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

Members absent: B. Halloran, and J. Wideman

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

None declared.

DELEGATIONS

a) P-12-103/E-12-112, Fairway Road Extension – Noise Mitigation

Cathy Richards appeared before Committee representing 20 home owners on Colton Circle who will be affected by the Fairway Road extension. She explained that the proposed noise barrier is only from number 2 to number 48 and asked if Committee would consider extending the noise barrier from number 50 to number 102, this would provide a noise barrier from Pebble Creek and run all the way down to Zeller Drive. C. Richards described the area before the extension and highlighted why the noise barrier should be extended. She provided Committee with a handout. A copy of the handout is appended to the original minutes.

Rob Gallivan, Manager, Transportation Program Development gave an overview of the Fairway Road extension. He noted that a noise study was done before the extension was developed and noise barriers were not warranted. When the speed limited was increased from 50 km/h to 60 km/h residents requested that updated noise analysis be undertaken and the study showed that only parts of the Lyndale Estate subdivision warranted noise barriers. He highlighted that staff is considering specific landscaping that will help mitigate the noise.

Staff answered questions on the design and location of the proposed noise barrier and the cost to extend the noise barrier.

Committee members asked that staff meet with residents to answer questions posed by the delegation and to keep residents informed on further consideration of landscaping in that area.

The corresponding report was brought forward at this time.

MOVED by T. Cowan
SECONDED by J. Haalboom

THAT the Regional Municipality of Waterloo approve the construction of noise barriers as part of the Fairway Road Extension, for properties backing onto Fairway Road from #2 to #48 Colton
Circle (inclusive) and from #501 to #541 Landgren Court (inclusive) in 2013, subject to Council approval of the 2013 Transportation Capital Program, as described in Report No. P-12-103/E-12-112, dated November 6, 2012.

CARRIED

b) P-12-114, Approval of City of Cambridge’s Proposed New Official Plan

Dan Currie, MHBC Planning appeared before Committee representing the owners of the Creekside lands which is located at 245 Riverbank Drive in Cambridge. D. Currie was speaking in support of the report and staff recommendation particularly recommendation 3 c) as it relates to Creekside lands. He explained that the owners requested a deferral and that was approved by Cambridge City Council and they are pleased that Regional staff has incorporated that decision in their report and he urged Committee members to approve that recommendation as well. He also noted that staff updated the map (Attachment C) and he confirmed the revised map is appropriate.

Rob Horne, Commissioner Planning, Housing and Community Services highlighted the memo that was circulated prior to the meeting; an Addendum to Report P-12-114 City of Cambridge Proposed New Official Plan and Report P-12-115 City of Waterloo Proposed New Official Plan. He indicated that the corrected map is attached to the addendum. A copy of the memo is appended to the original minutes.

Committee members posed questions with respect to new polices regarding the Cultural Heritage Landscapes. Kevin Curtis, Manager Strategic Policy Planning highlighted that City of Cambridge and City of Waterloo Official Plans have all been brought up to speed with respect to Regional policies around cultural heritage generally and Cultural Heritage Landscapes.

R. Horne thanked colleagues in the City of Cambridge for all their work.

R. Horne explained that the first 2 recommendations in the report remain and then referred to the addendum noting 3 changes that were required; 2 mapping errors and a third request for a deferral received yesterday from the City of Cambridge with respect to open space lands at the corner of Fountain Street and Limerick Road. He highlighted that staff were in support of this deferral request as well.

R. Horne referred to correspondence that was distributed to Committee members from Brent Clarkson, MHBC Planning regarding a large property and recommended that no action be taken on that particular item to allow for City staff, Regional Staff and the developer to have further discussions between now and the Regional Council meeting on November 21, 2012. A copy of the correspondence is appended to the original minutes.

The corresponding report was brought forward at this time with the changes outlined in the addendum with respect to the recommendation.

MOVED by D. Craig
SECONDED by J. Brewer

THAT the Regional Municipality of Waterloo approve, in part, with modifications, the Official Plan of the City of Cambridge, and that the Decision contained in Attachment A to Report No. P-12-114, dated November 6, 2012, be included in the approval document;

THAT the repeal of the City of Cambridge Official Plan, as adopted by City of Cambridge By-law 66-12 and all amendments thereto, is hereby approved in accordance with the provisions of
Sections 17 and 21 of the *Planning Act*, R.S.O. 1990, Chap. P.13, as amended only insofar as it is replaced by the new Official Plan through this approval; and

THAT no decision be made at this time with respect to:

a) Chapter 1: Introduction, second paragraph, second sentence; Section 2.2 a); Section 2.3.1; Section 2.5.2 a) Table 1; Section 2.6.1.1, second sentence; Section 2.6.2.2; Section 2.8.2.3 and Section 3.B.7 that collectively address aggregate policies; population and employment forecasts; reurbanization targets; and Designated Greenfield Area density targets pending resolution of the outstanding appeals of the Regional Official Plan affecting these sections;

b) Policy 8.10.29; Map 2; and Map 2a as they relate to the lands commonly known as the Hunt Club and Arriscraft International Inc. (Arriscraft) lands as illustrated in the revised Attachment B of the November 6, 2012 Addendum to Planning and Works Committee in accordance with the memorandum of oral decision delivered on September 26, 2012, by the Ontario Municipal Board (PL080311);

c) Policy 8.10.24; Map 2; and Map 2a as they relate to the lands commonly known as the Creekside lands as illustrated in revised Attachment C of the November 6, 2012 Addendum to Planning and Works Committee;

d) Policy 8.7.2.B; Map 2; Map 9; Map 15; and Figure 3 as they relate to the lands commonly known as the Community Node for Main and Dundas Street as illustrated in Attachment D, pending resolution of the outstanding appeals of the Regional Official Plan affecting these lands; and

e) Attachment E (new) of the November 6, 2012 Addendum to Planning and Works Committee, as it pertains to the open space lands at the corner of Fountain Street and Limerick Road.

