REGIONAL MUNICIPALITY OF WATERLOO
PLANNING AND WORKS COMMITTEE
MINUTES

Tuesday, May 29, 2012
9:42 A.M.
Regional Council Chamber
150 Frederick Street, Kitchener, Ontario

Present were: Chair J. Wideman, L. Armstrong, J. Brewer, T. Cowan, D. Craig, R. Deutschmann, T. Galloway, J. Haalboom, B. Halloran, R. Kelterborn, G. Lorentz, C. Millar, J. Mitchell, K. Seiling, S. Strickland, C. Zehr

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

R. Deutschmann declared an indirect interest with respect to report E-12-033, Stage 1 Light Rail Transit: Potential Contractors and Information Management, 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 report E-12-033, Stage 1 Light Rail Transit: Potential Contractors and Information Management, 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 report E-12-033, Stage 1 Light Rail Transit: Potential Contractors and Information Management, due to two of his adult children who own residential properties within the proposed corridor.

DELEGATIONS

E-12-001, Sawmill Road and Northfield Drive Improvements in the Village of Conestogo, Township of Woolwich

Steve van De Keere, Head, Transportation Expansion Program, provided a verbal overview of the project. He explained that the alternative design was brought forward in response to feedback from the Public Consultation Centre held in October 2011 in the community.

a) Keith Gummow, addressed Committee as a resident of the area and cyclist. He expressed support for cycling lanes for safety reasons and due to the fact that the village is a hub for cyclists with no alternative routes and there are cycling approaches in the area. Using photos, K. Gummow showed ways he thought that alignment of the road could be adjusted to accommodate cycling infrastructure and to lessen the property and tree impacts. He also requested consideration be given to a pedestrian refuge island near the Black Forest Inn area. He was concerned that saving money on the project by not installing cycling infrastructure would be at the expense of safety.

K. Gummow’s photos are appended to the original minutes.

He answered questions of clarification from members.
b) Tim Kenyon, resident, spoke in support of installing cycling lanes in Conestogo. He used a power point presentation. A copy is appended to the original minutes. He cited the Region’s Active Transportation Master Plan and that Conestogo is a hub and destination for cycling, pointing out that connectivity is important with cycling infrastructure. In closing, he identified various stakeholders to be considered and that he would not be disappointed in the scenery if some trees were removed to accommodate the infrastructure.

c) Ed Hummel, spoke on behalf of Waterloo County Wanderers Cycling Club, having about 80 members who ride Regional Roads regularly. He spoke about Conestogo as a cycling hub and the importance of its infrastructure connections. He opined that a cyclist is a traffic calming tool and that they create a sense of community.

d) Don Weber encouraged installation of cycling lanes because they would benefit the community in many ways, not just for cyclist but would provide additional room for vehicle emergencies; improve safety for residents backing out of their driveways with sight line difficulties with reduction of on-street parking. He showed a photo of the area and explained how safety could be improved. The photo is attached to the original minutes.

The following submission was distributed at the meeting and is appended to the original minutes.

a) Letter dated May 29, 2012 from Michael Druker, Tri-Cities Transport Action Group, with respect to E-12-001, Sawmill Road and Northfield Drive Improvements in the Village of Conestogo, Township of Woolwich.

REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

c) E-12-001, Sawmill Road and Northfield Drive Improvements in the Village of Conestogo, Township of Woolwich

Committee members posed questions to staff regarding alternative designs and the properties that would potentially be impacted by widening the road.

Members debated the matter and recognized the importance of providing connectivity to cycling infrastructure through Conestogo as a hub and noted the supporting policy framework. There was discussion about removing Sawmill Road boulevard parking and that businesses rely on it for their customers, so alternate arrangements would have to be considered.

MOVED by T. Galloway
SECONDED by C. Zehr

That the Sawmill Road and Northfield Drive Improvements project be referred back to staff to look at alternatives which including the following: relocating parking off of Sawmill Road; alternative multi-use trails or alternate cycling infrastructure on Flaxmill Drive; traffic calming and truck diversion for Sawmill Road; minimizing property impacts; and preserving the history and culture of the village.

