan


CARRIED

l) P-12-045, Proposed Amendment to the 1995 Regional Official Policies Plan Thomasfield Homes Ltd., Breslau Rural Settlement Area, Township of Woolwich

A letter dated April 16, 2012 from Stephen Armstrong, Armstrong Hunter & Associates, in support of report P-12-045 was distributed – see Information Item c).
Responding to member inquiries, staff confirmed that the proposed amendment would not change the zoning of any of the subject lands from industrial to residential. Further, that there are other Rural Settlement Areas identified in the Region Official Plan but this site was unusual because it had a cap, which is proposed to be removed.

MOVED by T. Cowan
SECONDED by L. Armstrong

THAT the Regional Municipality of Waterloo direct staff to hold a public meeting under Sections 17(15) and 22(1) of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, to give the public an opportunity to comment on an application by Thomasfield Homes Ltd. to amend the 1995 Regional Official Policies Plan with respect to the Breslau Rural Settlement Area in the Township of Woolwich, as outlined in Report No. P-12-045, dated April 17, 2012.

CARRIED

m) P-12-046, Referral of Deferral No. 3a of the City of Kitchener’s Official Plan to a Current Ontario Municipal Board Appeal

Responding to a member’s inquiry, staff confirmed that this deferral was for administrative purposes and was not connected to the previous hydro-geological issues in and around the subject area.

MOVED by S. Strickland
SECONDED by C. Zehr

THAT the Regional Municipality of Waterloo, in its role as the delegate of the Minister of Municipal Affairs and Housing, refer the portion of Map 5 of the City of Kitchener Official Plan located west of Fischer-Hallman Road and north of Huron Road that is subject to Deferral 3a to the Ontario Municipal Board under the provisions of Section 17(11) of the Planning Act R.S.O. 1990 and request this referral be consolidated with the Official Plan Amendment, Plan of Subdivision and Zoning By-law amendment appeals by Tru-Villa Inc. and 2040796 Ontario Limited currently the subject of Ontario Municipal Board Case No. PL090526, as explained in Report P-12-046, dated April 17, 2012.

CARRIED

n) P-12-047, Fourth Annual Report of the Laurel Creek Headwaters Environmentally Sensitive Landscape Public Liaison Committee

A member requested an update on the Committee’s mandate since the designation of the environmental landscapes was completed four years ago. Staff advised that the Committee is very active in engaging the community and residents by way of workshops as well as regular meetings about eight times a year.

Received for information.

TRANSPORTATION PLANNING

o) P-12-049, Grand River Transit 2012 Fare Change Public Consultation

Received for information.
INFORMATION/CORRESPONDENCE

a) Memo from Community Planning re: Update on the Central Transit Corridor Community Building Strategy

Received for information.


Received for information.


Received for information. A copy is appended to the original minutes.

OTHER BUSINESS

a) Council Enquiries and Requests for Information Tracking List

Received for information.

NEXT MEETING – May 8, 2012

ADJOURN

MOVED by
SECONDED by

THAT the meeting adjourn at 11:26 a.m.

CARRIED

COMMITTEE ACTING CHAIR, T. Galloway

COMMITTEE CLERK, J. Reid
Project Team Developed
Modified Design Concept No. 6a

Pumping Station

255

115

REGIONAL OFFICIAL PLAN RIGHT-OF-WAY

FLOODPLAIN (CRCA)
Project Team Developed New Concept No. 3a

Multi-Use Trail

115
250
255
102
Design Concept No. 3a
Sidewalks and Multi-use Trails

Sidewalks on Both Sides
No Sidewalk on This side
Multiuse trail on This side
Multiuse trail on This side
Sidewalk on This side
Design Concept No. 3a
Transit Queue-jump Lanes
Potential for Off-Road Cycling Connection
Benefits of Design Concept 3A:

- Reduced number of collisions is expected
- Reduced delay for Transit and all vehicles
- Some additional sidewalks will be provided
- Maintains present form of intersection at Fountain/King
- Lower property and business impacts
- Natural environment impacts: reasonable and mitigated.
- Lowest financial cost
Modified Design Concept No. 3a

Kressview Condos entrance

REGIONAL OFFICIAL PLAN
RIGHT-OF-WAY

166-126

157

149

255
Next Steps:

- File Environmental Study Report (ESR) - Spring 2012.
- Detailed design starting - Spring 2012
- Property acquisitions, and utility relocations. 2013-2014
- Construction – 2015*.

