
Members absent: S. Strickland

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

R. Deutschmann declared a pecuniary interest with respect to Reports F-12-085/E-12-107, Rapid Transit Project: Financial Advisor Services and Report E-12-097, Developing the Rapid Transit Brand 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 Reports F-12-085/E-12-107, Rapid Transit Project: Financial Advisor Services and Report E-12-097, Developing the Rapid Transit Brand, 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 Reports F-12-085/E-12-107, Rapid Transit Project: Financial Advisor Services and Report E-12-097, Developing the Rapid Transit Brand, due to two of his adult children who own residential properties within the proposed light rail transit corridor.

DELEGATIONS

a) E-12-048, Class Environmental Assessment, Recommended Design Concept for Fountain Street - King Street Improvements, Shantz Hill Road to Eagle Street, City of Cambridge

*J. Haalboom entered the meeting at 10:57 a.m.

*K. Seiling entered the meeting at 10:58 a.m.

Jason Lane, Senior Project Manager provided a power point presentation; a copy is appended to the original minutes. He reviewed the project area highlighting the alternate alignment, the issues that are yet to be resolved, the recommendation and next steps. J. Lane read an email that was sent to him from Dr. John Cole and Darlene Patterson noting that they were unable to attend the meeting as delegations and asked that this item be deferred.

Committee members asked if Dr. John Cole and Darlene Patterson were aware that they could speak at Council on October 24th, 2012 regarding this matter.
Staff responded to questions regarding the expropriation of lands, multi-use trail, and the transit jump queue lane.

Committee members discussed the heritage significance and the demolition of the property at 126 King Street West but highlighted that some artifacts in the house will be preserved and noted that the demolition of this property preserves three other heritage properties.

Some members expressed concerns with the intersection of Chopin Drive as well as exiting left out of Riverside Park.

i) Lyn Townsend appeared as a delegation on behalf of P&H Milling. She highlighted her clients’ support of the alignment in Appendix B of the staff report. She noted that P&H Milling provided as much land as possible for free to the Region to improve the alignment. She briefly discussed what P&H Milling has done regarding the heritage matters and highlighted that all of the conditions have been complied with. She added that the heritage pieces salvaged from 126 King Street West will be offered to be purchased by the community first. She also indicated that the Mill offered the remaining property at 126 King Street West for heritage designation.

ii) Roberto Aburto, Gowling appeared as a delegation on behalf of Terry Polyak. R. Aburto provided a power point presentation; a copy is appended to the original minutes. He highlighted that his client, owners of 101 King Street West have been frustrated with the lack of communication with Regional staff and asked that the item be deferred.

Members posed questions to the delegation regarding alignment in Appendix B being a reasonable compromise. R. Aburto responded that they are in support of the alignment in Appendix B.

iii) Victor Labreche did not appear as a delegation but advised he is in support of the staff report.

iv) Christine Rier, President of Heritage Cambridge appeared as a delegation. She stated there were three reasons she came to speak. The first to recognize the loss of significant heritage in relation to this design, secondly to mitigate the threat to remaining heritage and thirdly understand how we got here and the need to change future process. She read a comment from a previous resident of 126 King Street West outling the historical importance of the property. She asked if the Region of Waterloo’s Transportation Master Plan take the same consideration to the preservation of heritage assets as it does environmental resources.

Committee members discussed deferring the matter until the next Planning and Works Committee meeting to allow delegations to speak. It was suggested that delegations come to Council and Council members could discuss deferring the matter at that time if required.

MOVED by C. Zehr
SECONDED by T. Cowan

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

b) Jameson Glosenk and Bhawneet Gulati appeared as delegations regarding GRT Route #9. They introduced themselves as students at Wilfrid Laurier University and wanted to address their concerns with the overcrowding of bus route #9. They highlighted that frequently the bus is overcrowded and noted that the bus stops at the University of Waterloo first and then is full by the time it arrives at Wilfrid Laurier University. They also expressed concerns with students, particularly female students walking home at night if the bus is at its capacity. They read additional testimony from other students, expressing similar concerns and asked if the Region could follow up with complaints made regarding bus drivers.

John Cicuttin, Manager Transportation Planning highlighted that the Region has added four additional trips on route #9 and are aware of the overcrowding issue and will continue to monitor that route and report back.

Eric Gillespie, Director, Transit Services briefly described the procedure for following up with complaints.

c) Michael Druker, TriTag appeared before Committee regarding Tri-Cities Bike-sharing Steering Committee. He gave an overview of the Steering Committee and pointed out that there needs to be more coordination with bike sharing amongst stake holders. He provided the Committee with a draft Terms of Reference for the Tri-Cities Bike-sharing Steering Committee and highlighted that they are looking for a representative from the Region of Waterloo.

Committee members posed questions to M. Druker about collaborating with The Working Centre and encouraged Tri-Cities Bike-sharing Steering Committee to work with The Working Centre as well as Grand River Public Bike Share and Grand River Car Share. Committee members also suggested some changes to the Terms of Reference.

REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

COMMUNITY PLANNING


MOVED by J. Mitchell
SECONDED by L. Armstrong

TRANSPORTATION PLANNING

b) P-12-104, Bike Sharing Prospects in the Region of Waterloo

Rob Horne, Commissioner, Planning, Housing and Community Services provided introductory comments. He highlighted that the Region would like to work with the delegation on bringing together The Working Group, Grand River Bike Share, Grand River Car Share and other groups and to provide a Regional representative to the Tri Cities Bike-sharing Steering Committee.

Committee members inquired if there was a survey done to show how many Regional employees would participate in bike sharing. R. Horne noted that a survey has not been conducted directly asking about bike sharing but that Travelwise could explore this further.

Received for information.

c) P-12-109, Highway 7/8 (New Hamburg – Stratford) Environmental Assessment - Regional Comments About Alternatives

R. Horne provided a brief introduction noting this is specific to the Township of Wilmot and that the Region at a staff level is aligned with the Township on this matter.

L. Armstrong noted that the Township of Wilmot passed a similar recommendation at their Council meeting the night before highlighting that it is important for the Ministry to make a final decision that would provide the least amount of impact.

MOVED by L. Armstrong
SECONDED by T. Galloway

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.

CARRIED

INTER-DEPARTMENTAL REPORTS

d) E-12-081/CR-FM-12-015, Update on Consulting Services Agreements and Construction Contracts for the Years 2007 to 2011

Received for information.
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

REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

g) Weber Street and King Street Improvements, Weber Street (Forwell Creek Road to Blythwood Road) and King Street (Weber Street to Highway 85), City of Waterloo, Information Package in Advance of Public Consultation Centre

Received for information.

h) King Street Reconstruction, St. Jacobs, Township of Woolwich, Information Package in Advance of Public Consultation Centre

Received for information.

RAPID TRANSIT

i) E-12-097, Developing the Rapid Transit Brand

Thomas Schmidt, Commissioner, Transportation and Environmental Services provided a brief overview of the report.

Received for information.

TRANSPORTATION

j) E-12-074, Regional Road 45 (East River Road) Transfer

MOVED by R. Deutschmann
SECONDED by L. Armstrong

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.

   CARRIED

WASTE MANAGEMENT

k) E-12-103, Cambridge Landfill Compliance Monitoring and Annual Reporting Program - Consultant Selection

MOVED by C. Millar
SECONDED by J. Mitchell

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 BUSINESS

a) A Committee member congratulated T. Schmidt and his staff on the multi-use trail on Fischer-Hallman Road, Kitchener.

b) Council Enquiries and Requests for Information Tracking List was received for information.

NEXT MEETING – November 6, 2012

ADJOURN

MOVED by J. Brewer
SECONDED by C. Millar

THAT the meeting adjourn at 12:31 p.m.

   CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, E. Flewwelling
King Street/Fountain Street Class EA Planning and Works Committee E-12-048

Jason Lane P.Eng.
Senior Project Manager
October 16, 2012
King Street West – Alternate Alignment: Issues Yet To Be Resolved

1. City resolution of heritage designation of 126 King Street West.
2. City approval of P&H proposed site modifications including demolition permit for 126 King Street West.
3. Possible modifications of the Mill Race through the City's Riverside Park Dam EA.
King Street West – Alternate Alignment:

1. Improved road geometry—better sight lines.
2. Reduced frontage impact to 101 King Street West.
3. Accommodates Mill site modifications to reduce Mill truck traffic blocking King Street.
Concerns of 101, 149 King Street West

1. Shift King Street away from 101 and 149 King Street.
2. Eliminate the transit priority queue jump lane.
3. Narrow the multi-use trail.
4. Shift King Street to improve safety.
Property Impact Mitigation
101 and 149 King Street West

Trail offset to 101 King Street West: 5.2 m (was 3.07 m)

Trail offset to 149 King Street West: 3.0 m (was 1.9 m)
Recommendation

a) Approve Recommended Design Concept 3A with a modified queue-jump lane and a 0.5m change in the trail at 149 King Street West

b) File the Notice of Completion for this Class EA; and

c) Subject to the Region receiving the necessary unencumbered land, as part of the detailed design shift the King Street West road alignment.
Next Steps

File Environmental Study Report (ESR) — 2012
Detailed Design — 2013-2015
Property acquisitions — 2013-2015
Utility Relocations— 2015-2016
Construction — 2016
Recommendation

a) Approve Recommended Design Concept 3A with a modified queue-jump lane and a 0.5m change in the trail at 149 King Street West

b) File the Notice of Completion for this Class EA; and

c) Subject to the Region receiving the necessary unencumbered land, as part of the detailed design shift the King Street West road alignment.
Fountain Street – King Street Improvements