CARRIED, as amended

c) E-12-104, Manitou Drive Improvements, Fairway Road to Bleams Road, City of Kitchener - Recommended Design Concept

Duncan Class appeared before Committee with a power point presentation. He outlined his concerns, presented historical facts, previous connection attempts failed, cycling conditions on Manitou Drive, current policies and suggestions to Committee. A copy of the presentation is appended to the original minutes.

Committee explained to the delegation that the project does not cover the area of Homer Watson Boulevard to Bleams Road. D. Class indicated that he was aware of the scope of the project and highlighted that he is in favour of the report but that it is only phase one in the connection.

The corresponding report was brought forward at this time.

Staff responded to questions regarding the timing of sidewalks or trails to be constructed in that area.

*G. Lorentz left the meeting at 1:50 p.m. K. Seiling assumed the Chair*
S. van De Keere, Head, Transportation Rehabilitation Program provided a powerpoint presentation. He highlighted the project area, the project team recommendation, Committee concerns with recommended design concept, benefits of 3 lanes, collisions at Webster Road, a recommendation summary and the next steps. A copy of the presentation is appended to the original minutes.

Staff provided clarification with respect to left turns in and out, benefits to 3 lanes as well as the raised median.

MOVED by C. Zehr
SECONDED by J. Mitchell

THAT the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for Manitou Drive Widening, Bleams Road to Fairway Road, in the City of Kitchener:

a) Approve the improvements to Manitou Drive from Fairway Road to Bleams Road in the City of Kitchener including a roundabout at the intersection of Manitou Drive and Bleams Road and replacement of the bridge at Schneider Creek, all as presented as Recommended Design Concept 1 in Report E-12-086 dated September 11, 2012; and

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.

CARRIED

REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

d) P-12-113, Proposed Amendment to the Regional Official Policies Plan – Breslau Settlement Area, Township of Woolwich

Amanda Kosloski, Armstrong, Hunter and Associates and Bill Green, GSP Group were in attendance in support of the recommendation.

MOVED by T. Cowan
SECONDED by S. Strickland

THAT the Regional Municipality of Waterloo approve the following with regard to proposed amendment to the Regional Official Policies Plan as set out in Attachment B of Report P-12-113, dated November 6, 2012:

a) Adopt the proposed amendment to the Regional Official Policies Plan as set out in Attachment B to Report P-12-113, dated November 6, 2012, to:

i) Re-designate the Breslau Settlement Area from “Rural Settlement Area 35” and “Industrial/Commercial Area E. Industrial Area – Regional Road 17” to “Township Urban Area” on Map No. 6 – Settlement Pattern;

ii) Amend Table 7.3 to delete the references to “35. Breslau” and “E. Industrial Area – Regional Road 17”;

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ii) Amend Policy 7.5.1.8 to delete the reference to “Breslau” under the heading “Township of Woolwich”;

iv) Delete Policy 7.5.1.10 in its entirety, to remove the current development cap in Breslau of 1,250 dwelling units;

v) Amend Map No. 2 – Provincially Significant Wetlands to add the “Breslau Provincially Significant Wetland Complex”; and

vi) Amend Map No. 3 – Agricultural Resource Areas, to delete the “Prime Agricultural Areas” designation from the Breslau Settlement Area, as identified in the Township of Woolwich Official Plan.

b) Direct staff to prepare the implementing by-law for the proposed amendment to the Regional Official Policies Plan, as set out in Attachment B to Report P-12-113, dated November 6, 2012 for enactment by Regional Council; and

AND THAT Regional Council enact the corresponding by-law to implement the proposed amendment, as drafted in Attachment B to Report No. P-12-113, dated November 6, 2012.

CARRIED

e) P-12-112, Proposed Interim Planning Assistance to the Township of Wellesley

MOVED by R. Kelterborn
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo approve the following with regard to the request of the Township of Wellesley, as described in Report No. P-12-112, dated November 6, 2012:

a) Agree to provide professional planning services to the Township of Wellesley for the purpose of updating its Official Plan to bring it into conformity with the Regional Official Plan and the Provincial Growth Plan;

b) Agree to provide additional professional policy services, as described in this report;

c) Provide the related services on the basis of a mutually satisfactory fee-for-services arrangement to be negotiated between the Township and the Region; and

d) Authorize the Commissioner of Planning, Housing and Community Services to execute any documentation required to implement these recommendations to the satisfaction of the Regional Solicitor.

CARRIED

COMMUNITY PLANNING

f) P-12-115, Approval of City of Waterloo’s Proposed New Official Plan

R. Horne briefly explained the series of recommendations under Part B of the Addendum. He noted that these recommendations were passed by the City of Waterloo Council last night. He also noted that there is a typographical error relating to Deferral No. 25, wherein reference to “Section 11.2.20 (13) should read “Section 11.1.20 (13), and staff will correct this error.
Committee members were referred to the correspondence received from Robert Howe, Goodmans and asked staff to comment on the implications on both sides of the issue. R. Horne explained that both the Cambridge and Waterloo Official Plans are subject to Council approval, followed by issuance by the Region of a Notice of Decision, and both plans could be appealed to the Ontario Municipal Board.

R. Horne thanked Scott Nevin from the City of Waterloo who was in the audience and his team for all their hard work.

MOVED by J. Mitchell
SECONDED by C. Zehr

THAT the Regional Municipality of Waterloo approve, in part, with modifications, the Official Plan of the City of Waterloo, and that the Decision contained in Attachment A to Report P-12-115, dated November 6, 2012, be included in the approval document;

THAT the repeal of the City of Waterloo Official Plan, as adopted by City of Waterloo By-law 88 - 70 and all amendments thereto, is hereby approved in accordance with the provisions of Sections 17 and 21 of the Planning Act, R.S.O. 1990, Chap. P.13, as amended, only insofar as it is replaced by the new Official Plan through this approval; and