City of Cambridge:
- Consider Heritage Designation of King Street West Properties

Class EA for off-road multi-use bridge and trail - 2012

* This schedule is aggressive. Any delays would result in construction later than 2015.
Heritage Impact
Design Concept 3A

Dist. from curb to building (m) (exist)

#101 - 6 (10)
#149 - 5 (10)
#126- 5 (6)

• Some Improvement to Curve Geometry, increased visibility
• One extra lane VS Concept 6 on King Street West for Transit Queue-jump and WB left Turn lane
Heritage Impact Design Concept 6

Dist. from curb to building (m) (exist)

#101 - 6 (10)
#149 - 6 (10)
#126- 3 (6)

• Greater Improved curve geometry, increased visibility
• One less lane VS Concept 3A on King Street West provides Improved left-turn entry to Riverside Park.
### Benefits of Design Concept 3A

- 66% reduction in delay
- Some reduction in injury collisions
- Some reduction in noise idling/air pollution
- Potential for continuous pedestrian and cycling trail connectivity to existing and proposed facilities
- No "buyouts" of businesses lowest property requirement of all Design Concepts.
- Lower impact on development potential of 255 King Street West
- No removals or alterations of designated or inventoried Heritage buildings and maintains traditional street pattern, but higher impacts on heritage properties on King Street West.
- Lower total initial cost = $13.1 M

### Benefits of Design Concept 6

- 77% reduction in delay, shorter queues at Fountain King than 3A
- Better reduction in injury collisions vs. Concept 3A
- Better reduction in noise idling/air pollution vs. Concept 3A
- Continuous sidewalks and on-road cycling lanes but limited potential to connect beyond the project limits on Fountain Street South
- Requires "buyout" of 2 businesses and 45% more property than Concept 3a.
- Higher impact on development potential. of 255 King Street West
- No removals or alterations of designated or inventoried Heritage buildings but alters traditional street pattern at Fountain/King.
- Higher total Initial cost = $14.9 M
April 11, 2012

Dear Sir or Madam:

Please be advised that City of Cambridge Council adopted the following recommendations at its meeting of March 26, 2012.

**Cambridge Council March 26, 2012 Public Consent Agenda**

8. **126 King Street West – Update**

   THAT Cambridge Council direct Staff to concur with the applicant’s request for adjournment of the Conservation Review Board Hearing for 126 King Street West in order to obtain further information about the impact on heritage resources as a result of the Fountain/King EA and the Riverside Dam EA;

   AND THAT such concurrence be in accordance with the mutual agreement of conditions signed March 24, 2012 to ensure protection of the house in the interim.

A copy of the minutes is available from the City Clerk’s Department, 50 Dickson Street, 2nd Floor, or by contacting the department at 519.740.4680 Ext. 4233.

Yours truly,

JEB/jb

Janet E. Babcock, B.E.S., M.Sc., M.C.I.P.
Commissioner of Planning Services
Impact on the Cambridge Psychology Centre & 149 King St W

Presentation To Region of Waterloo Planning and Works Committee
April 17, 2011
History

• Dr. Cole has worked in Cambridge as a Psychologist since 1988

• Founded the Cambridge Psychology Centre in 2005.

• Grown from solo plus one part-time psychologist, to having 4 psychologists, 1 clinical social worker and 1 psychometrist, & 1 admin assistant

• Professionals commute to work at CPC from Toronto, Guelph, Hamilton, and Waterloo.
People we see

• The Cambridge Psychology Centre serves over 350 people a year.

• Primarily from Cambridge but also K-W, Guelph, Brantford and beyond.

• Children, families, couples, and individuals.
People We See

• Specialty with trauma survivors (veterans, accidents, abuse), brain injuries, chronic pain, plus anxiety, depression, relationship issues.

• Assessment of children & adults with learning disabilities & psychiatric disorders.

• Referrals come from physicians, the hospital, schools, the universities, disability insurers, WSIB, Veterans Affairs, and other Rehabilitation professionals.
Implications to the CPC

- Dr. Cole treats trauma survivors and brain injured clients in office. They currently react to traffic noises and pedestrian sounds outside 25 to 30 feet away, not 3-6 feet.
- Noise interference due to the proximity of cyclists, skateboarders, and pedestrians will disrupt therapy sessions.
- The existing fence serves as a barrier to keep people away from the building. With the fence gone and the path 3 feet from the window, there will be no way to lessen the noise.
- The disruptions will affect people who have attention, concentration & distraction issues (e.g., with Brain Injuries) and who are easily startled by sudden noises and traffic sounds (trauma survivors).
Implications for the CPC

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

• Will our clients be able to access the building during the construction 100% of the time? How?
• Will people be expected to drive on dug up roads weaving around construction vehicles – remember that at least 40% of our clients have been in serious traffic accidents.
• If clinic is inaccessible, then staff will need to be laid off and clients will not be able to receive the treatment they need.
• Obviously, the clinic will generate no income if closed.
Background