CARRIED
The following Reports were deferred to the next meeting of the Planning and Works Committee:

k) E-12-040, Waste Management Division Update
p) P-12-065, Regional Reurbanization Toolbox
q) P-12-066, Regional Heritage Conservation Toolbox

a) CR-RS-12-030, Authorization to Expropriate Lands (2nd Report) for Road Improvements to Bridge Street (Regional Road 52), Bridgeport Bridge to the Kitchener/Woolwich Boundary, in the City of Kitchener

MOVED by C. Zehr
SECONDED by B. Halloran

THAT Council of the Regional Municipality of Waterloo approve the expropriation of the lands for the purposes of construction of road improvements to Bridge Street, in the City of Kitchener, in the Region of Waterloo as detailed in Report CR-RS-12-030 dated May 29, 2012 described as follows:

Fee Simple Partial Taking:

a) Part of Lots 3 and 4, South Side of Bridge Street, Peter N. Tagge Survey, Registered Plan Number 577, being Part 4, on Reference Plan 58R-17148, PIN 22712-0191(LT) (14 Bridge Street)

AND THAT staff be instructed to register a Plan of Expropriation for the property within three months of the granting of the approval to expropriate the property, as required by the Expropriations Act;

AND THAT the registered owners be served with a Notice of Expropriation and a Notice of Possession for the property after the registration of the Plan of Expropriation;

AND THAT if no agreement as to compensation is made with an owner, the statutory Offer of Compensation and payment be served upon the registered owners of the property in the amount of the market value of the interests in the land as estimated by the Region’s appraiser in accordance with the Expropriations Act;

AND FURTHER THAT the Regional Solicitor be authorized to 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 the transaction.

CARRIED

b) CR-RS-12-029, Authorization to Expropriate Lands (2nd Report) for Road Improvements to University Avenue East (Regional Road 57), in the City of Waterloo

MOVED by S. Strickland
SECONDED by J. Mitchell

THAT Council of the Regional Municipality of Waterloo approve the expropriation of lands for the purpose of construction of road improvements to University Avenue, in the City of Waterloo,
in the Region of Waterloo as detailed in Report CR-RS-12-029 dated May 29, 2012 described as follows:

**Fee Simple Partial Taking:**

a) Part of Lot 77, Registered Plan 1050, being Part 4, on Reference Plan 58R-17179, PIN 22354-0005(LT) (240 Mayfield Avenue)

b) Part of Lot 5, Registered Plan 1132, being Part 2, on Reference Plan 58R-17172, PIN 22355-0057(LT) (147 University Avenue East)

c) Part of Common Element Waterloo North Condominium Plan Number 23, being Part 6, on Reference Plan 58R-17180, PINS 23023-0001(LT) to 23023-0108(LT) (121 University Avenue East)

d) Part of Lot 2, Registered Plan 1050, being Part 1, on Reference Plan 58R-17179, PIN 22691-0047(LT) (251 Glenridge Drive)

AND THAT staff be instructed to register a Plan of Expropriation for the property within three months of the granting of the approval to expropriate the property, as required by the *Expropriations Act*;

AND THAT the registered owners be served with a Notice of Expropriation and a Notice of Possession for the property after the registration of the Plan of Expropriation;

AND THAT if no agreement as to compensation is made with an owner, the statutory Offer of Compensation and payment be served upon the registered owners of the property in the amount of the market value of the interests in the land as estimated by the Region’s appraiser in accordance with the Expropriations Act;

AND FURTHER THAT the Regional Solicitor be authorized to 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 the transaction.

CARRIED

d) E-12-055, Consultant Selection – Detailed Design and Contract Administration Services; Ira Needles Boulevard Widening from Highview Drive to Erb Street in the Cities of Kitchener and Waterloo

MOVED by S. Strickland
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo enter into a Consulting Services Agreement with MTE Consulting Ltd. to provide consulting engineering services for Detailed Design, Contract Administration and Construction Inspection Services associated with the Widening of Ira Needles Boulevard from Highview Drive to Erb Street at an upset fee limit of $259,284.00 plus applicable taxes for the design phase, with construction administration services to be paid on a time basis.

CARRIED
e) E-12-059, Kitchener WWTP Phase 3 Upgrades – Engineering Consulting Services for Detailed Design and Services during Construction

MOVED by J. Haalboom
SECONDED by L. Armstrong

THAT the Regional Municipality of Waterloo direct staff to enter into negotiations with AECOM for the extension of their existing agreement to include detailed design and services during construction of Phase 3 upgrades to the Kitchener WWTP as described in Report E-12-059 dated May 29, 2012 with the final agreement to be subject to Regional Council approval.

CARRIED

f) Manitou Drive Municipal Class Environmental Assessment Fairway Road to Bleams Road, City of Kitchener - Information Package in advance of Public Consultation Centre #2

Received for information.