THAT no decision be made at this time with respect to:

a) Chapter 9 (Mineral Aggregates), Section 3.2(1); Section 3.2(2); Section 3.5(2); Section 7.3.1(1); Section 10.1.1(8); Section 10.1.1(9); the first sentence on page 13; and the second paragraph under Section 3.3, that collectively address mineral aggregate policies; population and employment forecasts, reurbanization targets, and Designated Greenfield Area density targets, pending resolution of the outstanding appeals of the Regional Official Plan affecting these sections;

b) the entirety of the Official Plan as it relates to the lands municipally addressed as 525 and 565 Conestogo Road West (Kraus Carpet Mills Ltd.) as illustrated in Attachment B;

c) Schedule “A” (Land Use Plan); Schedule “A2” (Employment Areas); Schedule “B1” (Height and Density); Schedule “I” (Industrial Areas in Transition), and Section 11.1.5 as they relate to the lands municipally addressed as 443 and 446 Wismer Street (Piller’s Fine Foods) as illustrated in Attachment C;

d) Schedule “A” (Land Use Plan); Schedule “A6” (Specific Provision Areas); Schedule “A6a” (Specific Provision Area 20); Schedule “B” (City Structure); Schedule “B1” (Height and Density); Schedule “E” (Road Classification System); and Schedule “F” (Active Transportation Framework), as they relate to lands within the Northdale Neighbourhood as illustrated in Attachment D, and Section 11.1.45 and Section 11.1.20(13), pending the resolution of the outstanding Ontario Municipal Board appeals relating to the Northdale Neighbourhood;

e) Table 5-2 and Schedule “G” (Road Allowances) as they relate to: a) the section of Albert Street from University Avenue West to Columbia Street; and b) the section of Hazel Street from University Avenue West to Columbia Street West, pending the resolution of the outstanding Ontario Municipal Board appeals relating to the Northdale Neighbourhood; and
f) Waterloo City Council’s resolution of June 25, 2012 requesting the Region to modify certain policies and schedules in its new Official Plan to implement the land use strategy established in the Northdale Land Use and Community Improvement Plan Study.

g) THAT the Region of Waterloo make no decision at this time for the City of Waterloo Official Plan as it relates to the Road Classification for:

   i) Avondale Avenue South, between Erb Street West and Allen Street West;
   ii) John Street West, Westmount Road to Park Street; and
   iii) Allen Street West, John Street West to Park Street.

h) THAT this no decision status be shown on Schedule “E” – Road Classification System, Schedule “G” – Road Allowances and in Table 5-2: Road Allowances.

i) THAT this issue be resolved following the completion of the Uptown West Neighbourhood Transportation Study to be undertaken by the City of Waterloo.

j) THAT the Region of Waterloo make no decision for the City of Waterloo Official Plan as it relates to the Road Classification for:

   i) Allen Street East from Mary Street to Erb Street;
   ii) John Street East from Dodds Lane to Moore Street.

k) THAT the no decision status be shown on Schedule “E” – Road Classification, Schedule “G” – Road Allowances and in Table 5-2: Road Allowances.

l) AND THAT this issue be resolved following a Mary-Allen Transportation Study.

CARRIED, as amended

TRANSPORTATION PLANNING

g) P-12-116, Contribution to GO Transit Rail Capital Costs

Committee asked staff to provide statistics on the ridership of where it began and where we are today.

MOVED by S. Strickland
SECONDED by D. Craig

THAT the Regional Municipality of Waterloo approve a $1.39 million contribution to GO Transit, payable in five equal instalments from 2013 to 2017 inclusive, as the Region’s share of GO Transit capital investments relating to service extension to Waterloo Region, as described in Report No. P-12-116, dated November 6, 2012.

THAT the contribution to GO Transit be included in the Region’s 2013-2022 Capital Budget and Forecast.

CARRIED

h) P-12-117, Grand River Transit 2013 Service Improvement Plan Public Consultation Centres

Received for information.
REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

i) CR-RS-12-071, Authorization to Expropriate Lands (2nd Report) known Municipally as 311 Weber Street West for Weber Street West Grade Separation and Road Improvements (College Street to Guelph Street), Phase 2, in the City of Kitchener

MOVED by T. Galloway
SECONDED by R. Kelterborn

THAT Council of the Regional Municipality of Waterloo, after consideration of the Report of the Inquiry Officer received September 5, 2012 reporting on a Hearing of Necessity conducted under the Expropriations Act (the “Inquiry”) attached as Schedule “A” to Report CR-RS-12-071 dated November 6, 2012, approve the expropriation of the following lands for the purposes of reconstruction of Weber Street West, as detailed in Report CR-RS-12-071, described as follows:

Partial Taking:

Part Lot 8, Plan 373, being Part 10, on Reference Plan 58R-17416, City of Kitchener, P.I.N. 22326-0175 (LT) (311 Weber Street West).

Hereinafter referred to as the “Subject Lands” and shown on Schedule “B” to Report CR-RS-12-071, for the following reasons:

(a) The Region of Waterloo seeks to achieve the following objectives in the taking of the Subject Lands:
   a. to widen Weber Street West from 2 lanes to 4 lanes to provide north/south capacity improvements to accommodate future growth and reduce delays for vehicles and transit;
   b. to construct a grade separation at the crossing of the CN Rail corridor, which will provide improvements to accommodate increases in rail traffic movements and reduce traffic delays and conflicts at the existing level railway crossing; and
   c. to enhance facilities for pedestrians, transit and cyclists and to reduce traffic collisions;

(b) The reconstruction of Weber Street (College Street to Guelph Street) including a grade separation at the CN Rail crossing, and widening of Weber Street from 2 lanes to 4 lanes (the “Weber Street Improvements”) in accordance with the Recommended Design Concept determined through the Municipal Class Environmental Assessment undertaken by Regional staff was approved by Council of the Region of Waterloo at its meeting on June 29, 2011;

(c) It is fair, sound and reasonably necessary to acquire the Subject Lands in order to:
   a. Provide an alignment that results in property impacts primarily on one side of Weber Street, being the west side; and
   b. To provide the minimum recommended widths for the vehicle lane, boulevard and sidewalk to address pedestrian safety, surface and underground utilities, snow and garbage storage, street lighting and transit stops;
AND THAT Regional Council cause its decision to approve the expropriation of the Subject Lands and its reasons therefore to be served upon the parties to the Inquiry, together with a copy to the Inquiry Officer;

AND THAT the Region pay costs in the amount of $200.00 to Ronald McCarthy, an owner of 311 Weber Street West and party to the Hearing of Necessity;

AND THAT the Regional Chair and Regional Clerk be authorized to certify the said approval of expropriation of the Subject Lands in accordance with the Expropriations Act;

AND FURTHER THAT the Regional Solicitor be instructed to:

(a) Register a plan of expropriation in the proper land registry office pertaining to the Subject Lands;
(b) Serve the appropriate parties with a Notice of Expropriation, an Offer of Compensation and Appraisal, and a Notice of Possession in respect of the Subject Lands; and
(c) Do all other things necessary and proper to be done in order to complete the expropriation of the Subject Lands or acquire the interest through negotiated settlement and report to Regional Council in due course.