101 King Street West

Planning & Works Committee

October 16, 2012
Diagram Source: Appendix “C” of Region Report (p. 9)
• April 17, 2012 – Mr. Polyak, on behalf of Milestone Integrated Marketing, expressed concerns about the road moving closer to the building of 101 King Street West at P&W Committee Meeting
• May 17, 2012 – Letter from Milestone to Mr. Cheater regarding impacts to 101 King Street West
• June 18, 2012 – Meeting with Regional Staff and representatives from 101 King Street West
• June 19, 2012 – Regional staff directed to defer filing of Notice of Completion at P&W Committee Meeting
• June 20 to August 20 – No correspondence from Regional Staff
• October 11, 2012 – 12pm – Deadline to register as delegate for P&W Committee Meeting on October 16, 2012

• October 11, 2012 – 1pm – Meeting between 101 King Street West and Regional Staff
  • First indication by the Region that the King Street Alternate Alignment would not be put before P&W Committee on October 16, 2012
  • Staff Report not yet available, nor any of the diagrams (including Appendices “B” and “C” to this staff report)

• Friday October 15, 2012 – 5:06pm – E-mail from Regional staff indicating that the Report was posted on the Region’s website at 4:30pm
Impacts to 101 King Street West – Staff Proposal

Diagram Source: Appendix “C” of Regional Staff Report
Impacts to 101 King Street West – Alternate Alignment

Diagram Source: Appendix “B” of Regional Staff Report
• Timing allows very brief opportunity for a response by property owners
• Recommendation in Regional Staff report has significant impacts on 101 King Street West
• The road and multi-use lane will have impacts on access to 101 King Street West and may pose potential safety concerns as the path to the building will be mere metres away from the door.
• The alternate alignment of King Street would lessen impacts on 101 King Street West (Appendix “B”)

Consideration of Impacts to 101 King Street West
• No substantive reason to reject the King Street Alternate Alignment (Appendix “B”)
  • Only concerns appear to be logistics and timing
• No timing given as to the detailed design process
• No guarantee that there will be timing to allow for an opportunity to express concerns if the detailed design fails to include the King Street Alternate Alignment
• Defer the filing of the Notice of Completion to allow the parties to get a better understanding as to the timing of implementing the King Street Alternate Alignment (Appendix “B”)
Thank You

Roberto Aburto
Tel: (519) 575-7508
Email: roberto.aburto@gowlings.com
Tri-Cities Bike-sharing Steering Committee - Terms of Reference (draft)

1. **Purpose and Scope**

   The purpose of the Committee shall be to provide stakeholder and community input into the definition, vision, and implementation of a bike-sharing system or systems as part of the overall transportation system of Waterloo Region.

   The Committee shall provide a forum for consensus-building on the aims of bike-sharing, shall provide bike-sharing proponents with constructive feedback on proposals, and shall recommend policies and actions for both municipalities and proponents to foster and implement effective bike-sharing.

   This purpose and scope shall be revisited by the Committee when bike-sharing has either become a core part of the transportation system in Waterloo Region, or the Committee has agreed that such an outcome is not feasible in the foreseeable future.

2. **Committee Composition**

   The membership of the Committee shall be drawn from the following, for a maximum membership of 22:

   Up to one representative from each organization or agency:
   - Belmont Village Business Improvement Association
   - City of Cambridge
   - City of Kitchener
   - City of Waterloo
   - Communitech
   - Conestoga College
   - Downtown Cambridge Business Improvement Association
   - Downtown Kitchener Business Improvement Association
   - Grand River Transit
   - Hespeler Village Business Improvement Association
   - Preston Towne Centre Business Improvement Association
   - Regional Municipality of Waterloo
   - Sustainable Waterloo Region
   - Tri-Cities Transport Action Group
   - University of Waterloo
   - Uptown Waterloo Business Improvement Association
   - Wilfrid Laurier University

   Up to five members from the community at large, appointed by the Chair and approved by the Committee for a term of one year based on interest and expertise in the opportunities of cycling as transportation in Waterloo Region. At-large members shall not represent any organization through their membership in the Committee. As they arise, vacancies may be filled in the same manner.
The Committee shall elect a Chair from its membership for a one year term. In the absence of the Chair from a meeting, the present members shall select a temporary Chair from their number.

When appropriate, the Committee will invite input from other local organizations or individuals, including the Waterloo Cycling Club and municipal cycling or active transportation advisory committees.

3. **Removal of Members**

   By a two-thirds vote of the active membership, the Committee may remove an at-large member from the Committee, bar an individual representative from representing a member organization, or remove the Chair from their position.

4. **Meetings**

   Committee meetings shall be held at a time and place determined by the Chair to be agreeable to the Membership. Meetings shall be generally held monthly. Minutes shall be kept of all meetings and shall be provided to members of the Committee.

   Quorum shall be five members or two-thirds of the active members of the Committee, whichever is lower. Decisions shall require a two-thirds vote; consensus is to be preferred. Amendments to these Terms of Reference shall require agreement by two-thirds of the active membership.

5. **Conflict of Interest**

   Members shall declare any potential or perceived conflict of interest, and shall not vote on any motion on which they have a conflict of interest. Participation shall be at the discretion of the Chair.