• Lovely 135 yr old historic building with excellent curb appeal.
• This building is a landmark in its own right.
• Since we purchased the building 6 years ago, we have made substantial improvements to the property both inside and out (new floors; offices; windows; chimney repointing; historic exterior painting).
Implications of Road Changes to the Property

• Bank appraisal 1 yr ago showed dramatic increase in value of our building
• MPAC Property Assessment caused property taxes to increase by 88% since purchase.
• The proposed changes not only dramatically impact client service, but potentially impact the appearance and value of this historic property.
• We are very concerned about losing almost the entire front lawn as the loss will greatly reduce the value of this property.
April 16, 2012

Region of Waterloo
Planning and Works Committee

To Whom It May Concern,

I am writing this letter regarding the proposed widening of King St. W. in front of the Cambridge Psychology Centre. I have been working with Dr. Cole for the past 10 years serving our community, assisting survivors of traumatic brain injury in various stages of recovery. Dr. Cole and his staff support both survivors of brain injury and their families in his Centre. We hear regularly from these clients and their families that the work is beneficial to their recovery. Dr. Cole and his team treat families from across Waterloo Region and Wellington County. I feel his practice and his work with survivors and families will be negatively affected by this road/trail expansion and ask that you reconsider your plans.

People with brain injuries often struggle with attention and concentration issues. The noise and disruption that would come from these traffic changes will interfere with the therapy work that he is trying to do with them.

If you require any further information please do not hesitate to contact me.

Sincerely,

Patti Lehman
Executive Director
April 16, 2012

Attention: Planning and Works Committee  
Regional Municipality of Waterloo  
Regional Council Office, 1st Floor  
150 Frederick Street  
KITCHENER, Ontario  
N2G 4J3

Dear Sir/Madam:

RE: Cambridge Psychology Centre  
149 King Street West  
Suite A  
Cambridge, Ontario, N3H 1B5

I have become aware of potential road changes in front of the office building of the Cambridge Psychology Centre in the Preston area of Cambridge. Dr. John Cole, one of the owners of the building, has expressed to me his concerns about the effect of those changes on his property and his practice of psychology.

I am a lawyer who has practiced law in the Regional Municipality of Waterloo since 1976. My office has been in Cambridge since 1983. My practice includes personal injury law and in conjunction with the representation of injured clients, I have worked professionally with Dr. John Cole and his staff for over fifteen (15) years. He has worked with clients of mine who have suffered serious personal injuries. We have found the work that they do to be very professional and helpful, whether they are offering a clinical opinion or conducting an assessment or providing treatment to my clients. I have told clients that they are very fortunate to have a psychology practice of the caliber of Dr. Cole’s practice in the City of Cambridge. By definition, injured parties who require the services of a psychologist trained in issues involving trauma and the effects of a serious personal injury, require an environment that is appropriate to be able to offer piece of mind and security to them. It appears to me that the proposal to
widen the road will pose serious disruption to the clinical work that Dr. Cole and his staff are doing and would have a detrimental affect on both his clients and his practice. I am of the opinion that the service that Dr. Cole and his clinic provides needs to remain available in Cambridge.

Yours very truly,

[Signature]

Gary E. Flaxbard

GEF:kh
The Regional Planning and Works Committee  
Region of Waterloo  
150 Frederick Street  
Kitchener, ON N2G 4J3  
Re: 149 King St W, Fountain Street and King Street Improvements, Cambridge

To Whom It May Concern:

We are writing this letter in support of Dr. John Cole. It has come to our attention that there are plans to widen the roadway and add a pedestrian path in front of Dr. Coles' offices. As planned, this will have a negative impact of the services he provides to a vulnerable group of individuals in our community. We would strongly ask council to work with Dr. Cole to find a compromise that allows Dr. Cole to continue providing care to his clients.

It is through clinical work with acquired brain injury that we have worked with Dr. John Cole for many years.

Dr. Cole is a valued professional who provides psychological assessment and treatment to members of our community. Much of his clinical work involves assisting survivors of trauma and those who have suffered an acquired brain injury. These clients, due to the nature of their conditions, are highly distractible and easy to startle. A quiet working environment is essential for the treatment of these clients.

The work he does with these clients has a significant and positive impact on their ability to return to a functional life. There are limited services in our community for clients with an acquired brain injury. Dr. Cole's work is essential to the success of this patient population.

Moving the roadway close to the offices will negatively impact this essential and valuable care to vulnerable members of our community, unless some consideration is made for the clinical environment where these clients are treated. It is our sincere hope that council will listen to Dr. Cole's concerns, and work toward an arrangement that finds a balance between the redevelopment, and the needs of Dr. Cole's clients.

We would be happy to discuss this further and can be reached at the contact information below.