CARRIED

j) CR-RS-12-073, Surplus Declaration and Transfer of Lands to the City of Cambridge for Relocation of Riverbank Drive, South of the Fairway Road Extension (Regional Road 53), in the City of Cambridge

MOVED by D. Craig
SECONDED by L. Armstrong

THAT the Regional Municipality of Waterloo:

(a) Declare surplus the lands described as Part of Lot 116, German Company Tract, Parts 3 and 4 on Reference Plan 58R-17596, (Part of PIN 22736-0133 (LT)) and Part 13 on Reference Plan 58R-16369, (Part of PIN 22736-0010 (LT)), City of Cambridge, Regional Municipality of Waterloo, and provide the standard public notification as required by the Region’s property disposition by-law; and

(b) Approve a transfer to the Corporation of the City of Cambridge for dedication as Riverbank Court, north of the proposed Fairway Road Extension (Regional Road 53), at a price of $174,400 being the Region of Waterloo’s cost of acquisition of said lands.

CARRIED

k) E-12-106, Class Environmental Assessment Study for Northfield Drive Improvements, King Street to University Avenue, City of Waterloo

MOVED by S. Strickland
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment Study for proposed improvements on Northfield Drive (Regional Road No. 22) from King Street to University Avenue in the City of Waterloo:
a) Approve the Recommended Design Alternative for Northfield Drive as outlined in Report E-12-106; and,

b) Direct staff to file the Notice of Completion for this Class Environmental Assessment Study by means of advertisements in local newspapers and mailings to adjacent property owners, tenants and agencies, and place the Environmental Study Report on the public record for a period of 30 days; and,

c) Amend the Traffic and Parking By-law 06-072, as amended, upon completion of construction of the Recommended Design Alternative to add to Schedule 1, No Parking Anytime on both sides of Northfield Drive (Regional Road 22) from King Street (Regional Road 15) to University Avenue and to add to Schedule 24, Reserved Bicycle Lanes Anytime on both sides of Northfield Drive (Regional Road No. 22) from King Street (Regional Road 15) to University Avenue.

   CARRIED

l) E-12-108, Kitchener Wastewater Treatment Plant Phase 3 Upgrades – Engineering Consulting Services for Detailed Design and Services During Construction

MOVED by T. Cowan
SECONDED by C. Zehr

THAT the Regional Municipality of Waterloo enter into an Engineering Agreement with AECOM Canada Ltd. to undertake detailed design and services during construction of Phase 3 upgrades to the Kitchener Wastewater Treatment Plant at an upset fee limit $24,782,850 plus applicable taxes.

   CARRIED

m) E-12-109, Consultant Selection - Detailed Design and Services During Construction for the Mannheim Residuals Management Plant Upgrades, City of Kitchener

MOVED by T. Galloway
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo enter into an Agreement for Professional Consulting Services with Associated Engineering Ltd., to provide engineering services during the detailed design and services during construction for the Mannheim Residuals Management Plant Upgrade in the City of Kitchener, at an upset fee limit of $689,783 plus applicable taxes.

   CARRIED

WATER

n) E-12-105.1, Project Outline - Water Efficiency Master Plan Update

MOVED by T. Galloway
SECONDED by T. Cowan

THAT the Region of Waterloo appoint four members, Jim Wideman, Les Armstrong, Lou Lima and Jim Robinson, of the Water Efficiency Advisory Committee to the Water Efficiency Master Plan (WEMP) Steering Committee to assist with the Water Efficiency Master Plan Update, as detailed in report E-12-105.1;
AND THAT the Region of Waterloo invites each of the local municipalities to send a staff member to participate in a Water Efficiency Master Plan Update Stakeholder Committee that will meet approximately two times to review water efficiency program options.

CARRIED

o) Ayr Wastewater Servicing Master Plan – Information Package in Advance of Public Information Centre

Received for information.

p) Erb St. Water Supply System Study Class Environmental Assessment – Information Package in Advance of Public Information Centre

Received for information.

INFORMATION/CORRESPONDENCE

a) Memo re: King & Victoria Multimodal Hub Environmental Assessment Progress

Received for information.

b) Memo re: Region of Waterloo Community Environmental Fund – Call for Proposals

Received for information.

OTHER BUSINESS

a) Council Enquiries and Requests for Information Tracking List

Received for information.

NEXT MEETING – November 27, 2012

ADJOURN

MOVED by T. Cowan
SECONDED by J. Brewer

THAT the meeting adjourn at 2:15 p.m.