TRANSPORTATION

g) E-12-050, BY-Law 10-030, a By-Law Respecting Signs on Regional Roads, Post 1-year Review

MOVED by S. Strickland
SECONDED by J. Mitchell

THAT the Regional Municipality of Waterloo amend By-law 10-030, A Sign By-law Respecting Signs on Regional Roads, to permit changes to the election sign size provisions as outlined in Report E-12-050, dated May 29, 2012;

AND FURTHER THAT the Regional Municipality of Waterloo provide the public with notice, in accordance with the Notice Policy, of the proposed amendment of By-law 10-030, A Sign By-law Respecting Signs on Regional Roads as set out in report E-12-050 dated May 29, 2012.

CARRIED (J. Haalboom opposed)

h) E-12-058, 2011 Traffic Signal Corridor and Signal Timing Review

It was suggested that staff look at changing the review cycle to 3 years instead of 5 and that this information be considered through the budget process.

Received for information.
i) E-12-060, Westbound Dual Left-turn Lanes on Can-Amera Parkway (Regional Road 80) at Franklin Boulevard (Regional Road 36), City of Cambridge

MOVED by L. Armstrong  
SECONDED by D. Craig

THAT the Regional Municipality of Waterloo amend Traffic and Parking By-Law 06-072, as amended, to add to Schedule 16 – Lane Designation, westbound left-turn, left-turn lane on Can-Amera Parkway (Regional Road 80) at Franklin Boulevard (Regional Road 36) in the City of Cambridge, as outlined in report E-12-060, dated May 29, 2012.

CARRIED

RAPID TRANSIT

j) E-12-033, Stage 1 Light Rail Transit: Potential Contractors and Information Management

It was noted that the Region is taking steps to ensure integrity of this process is upheld.

MOVED by J. Brewer  
SECONDED by C. Millar

THAT The Regional Municipality of Waterloo, with respect to the procurement of Stage 1 light rail transit (LRT) and until the date and time of final execution of the Stage 1 LRT procurement contract, require:

- That no elected official, officer or employee of the Region, shall partake in any meeting, presentation, discussion, social event or other activity with a bidder or potential bidder for Stage 1 light rail transit (LRT), or any officer, director, employee or agent of a bidder or potential bidder for Stage 1 light rail transit (LRT), if the meeting, presentation, discussion, social event or other activity relates directly or indirectly to the procurement for Stage 1 light rail transit (LRT) unless such is part of the formal procurement process; and

- That all elected officials, officers and employees of the Region shall direct any verbal or written questions or other communications in relation to the procurement for Stage 1 light rail transit (LRT) from a bidder or potential bidder for Stage 1 light rail transit (LRT), or any officer, director, employee or agent of a bidder or potential bidder for Stage 1 light rail transit (LRT), to the Director, Rapid Transit or their applicable designated alternates.

pursuant to report E-12-033, dated May 29, 2012.

CARRIED
WASTE MANAGEMENT

l) E-12-062, Municipal Hazardous or Special Waste (MHSW) Contracts

MOVED by C. Zehr
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo:

a) Accept the proposal of Hotz Environmental Services Inc. for P2012-28 Transportation and Processing of Municipal Hazardous or Special Waste (MHSW) for a one year term commencing July 1, 2012 at an estimated cost of $385,940.20 including all applicable taxes.

b) Enter into a MHSW Collection Services Agreement with Stewardship Ontario that provides for the partial reimbursement of the costs for the collection of Phase 1 materials in the Region’s MH SW diversion program, subject to approval of the Commissioner of Transportation and Environmental Services and the Regional Solicitor.

CARRIED

WATER

m) Kitchener WWTP Phase 3 Upgrades Municipal Class Environmental Assessment – Information Package in advance of Public Information Centre #2

Received for information.

REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

COMMUNITY PLANNING

n) P-12-060, Monthly Report of Development Activity for April 2012

MOVED by C. Zehr
SECONDED by J. Brewer


CARRIED

o) P-12-062, Referral of Deferral No. 3a of the City of Kitchener’s Official Plan to a Current Ontario Municipal Board Appeal

MOVED by S. Strickland
SECONDED by R. Kelterborn

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 described in Report P-12-062, dated May 29, 2012.

CARRIED

TRANSPORTATION PLANNING

r) P-12-067, Amendment to Regional Municipality of Waterloo Controlled Access By-law #58-87 for Access to Regional Road #58 (Fischer-Hallman Road), City of Kitchener

MOVED by S. Strickland
SECONDED by B. Halloran

THAT the Regional Municipality of Waterloo Controlled Access By-law #58-87 be amended to include an emergency access on the east side of Regional Road # 58 (Fischer-Hallman Road) approximately 259 metres north of Huron Road, in the City of Kitchener as outlined in Report P-12-067, dated May 29, 2012.