Sincerely,

Stephanie Boyd  
Physiotherapist, Director  
Pathways Therapy

Fania Campbell  
Physiotherapist, Director  
Pathways Therapy

Pathways Therapy is a division of Boyd Campbell Physiotherapy Services, Professional Corporation  
745 Bridge Street W. #5, Waterloo, Ontario N2V 2G6  
Telephone: 519.885.4211 • Fax: 519.885.3989 • Toll Free: 1.877.856.0558 • www.pathwaystherapy.ca
April 16, 2012

The Regional Planning and Works Committee
Region of Waterloo
150 Frederick Street
Kitchener, On N2G 4G3

Re: 149 King Street West Fountain Street and King Street Improvements, Cambridge

To Whom it May Concern:

I am a community based Occupational Therapist that has been working with the Acquired Brain Injury for over 15 years. Throughout my years of working with this population, I have gained an understanding of their challenges and deficits. These include, not only being easily distracted by increased noise and activity, at times, client’s can become cognitively fatigued or even have a seizure because of increased noise and distraction levels. When treating these individuals, it is important to provide them with a safe, calm environment.

It is my understanding that there is a plan in place for a public trail and increased traffic lanes. This increase in activity in front of a psychologist office will be distracting for persons with acquired Brain injury.

Yours Sincerely,

Sheri Martin Soosaar
John Waring  
237 KING STREET WEST, CAMBRIDGE. ON N3H 5L2

On Behalf of the residents of Kressview Springs Condominiums  
W.S.C.C. # 22.

- Kressview is a vertical sub-division comprising **137** single family dwellings.

- There are approximately **235** permanent residents.

- Using approximately **175** personal vehicles, most of these vehicles are driven off and back on to the site numerous times per day.

- The vast majority of the residents are senior citizens, many of whom are already nervous drivers.

Currently when leaving the site, and making a left turn, vehicles have to cross two lanes of traffic, to make this manoeuvre, most times it is necessary to rely on the courtesy of drivers on King Street. The same applies when returning to the site from Shantz Hill direction, with three lanes to cross.

With the previous design that proposed a roundabout there were three lanes to negotiate when returning from Shantz Hill direction.

The revised proposal for the King and Fountain junction would make a left turn from the driveway almost impossible, requiring a vehicle to cross four traffic lanes. When making a left turn into the driveway from the Shantz Hill direction it will be even worse and would involve crossing five traffic lanes.

As proposed previously by the residents of Kressview, the construction of a new access road from Fountain Street would alleviate all of the above problems.

Planning permission for this access was originally approved to take place when construction on the vacant property between Kressview Springs and King Street begins. The property on which the access road would be built is owned by the same company controlling the vacant property.
ARMSTRONG
HUNTER
& Associates

Mr. John Lubczynski
Region of Waterloo
150 Frederick Street
Kitchener, ON N2G 4J3

Dear Mr. Lubczynski,

Re: PROPOSED AMENDMENT TO THE 1995 REGIONAL OFFICIAL POLICIES PLAN THOMASFIELD HOMES LTD., BRESLAU RURAL SETTLEMENT AREA, TOWNSHIP OF WOOLWICH.
REGION OF WATERLOO FILE NO. D16-40

April 16, 2012

On behalf of our clients, Empire Communities and further to the Planning & Works Committee Meeting to be held Tuesday April 17, 2012, we would like to express our support for the Regional Official Policies Plan (ROPP) amendment being proposed by Thomasfield Homes Ltd., (Report P-12-045 File No. D16-40).

We understand that Thomasfield Homes has requested the following changes to the Regional Official Policies Plan:

1) re-designate and consolidate the Breslau community from a “Rural Settlement Area” and an “Industrial/Commercial Area” to a “Township Urban Area”;
2) remove the existing development cap, which currently limits the Breslau community to a maximum of 1,250 dwelling units; and
3) revise other associated ROPP policies and mapping accordingly.

The proposed amendment would allow for additional population and growth within the Breslau Rural Settlement Area in the Township of Woolwich and supports policies within the new Regional Official Plan, approved by the Minister of Municipal Affairs and Housing on December 22, 2010 (subsequently appealed to the Ontario Municipal Board in January 2011). If approved, this ROPP amendment would establish a framework within which the Township of Woolwich would be able to plan for and approve future growth.

Our client has no objection to the proposed ROPP amendment and supports the Staff Recommendation that the application goes to public meeting to be held at the regular Planning and Works Committee meeting scheduled for May 29, 2012.

Regards,

[Signature]

Stephen G. Armstrong MCIP, RPP

SGA/Smk

156 Duncan Mill Road, Suite 6A, Toronto, ON M3B 3N2  P 416-444-3300  F 416-444-3315  E info@armstronghunter.ca