CARRIED

COMMITTEE VICE-CHAIR, G. Lorentz

COMMITTEE CLERK, E. Flewwelling
Fairway Road Extension
Sound Barrier
Proposed Sound Barrier

- Landgren Court: #501 through #541, inclusive, and
- Colton Circle: #2 through #48, inclusive
  - will go 40 meters east of #48 to mitigate direct and side traffic noise
Requested Sound Barrier Extension

- 501 to 541 Landgren Court
- Sound Barrier is requested to run from Pebble Creek to Zeller Drive
Reasons for Extension of Sound Barrier

- Before the extension was built there was a hill and trees that blocked the road from view.
- Before the extension there was a low volume of traffic behind the homes.
Reasons for Extension of Sound Barrier

- Extension is closer to the homes
- Extension is level with the homes
- Noise bounces off the hill and rocks behind the homes
Reasons for Extension of Sound Barrier

- There will be higher traffic volumes behind homes with large trucks heading to the industrial area by Breslau and Toyota.
- The trucks will be using the engine brakes to slow down for the round about @ Zeller Drive.
- There will be more pollution and vibration from the extra vehicles.
Reasons for Extension of Sound Barrier

- Wall will stop half way down the back of the homes and will not be pleasing to the eye
- What are the reasons why the wall cannot be extended?
- When windows are open must turn up the TV volume in order to hear it
Reasons for Extension of Sound Barrier

- What is the noise testing based on?
- When was the noise testing done?
- Where was the noise testing done?
- Has the increase traffic volumes been incorporated into this testing?
To: Chair Geoff Lorentz and Members of the Planning and Works Committee

From: Rob Horne, Commissioner of Planning, Housing and Community Services

Subject: ADDENDUM TO REPORT NO. P-12-114 (CITY OF CAMBRIDGE PROPOSED NEW OFFICIAL PLAN) AND REPORT NO. P-12-115 (CITY OF WATERLOO PROPOSED NEW OFFICIAL PLAN)

File No. D17-20

Regional Staff are providing two updates to the reports noted above.

A. City of Cambridge Official Plan

First, in Report No. P-12-114, the maps in Attachments B and C on pages 43 and 44 of the Cambridge Official Plan report should be replaced with the maps attached to this Addendum, as the boundaries of the proposed deferrals were not shown correctly in the staff report. An additional deferral, shown on Attachment E of this Addendum, was requested by the City of Cambridge on November 5, 2012. Regional staff support the request, which will provide the City of Cambridge the opportunity to consider other uses for the open space designation.

Consequently, should Committee support the changes described above, the third part of the recommendation would read as follows (changes are shown in bold):

THAT no decision be made at this time with respect to:

a) Chapter 1: Introduction, second paragraph, second sentence; Section 2.2 a); Section 2.3.1; Section 2.5.2 a) Table 1; Section 2.6.1.1, second sentence; Section 2.6.2.2; Section 2.8.2.3 and Section 3.B.7 that collectively address aggregate policies; population and employment forecasts; reurbanization targets; and Designated Greenfield Area density targets pending resolution of the outstanding appeals of the Regional Official Plan affecting these sections;

b) Policy 8.10.29; Map 2; and Map 2a as they relate to the lands commonly known as the Hunt Club and Arriscraft International Inc. (Arriscraft) lands as illustrated in revised Attachment B of the November 6, 2012 Addendum to Planning and Works Committee in accordance with the memorandum of oral decision delivered on September 26, 2012, by the Ontario Municipal Board (PL080311);
c) Policy 8.10.24; Map 2; and Map 2a as they relate to the lands commonly known as the Creekside lands as illustrated in revised Attachment C of the November 6, 2012 Addendum to Planning and Works Committee;

d) Policy 8.7.2.B; Map 2; Map 9; Map 15; and Figure 3 as they relate to the lands commonly known as the Community Node for Main and Dundas Street as illustrated in Attachment D, pending resolution of the outstanding appeals of the Regional Official Plan affecting these lands; and

c) Attachment E (new) of the November 6, 2012 Addendum to Planning and Works Committee, as it pertains to the open space lands at the corner of Fountain Street and Limerick Road.

B. City of Waterloo Official Plan

Secondly, City of Waterloo Council passed a motion on November 5, 2012, requesting an additional deferral regarding the status of some city street sections. An extract from the City’s agenda is attached. Regional staff have no concerns should Regional Planning and Works wish to defer to provide the City of Waterloo time to further examine these issues, and would recommend the following additional resolutions be passed, if deemed appropriate by Committee:

1. THAT the Region of Waterloo defer its decision for the City of Waterloo Official Plan as it relates to the Road Classification for:
   a) Avondale Avenue South, between Erb Street West and Allen Street West;
   b) John Street West, Westmount Road to Park Street; and
   c) Allen Street West, John Street West to Park Street.

2. THAT the deferral be shown on Schedule “E” – Road Classification System, Schedule “G” – Road Allowances and in Table 5-2: Road Allowances.

3. THAT the deferral be resolved following the completion of the Uptown West Neighbourhood Transportation Study to be undertaken by the City of Waterloo.

4. THAT the Region of Waterloo defer its decision for the City of Waterloo Official Plan as it relates to the Road Classification for:
   a) Allen Street East from Mary Street to Erb Street;
   b) John Street East from Dodds Lane to Moore Street.

5. THAT the deferral be shown on Schedule “E” – Road Classification, Schedule “G” – Road Allowances and in Table 5-2: Road Allowances.

6. AND THAT the deferral be resolved following a Mary-Allen Transportation Study.

Finally, there is a typographical error relating to Deferral No. 25, wherein reference to “Section 11.2.20 (13) should read “Section 11.1.20 (13), and staff will correct this error.
8. CONSIDERATION OF NOTICE OF MOTION GIVEN AT PREVIOUS MEETING

9. NOTICE OF MOTION

a) Councillor Durrell re UpTown West Neighbourhood Traffic

Delegations: 1) Bruce Alexander and Tanis Alexander
2) Wendell Schlumberger, Conserve Our Residential Environment (CORE)
3) Deepiga Vigneswaran, Waterloo Student Planning Advisory, University of Waterloo
4) Jordan Golubov (CORE)

Correspondence: 1) Marie Debrun
2) Councillor Zygmunt Janecki, Ward 8 City of Kitchener

"That Council request

1) that the Region of Waterloo defer its decision for the City of Waterloo Official Plan as it relates to the Road Classification for:
   i) Avondale Avenue South, between Erb Street West and Allen Street West;
   ii) John Street West, Westmount Road to Park Street; and
   iii) Allen Street West, John Street West to Park Street.

2) that the deferral be shown on Schedule "E" – Road Classification, Schedule "G" – Road Allowances and in Table 5-2: Road Allowances

3) that the deferral be resolved following the completion of the UpTown West Neighbourhood Transportation Study to be undertaken by the City of Waterloo; and

4) that staff be directed to prepare draft Terms of Reference for a Task Force for an UpTown West Neighbourhood Transportation Study and report back to Council in November."