CARRIED

s) P-12-068, Walk Cycle Waterloo Region and King-Victoria Transit Hub Walking and Cycling Links - Joint Public Consultation Centre

Received for information.

t) P-12-069, Recommended 2012 Grand River Transit Service Improvements

MOVED by J. Haalboom
SECONDED by C. Zehr

THAT the Regional Municipality of Waterloo approve the 2012 Grand River Transit (GRT) service improvements as described in Report No. P-12-069, dated May 29, 2012, and shown in Attachments A, B and C, as summarized below:

- Extended Sunday hours of service on selected routes in Cambridge with highest anticipated ridership demands and a broad service coverage network;
- Replacement of the Route 75 SAGINAW BusPLUS 6.5m (21’) mini-bus with a standard 12.2m (40’) bus and expansion of existing peak period service to include weekday, midday and evening service;
- Improved service to the L.G. Lovell Industrial Park area providing two-way service and more service coverage;
- New weekday peak-period Route 76 DOON SOUTH BusPLUS service; and
- Extended weekend service on the 200 iXpress and Route 13 L AURELWOOD.

CARRIED
u) P-12-070, Software Upgrades and Enhancements for Technology on Grand River Transit

Staff noted that the new technology includes a passenger counter which would identify where adjustments could be made.

MOVED by T. Galloway
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo approve the acquisition and installation of software upgrades, enhancements and new modules from INIT Innovations in Transportation, Inc. for Grand River Transit’s computer-aided dispatch and automatic vehicle location (CAD/AVL) system at a cost not to exceed $525,000 plus applicable taxes;

AND THAT the Commissioner of Planning, Housing and Community Services be authorized to enter into such agreements with INIT Innovations in Transportation, Inc. as may be required to facilitate the implementation of the recommendations in Report P-12-070, dated May 29, 2012, with such agreements to be to the satisfaction of the Regional Solicitor.

CARRIED

v) P-12-071, Commuter Challenge 2012

Received for information.

ADJOURN

MOVED by G. Lorentz
SECONDED by L. Armstrong

THAT the meeting adjourn at 11:22 a.m.

CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, J. Reid
Please install bicycle lanes on Sawmill Rd and Northfield Dr, as per the initial Project Group treatment and the Region of Waterloo’s principles of support for active transportation.

Tim Kenyon
Resident, Waterloo Region
• **Background:**
  
  • The Region of Waterloo’s Cycling Master Plan and RTMP emphasize the inclusion of active transportation infrastructure in road construction. This includes bicycle lanes as a preferred option.
  
  • Road reconstruction on Northfield Dr and Sawmill Rd in the Village of Conestogo originally included bicycle/buggy lanes.
• **The issue:**
  
  • RMW Report E-12-001 now recommends road reconstruction on Northfield Dr and Sawmill Rd in the Village of Conestogo **without** the inclusion of cycling lanes.
• The Village of Conestogo sits astride a range of intersecting routes for cyclists.
• A resurfaced roadway creates smooth and fast driving conditions for cars and trucks without giving cyclists or buggies safe space.
From ATAC to P&W, the Region has long given enormous emphasis to the connectivity of active transportation.

What is Walk Cycle Waterloo Region?

Regarding the cycling network, we asked:
What type of cycling facilities (paved shoulders, bike lanes, segregated bike lanes, cycling tracks, and boulevard multi-use trails) should be built on Regional roads, and which ones need these facilities?

- Connectivity and way-finding are two big issues when building the cycling network, especially through trail crossings and interchanges, which can be barriers.
• Yet a lack of connectivity is sometimes cited as reason not to install further active transportation facilities.

• “...[a] previous recommended design... was screened out of the project. Reasons were relating to cost, significant impact on land taking, and little connectivity with cycling facilities” (RoW E-12-029, April 17, 2012).
• So leaving out bike lanes is both a huge climb-down from a great deal of policy and values statements from the Region, and a likely cause of further climb-downs on active transportation.

• After all, why build “bike lanes to nowhere” on the surrounding roads, when the facilities have been deliberately deleted from the important cycling intersection of Sawmill Rd, Northfield Dr, and Glasgow St?
• As a cycling destination in its own right, and a hub of intersecting routes on the edge of two growing urban centres, Conestogo should be a model of active transportation accessibility.

• It should not be the place where cycling lanes suddenly vanish, making it unclear why they were installed on surrounding roads.
1. But the preferred treatment costs more!
   • Doing things right and sticking by one’s principles usually does cost more. And how much do cycling deaths on rural roads cost?

2. But some residents don’t want bike lanes!
   • People affected include those from across the Region, and people not yet born.

