Regional Municipality of Waterloo
Planning and Works Committee
Minutes

Tuesday, April 1, 2014
9:10 a.m.
Regional Council Chambers
150 Frederick Street, Kitchener

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, J. Mitchell, K. Seiling, and *C. Zehr.

Members absent: C. Millar and S. Strickland

Declarations of Pecuniary Interest Under the Municipal Conflict of Interest Act

R. Deutschmann declared a pecuniary interest with respect to Report E-14-018, Road Assumption for the ION Rapid Transit Corridor, Report E-14-046/F-14-045, Request for Proposal: Stage 1 Light Rail Project - Independent Certifier and Report E-14-026/P-14-035, King-Victoria Multi-Modal Transit Hub, Assumption of Waterloo Street established by Registered Plan 374, between Breithaupt Street and Victoria Street North, City of Kitchener due to an indirect pecuniary interest since he and his spouse are shareholders of corporations that have an interest in a property at 10 Duke Street West, Kitchener.

T. Galloway declared a pecuniary interest with respect to Report E-14-042, Study of Manheim Water Treatment Plant Filter – University of Waterloo and Report and Report CR-RS-14-026, Surplus Declaration of Land, Storm Water Management Facility, West of Bearinger Road (Regional Road #58), City of Waterloo due to his employment at the University of Waterloo.

Delegations

a) E-14-028, Proposed Parking Changes on Lobsinger Line (Regional Road 15), East and West of Herrgott Road (Regional Road 10), in the Township of Wellesley
i) Birk Donsig appeared before Committee on behalf of St. Clements Community. He provided a presentation that highlighted the dangers with the intersection, traffic volume, child safety, proposed relocation of parking will not work, proposed solution, and support for the solution. He asked that traffic lights be installed and that Committee defer this matter for further review and study. A copy of the presentation is appended to the original minutes.

*B. Halloran and C. Zehr entered the meeting at 9:15 a.m.

Chair J. Wideman pointed out that the recommendation is to deal with parking and not installing a light at the intersection and asked that this request be referred to staff for further review. He stated the proposed parking changes can still proceed.

Moved by T. Cowan
Seconded by R. Kelterborn

That the Region of Waterloo amend Traffic and Parking By-law 06-072, as amended, to:

a) Remove No Parking Anytime on South Side of Lobsinger Line (Regional Road 15) 11 m West of Herrgott Road (Regional Road 10) to 11 m East of Herrgott Road (Regional Road 10);
b) Remove Limited 15 minute Parking on South Side of Lobsinger Line (Regional Road 15) 11 m East of Herrgott Road (Regional Road 10) to 40 m East of Herrgott Road (Regional Road 10) 8:00 a.m. to 6:00 p.m. Monday to Saturday;
c) Add No Parking Anytime on South Side of Lobsinger Line (Regional Road 15) 46 m West of Herrgott Road (Regional Road 10) to 21 m East of Herrgott Road (Regional Road 10); and
d) Add Limited 15 minute Parking on South Side of Lobsinger Line (Regional Road 15) 21m East of Herrgott Road (Regional Road 10) to 40 m East of Herrgott Road (Regional Road 10) 8:00 a.m. to 6:00 p.m. Monday to Saturday;


Carried

Request to Remove Items From Consent Agenda

No items were removed from the Consent Agenda.

Motion To Approve Items Or Receive for Information

Moved by G. Lorentz
Seconded by J. Brewer

That the following items be approved:

1605242
• That the Regional Municipality of Waterloo approve entering into a contribution agreement with Her Majesty the Queen in Right of Canada by its Minister of Transportation to fund the procurement and supply of a Hespeler Road Corridor Traffic Management System and Road Construction and Incident Management System as outlined in Report E-14-024 dated April 1, 2014.