5) that the Region of Waterloo defer its decision for the City of Waterloo Official Plan as it relates to the Road Classification for:
   i) Allen Street East from Mary Street to Erb Street;
   ii) John Street East from Dodds Lane to Moore Street;

6) that the deferral be shown on Schedule "E" – Road Classification, Schedule "G" – Road Allowances and in Table 5-2: Road Allowances and in Table 5-2:

Committee of the Whole Meeting
Revised Agenda Page R3
November 5, 2012
2. Road Allowances;

7) and that the deferral be resolved following a Mary-Allen Transportation Study.

10. COMMUNICATIONS AND CORRESPONDENCE

a) City of Cambridge, October 9, 2012
   Re: Public Consultation – Draft Grand River Source Protection Plan

11. REGIONAL INFORMATION AND CORRESPONDENCE

a) i) Region of Waterloo 2013 Proposed Transit Service Improvement’s Public Consultation Centers

ii) Region of Waterloo, Grand River Transit 2013 Service Improvement Plan Public Consultation Centres

b) Region of Waterloo, Council Info, October 3, 2012

c) Region of Waterloo, Council Info, October 24, 2012

12. UNFINISHED BUSINESS

13. NEW BUSINESS

i. Delegations

ii. Items removed from Consent Motion to be dealt with separately

iii. Staff Reports

iv. Other Business

14. QUESTIONS

15. ADJOURNMENT

Special Council Meeting to Commence
5 November 2012

Mr. Kevin Curtis  
Manager, Strategic Policy Development  
Region of Waterloo  
Planning, Housing and Community Services  
150 Frederick Street, 8th Floor  
Kitchener, ON. N2G 4J3

Dear Mr. Curtis

RE: Region of Waterloo Modification and Approval of City of Cambridge Official Plan and Kirtaff Holdings Inc./Springbank Investments Inc./20Vic Management, Franklin Boulevard and Main Street, City of Cambridge, Our file 07121A

Our firm represents Kirtaff Holdings Inc., Springbank Investments Inc., 20Vic Management and others relative to lands located generally at the intersection of Franklin Boulevard and Main Street in the City of Cambridge.

On July 29, 2009 our clients had a pre-consultation meeting with City and Regional Staff to discuss our clients’ plans for developing its lands.

My clients appealed the Region of Waterloo Official Plan on January 20, 2011. The appeals related to three matters:

1. Urban Area and Employment Area policies and implementation of Community Nodes;
2. Greenlands and natural heritage mapping as it affects our clients’ lands; and
3. Wellhead protection policies.

There have been subsequent meetings with Regional Staff and the solicitor representing the Region on the appeals, with the objective of resolving and settling the appeals. Substantial progress has been made, including reaching agreement on environmental constraints/development limits on the properties.

We have worked closely with City of Cambridge Staff and Council regarding the adopted City of Cambridge Official Plan. At its meeting of September 24, 2012, Cambridge Council acted on a recommendation by Cambridge Planning Staff and supported my clients’ request to reconfigure the “Future Study Area for inclusion in the node boundary” (Figure 3) and to clarify policy 8.7.2.B.5. Cambridge Council agreed that Figure 3 of the Cambridge Official Plan should be modified to be consistent with Maps 1 and 2 attached and that policy 8.7.2.B.5 be modified with inclusion of the following sentence at its end:
“Given the justification for the conversion of employment lands which has been completed, the requirement for a subsequent Secondary Plan (Official Plan Amendment) will not trigger the need for a further Municipal Comprehensive Review.”

Regional Planning Report P-12-114 recommends “no decision” with respect to our clients’ lands. See item d) on page 1 of the Report which reads:

“Policy 8.7.2.B; Map 2; Map 9; Map 15; and Figure 3 as they relate to the lands commonly known as the Community Node for Main and Dundas Street as illustrated in Attachment D, pending resolution of the outstanding appeals of the Regional Official Plan affecting these lands.”

Unfortunately, the staff recommendation d) fails to recognize that approval of the Cambridge Official Plan, including the reconfiguration of the “Future Study Area for inclusion in the node boundary” and the revision to policy 8.7.2.B.5 supported by Cambridge Council, addresses the issues underlying our appeals and forms the basis upon which we anticipate that legal counsel for our clients and the Region can negotiate Minutes of Settlement thereby allowing my clients to withdraw its appeals.

We respectfully request that Regional Staff and Regional Council support the revisions to Figure 3 and policy 8.7.2.B.5 of the Cambridge Official Plan consistent with the Cambridge Council Resolution of September 24, 2012.

Thank you for your consideration.

Sincerely,

MHBC

[Signature]

W. Brent Clarkson, MA, MCIP, RPP

Copy: Janet Babcock, Elaine Brunn Shaw, Rob Horne, Kevin Eby, Art Welter, John Taylor, John Doherty
Figure 3
Community Node
Main St and Dundas St N

Legend

Node Boundary

Future Study Area for inclusion in node boundary

Portion of Future Study Area Constrained by Environmental Features

Developable Area Subject to Request to be added to Future Study Area

MAP 1
Manitou Drive Reconstruction

Presentation to Waterloo Region Planning and Works Committee
Tuesday, November 6, 2012
by Duncan Class
Introduction

Hello Chairman, Councillors, Ladies & Gentlemen.

• My name is Duncan Class.
• I am a long time resident and taxpayer of Kitchener and Waterloo Region; a cyclist and a motorist.
• This presentation concerns:
  – the Manitou Drive Reconstruction;
  – what it means to the Doon area residents;
  – what it means to pedestrians;
  – what it means to cyclists;

  – (25 slides)
Manitou Drive Reconstruction

Background Information
Historic Facts

• On January 1, 1968, the City of Kitchener annexed the original pioneer Doon Village area from the township.