3. But Sawmill Rd is scenic!
   • Yes. That’s why people want to cycle there! The question is whether there will be safe space for them when they do.
• I urge Councillors to avoid a serious misstep that will cause harm for years to come.

• Please direct the Project Group to employ the original treatment of this project, and follow the Region’s preferred construction guidelines: include bicycle lanes.

• Thank you.
Sawmill Road Reconstruction 2015

Safety should be the number one priority when the road is being reconstructed. This could be improved by the following initiatives:

1. Reduce the speed limit to 40 KM/HR
2. Designation of curb separated cycling lanes
3. Construction of 2 pedestrian refuge islands at the public school and the Black Forest Inn
4. No buggy lanes so that boulevard parking is retained for the success of businesses in the core area
5. Corridor space can be gained by taking overhead power lines underground. This will give added space for the cycling lanes, better street lighting and tree planting. Power line poles are being reconstructed north of Northfield Drive. The lines in the core area will need to be replaced in the near future. Let’s plan for the future and do it right the first time.

This can be accomplished by:

- Open house meetings
- Work shop sessions with core area businesses and residents
- Developing alternative options for the future of main street Conestogo
- Finalize a preferred plan with a schedule and budget

On back see attached Master Cycling and Active Transportation plans.

Let’s work together in making our Community Safer for a Better tomorrow.

Keith Gummow
The City of Kitchener plans to double the number of trips made by bicycle every three to five years through their “Cycling Master Plan for the 21st Century.”

Region of Waterloo's Active Transportation Master Plan

We're developing a plan to make it easier to walk, cycle, and roll in Waterloo Region.

Walk Cycle Waterloo Region will provide guidance to Council and staff on actions to take to make it easier for residents of and visitors to the Region of Waterloo to choose active transportation. Active transportation includes:

- walking
- cycling
- skateboarding
- in-line skating
- people with mobility devices

Active transportation can take place along roads, sidewalks and trails. Walk Cycle Waterloo Region will be an action plan to create attractive and comfortable spaces that encourage more people to walk, cycle or roll (in-line skating, skateboarding, mobility devices) to their favourite destinations.
Dear Members of Planning & Works Committee,

On behalf of the Tri-Cities Transport Action Group, I would like to express concern with the staff recommendation for road reconstruction in Conestogo and with the priorities implicit in the design. We believe that constrained road corridors, as seen in this project, represent the most important ones for active transportation. If the Region is not able or not willing to accommodate walking and cycling in such corridors, then its commitment to active transportation must be questioned.

We understand the reasoning for revising the plans to avoid overall corridor widening, and we have no interest in advocating for such. It is unclear, however, why the project is proposing to widen the vehicle travel lanes, given residents’ stated concerns about speed and the claimed absence of space for accommodating other modes. The proposed new turn lanes also suggest that there is some available space. Given that this site is not one targeted for growth, it is rather unclear why moving more cars through this intersection appears to be a priority.

Given the widening of the road lanes, the new design will increase motor vehicle speeds, which are already (as indicated in the report) above the limit. So rather than improving the corridor for active transportation, the project will actively harm the safety and appeal of cycling and walking in Conestogo.

In its transportation corridor guidelines, the Region of Waterloo now has policy encouraging complete streets, though this is limited by available space. The problem is that the places that generate or attract people, rather than vehicles, are the older, denser ones where road corridors tend to be narrow. For cycling to have an increased role in Waterloo Region, it is crucial that cycling is safely accommodated, especially in the narrow corridors.

As such, it is necessary to innovate ways to invite people to cycle in constrained road corridors. We believe a number of options are available that can be applied to this project, for example: 1) Cycle tracks, which would be separated from the roadway by a curb, and which could be more flexibly routed than bike lanes. 2) Sharrows in the roadway, to indicate that cyclists are welcome and to make it clear how motorists are expected to share the lane. 3) Multi-use pathways instead of sidewalks.

Cycling can have a much bigger role in our townships, as the distances between our towns and cities are not large. The problem is the absence of a safe space to ride. On the open road between towns, the clear solution is pathways separated from the road. However, for these paths to be continuous, they must be extended in a safe and welcoming fashion even in the occasional constrained road allowances.

In conclusion, we believe that this project provides an opportunity to provide new active transportation infrastructure by deviating from the outdated standard assumptions of bike lanes and instead designing context-sensitive space for cycling. We thus encourage the Committee to revise the recommendation to include a more thorough evaluation of the potential for walking and cycling infrastructure in Conestogo.

Kind regards,

Michael Druker
Tri-Cities Transport Action Group (TriTAG)