• The Doon area residents (now over 15,000) have been paying taxes to both the City and the Region for over 40 years.
The Farthest from Downtown

- Airport
- Shantz Station Road
- Fairway Road at Lackner Blvd
- Pioneer Park Plaza
- New Dundee Road
- Doon - Pioneer Park
- Kitchener City Hall
- Downtown
- Budd Park
- Pioneer Park Plaza
- Doon - Pioneer Park
The Isolation of Doon

Sidewalks in the Fairway Road shopping area.

Sidewalks in the Doon area.
No Pedestrian Connections

A well-worn path on Manitou Drive is clear evidence that there is plenty of pedestrian and bicycle traffic.
**SIDEWALKS**

- Manitou Drive (no sidewalks)
- Wilson Avenue (ends short)
- Charles Street & Floral Crescent
- Vanier Drive and Walton Avenue
- -- Shelley Drive Trail
- -- Pedestrian-Cycle Bridge
- Eckert and Dixon Streets
- Carlin Ave, Cornell Ave, Doon Rd
- Courtland Avenue
- Homer Watson Blvd (ends short)
- Fairway Road
- Bleams Road
- Doon - Pioneer Park Sidewalks

**INTERSECTION**

- Dtown Kitchener
- Doon Village Road
- Manitou Drive
- Homer Watson Blvd
Previous Connection Attempts Failed

- Extending the sidewalks on:
  - Wilson Avenue . . . did not connect to Doon.
  - Homer Watson Blvd . . . did not connect to Doon.
Honour Your Pedestrian Charter

• “To create an urban environment in all parts of the city that encourages and supports walking . . .
• Uphold the right of pedestrians of all ages and abilities to safe, convenient, direct and comfortable walking conditions;
• Provide a walking environment within the public right-of-way . . . that encourages people to walk for travel . . .;
• Support and encourage the planning, design and development of a walking environment . . . that meets the travel needs of pedestrians;
• Ensure that residents’ access to basic community amenities and services does not depend on car ownership or public transit use.”

Waterloo Region Approved -- June 2005  (Kitchener also approved it - UDM - B-100)
Cycling Master Plans

• The Cycling Master Plans of both the Region and the City of Kitchener failed to identify Manitou Drive as a bicycle route.

• This was a serious mistake in both Cycling Master Plans and should be corrected immediately.
Proposed Manitou Drive Bike Route

• Manitou Drive is an ideal bike route for cyclists:
  – is straight and flat for 1.8 km of its 2.3 km; (more than 70%)
  – is the most direct route towards downtown from Doon;
  – connects to Vanier Drive; to the Shelley Drive Trail; and the pedestrian-cycling bridge over the Conestoga Parkway;
  – also connects to Courtland Avenue leading to downtown;
  – as well . . . all these routes lead towards the Iron Horse Trail and to downtown Kitchener; . . . all from Manitou Drive.
  – points towards both pedestrian-cycling bridge connections into Cambridge from the Doon area:
    • the 401 P-C Bridge;
    • the Grand River P-C Bridge.
Manitou Drive Cycling Conditions

• There is heavy traffic most times of the day, particularly when cycling commuters are on the road.
• No bike lanes.
• No roadside cycle-tracks/multi-use paths.
• No sidewalks.
• Some sections have curbs.
• Some sections have paved shoulders.
• These paved shoulders are unsafe to ride on with crumbling pavement, large cracks and pot-holes.
• The right lane road surface is not much better with many patches, cracks and pot-holes.
Cycling on Manitou Drive

- I regularly cycle on Manitou Drive and find it dangerous.
- From Doon to Fairway Road takes 12 minutes.
- From Doon to Kitchener City Hall takes 35 minutes.

- I cycled in the City of Kitchener’s 2012 Great Commuter Race from the Fairview Shopping Centre to Kitchener City Hall in 18 minutes.
Policies that Hinder

• Policies exist that:
  – hinder progress;
  – favour businesses, but not tax-paying residents;
  – do not permit sidewalks, bike lanes & cycle-tracks.

• Either eliminate or modify polices that state there shall be no sidewalks, bike lanes, cycle-tracks/multi-use paths in business parks.

• Businesses can shovel sidewalks just like all the other tax-payers.
Exceptions to these Policies

Huron Business Park:
- Sidewalks were extended down Wilson Avenue to Wabanaki Drive for the workers in that area.
- Sidewalks were extended to the Budd Plant for the 1,000 workers -- Where are they now? -- Gone!

Trillium Business Park:
- Sidewalks were extended along Strasburg Road through the Trillium business park to the new Huron Heights Secondary School to serve 2,000 students.
- Therefore there should be no objections to placing sidewalks along the full length of Manitou Drive to serve the 15,000 tax-paying residents of the Doon area.
Who Gets the Connections?

- I find it very disturbing that local governments are extending sidewalks and bike lanes far closer to the airport (which is outside the city), then to the Doon area.
- However, these same governments refuse to make the connections to the region’s original pioneer village area of Doon (which is inside the city) and its 15,000 tax paying residents.
What is Annoying?

• Seeing other newer communities, who have not paid 40 years of taxes . . . seeing them getting all the connections: . . . sidewalks, . . . multi-purpose trails, . . . bike lanes.

• The far newer Williamsburg area has already enjoyed connecting sidewalks and bike lanes to Ottawa Street along Fischer-Hallman Road for a many years.

• However, now the Region is going to spend more money to tear up those sidewalks and bike lanes, and will replace them with paved multi-use trails on both sides of the road.

• Yet, the Doon area is still being ignored and isolated.
For 40 years . . . the 15,000 Doon area tax-paying residents have looked up Manitou Drive for sidewalks, bike lanes or multi-use trails.
Is this another . . . long-awaited attempt to connect the Doon area to the City of Kitchener with pedestrian and cycling facilities? . . . Many people hope it is.
Don’t let this be the third attempt to extend pedestrian and cycling facilities towards the Doon area . . . and fail again.
Manitou Drive Reconstruction

(Fairway Road to Bleams Road)
-- Long steep hill;
-- Curve;
-- Bridge;
-- 855 Meters.

(No Plans)
Bleams Road to Doon Village Road
-- Flat;
-- Straight;
-- 1,495 meters.
Suggestion to Council

• **Don’t wait** for the decision on the Hidden Valley road.

• **Make a motion today**; start the planning process for proper pedestrian and cycling facilities along the rest of Manitou Drive.

• Have those plans ready for spring 2013.

• Hold public information displays for spring 2013.

    **Lets start the construction for these long overdue connections to the Doon area in 2013.**
Do the Right and Honourable Thing

Connect the Doon area
to the City of Kitchener
now . . . not later!
Thank you
Manitou Drive Improvements

Fairway Road to Bleams Road
CLASS EA

Study Area

Schneider Creek Bridge

River Road Extension
SEPT. 11 PROJECT TEAM RECOMMENDATION:

• Widen Manitou Drive to 3 lanes
• Roundabout at Bleams Road
• Replace Schneider Creek Bridge
• Raised median at Webster Road
COMMITTEE CONCERNS WITH RECOMMENDED DESIGN CONCEPT

1. Rationale for 3 lanes on Manitou Drive instead of 4 lanes
2. Rationale for raised median at Webster Road
3 LANES VS 4 LANES

- CAPACITY CONTROLLED BY INTERSECTIONS
- EXCEPTION: "FRICTION" CAUSED BY LEFT TURNS
VEHICLE IN THROUGH LANE WAITING TO TURN LEFT

VICTORIA STREET BETWEEN BRUCE AND EDNA, 4 PM, LOOKING EAST
Recommended Design Concept

BENEFITS OF CENTRE TWO-WAY LEFT-TURN LANE

1. SAFE REFUGE FOR MOTORISTS WAITING TO TURN LEFT
2. VEHICLE DOES NOT BLOCK THROUGH LANE
KING STREET SOUTH OF FAIRWAY ROAD AFTERNOON, LOOKING NORTH
PROPERTY IMPACTS WITH 4 LANES
Looking South along Manitou Drive
Note worn footpath

Looking north along Manitou Drive
Blair Road, Cambridge
Blair Road, Cambridge
PROJECT TEAM RECOMMENDATION

BENEFITS OF 3 LANES:

• As effective capacity as 4 lanes
• Safer for motorists and pedestrians
• Better environment for cyclists and pedestrians
• Lower property impacts
• $5.4 million in savings
RESTRICTION OF LEFT TURNS AT WEBSTER ROAD

COLLISIONS AT WEBSTER ROAD

• 13 collisions where 6 collisions were expected
• 7 collisions involved westbound left-turning vehicles
• Collisions are anticipated to increase
EXISTING LEFT-TURN COLLISION PROBLEM
RESTRICTION OF LEFT TURNS
AT WEBSTER ROAD

OPTIONS CONSIDERED
AT WEBSTER ROAD

1. Raised median island
2. Left turn prohibition during peak hours using a sign

ALL OPTIONS INCLUDE A PEDESTRIAN REFUGE ISLAND TO ACCESS THE BUS STOPS
OPTION 2: ALLOW LEFT-TURNS OFF-PEAK
PROHIBIT LEFT TURNS DURING PEAK

ADVANTAGES:
1. REDUCED INCONVENIENCE

DISADVANTAGES:
1. LEFT-TURN COLLISIONS WILL STILL OCCUR
2. POTENTIAL RISK TO PEDESTRIANS
ADVANTAGES:
1. ELIMINATE ALL LEFT-TURN COLLISIONS
2. LESS RISK TO PEDESTRIANS

DISADVANTAGES:
1. INCONVENIENCE TO MOTORISTS
ALTERNATE ROUTES TO MAKING LEFT TURNS AT WEBSTER ROAD

DELAY = 1 MINUTE

DELAY = 2-3 MINUTES

DELAY = 1.5 MINUTES
RAISED MEDIAN AT WEBSTER:
• Safer for pedestrians and motorists
RECOMMENDATION SUMMARY:

• Widen Manitou Drive to 3 lanes
• Roundabout at Bleams Road
• Replace Schneider Creek Bridge
• Raised median at Webster Road
NEXT STEPS

1. Environmental Study Report 2012
2. Commence detailed design 2013
3. Property acquisition 2013 - 2014
4. Utility relocations 2014
5. Construction 2015

This schedule is considered very aggressive
END OF PRESENTATION

FOLLOWING SLIDES NOT PART OF PRESENTATION
RECOMMENDED DESIGN CONCEPT
SCHNEIDER CREEK BRIDGE
November 6, 2012

Our File No.: 09-0456

Via Email

Chair and Members of the Planning and Works Committee
Regional Municipality of Waterloo
150 Frederick Street, 2nd Floor
Kitchener, ON N2G 4J3

Attention: Ms. Kris Fletcher, Regional Clerk

Dear Chair and Members of the Planning and Works Committee:

Re: Proposed Approval of City of Cambridge Official Plan Report P-12-114
    Proposed Approval of City of Waterloo Official Plan Report P-12-115

We are solicitors for Activa Holdings Inc. ("Activa"), Stonefield Properties Corp., Hallman Construction Limited and other landowners in the Region of Waterloo that have appealed the ROP to the OMB.

We are writing in respect of the Reports for today’s Planning and Works Committee regarding the approval of the Official Plans of the Cities of Cambridge and Waterloo.

We have not had an opportunity to review the reports in detail. However, we are concerned that there are policies and mapping that are proposed to be approved that relate directly to matters that are in issue regarding the appeals of the ROP before the OMB. While staff propose that some matters such as population and employment forecasts, reurbanization and density targets that are the subject of the OMB hearing on the ROP are to be deferred, there are other matters that are to be adjudicated by the OMB in the context of the ROP hearing such as policies and mapping regarding Protected Countryside, Regional Recharge Area and Countryside Line that are proposed to be approved.

All policies and mapping of the Waterloo and Cambridge Official Plans that relate to matters that are to be adjudicated by the OMB through the ROP hearing should be deferred until the OMB has made its decision. Otherwise, we will have to appeal those policies and mapping and seek consolidation with the ROP hearing.
Thank you for considering our submission. We request that you provide us with any notice of decision made by Regional Council.

Yours very truly,

Goodmans LLP

[Signature]

Robert D. Howe

cc: clients

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