• That the Regional Municipality of Waterloo take the following actions with respect to the Water Supply for the Fountain Street and Maple Grove Area Class Environmental Assessment according to Report E-14-041 dated April 1, 2014:
  a) Receive the report entitled “Water Supply Study for the Fountain Street and Maple Grove Area Class Environmental Assessment: Environmental Study Report” prepared by MTE Consultants Inc., dated March 28, 2014, and
  b) Direct Transportation and Environmental Services staff to issue the Notice of Completion of Environmental Study Report, and to file the Environmental Study Report for public review in accordance with Municipal Class Environmental Assessment requirements.


• That the Regional Municipality of Waterloo approve an amendment to Controlled Access By-law #58-87 for a private street access on the east side of Regional Road #58 (Fischer-Hallman Road) approximately 445 metres north of Columbia Street in the City of Waterloo, as described in Report No. P-14-034, dated April 1, 2014.

• That Regional Council receive Report No. P-14-036, Year End 2013 Population and Household Estimates for the Region of Waterloo, dated April 1, 2014, for information, and make this report available to the community.

And that the following items be received for information:

• E-14-040, Traffic Management for 2014 Construction Contracts

• East Boundary Road Corridor Study, City of Cambridge and North Dumfries Township, Information Package in Advance of Public Consultation Centre

Carried

Reports – Transportation and Environmental Services

Design and Construction

a) E-14-039, St. Andrews Street Improvements from Grand Avenue Southerly to the City of Cambridge Boundary and Cedar Street Improvements from Osborne Street Westerly to the City of Cambridge Boundary – Recommended Design
Moved by J. Brewer
Seconded by T. Galloway

THAT the Regional Municipality of Waterloo take the following actions with respect to proposed improvements on St. Andrews Street and Cedar Street in the City of Cambridge:

a) approve the Recommended Design Alternative for both St. Andrews Street from Grand Avenue southerly to the Cambridge Boundary and Cedar Street from Osborne Street westerly to the Cambridge Boundary as outlined in Report E-14-039; and

b) amend Traffic and Parking By-law 06-072, as amended, upon completion of construction to accommodate the proposed improvements as follows:

i. Remove from Schedule 1, No Parking, Anytime on both sides of Cedar Street (Regional Road 97) from Barrie Street to Glenmorris Street;

ii. Remove from Schedule 1, No Parking, Anytime on the north side of St. Andrews Street (Regional Road 75) from Grand Avenue (Regional Road 76) to Churchill Drive;

iii. Remove from Schedule 1, No Parking, Anytime on the south side of St. Andrews Street (Regional Road 75) from Grand Avenue (Regional Road 76) to Fraser Street;

iv. Remove from Schedule 1, No Parking, Anytime on both sides of St. Andrews Street (Regional Road 75) from Cedar Street (Regional Road 97) to Fourth Avenue;

v. Add to Schedule 1, No Parking, Anytime on both sides of Cedar Street (Regional Road 97) from 135 metres west of Grand Ridge Drive to Osborne Street;

vi. Add to Schedule 1, No Parking, Anytime on both sides of St. Andrews Street (Regional Road 75) from Grand Avenue (Regional Road 76) to 475m south of Grand Ridge Drive;

vii. Add to Schedule 24, Reserved Cycling Lanes, Anytime on both sides of Cedar Street (Regional Road 97) from 135 metres west of Grand Ridge Drive to Osborne Street; and

viii. Add to Schedule 24, Reserved Cycling Lanes, Anytime on both sides of St. Andrews Street (Regional Road 75) from Grand Avenue (Regional Road 76) to 475m south of Grand Ridge Drive.

Carried
Rapid Transit

b) E-14-018, Road Assumption for the ION Rapid Transit Corridor

A Committee member asked if the Waterloo streets listed in the report are the streets residents are concerned about. Thomas Schmidt, Commissioner, Transportation and Environmental Services explained that the streets listed are of concern and staff continues to work with the City of Waterloo on the issues that have been raised.

Moved by T. Galloway

Seconded by K. Seiling

1. That the Regional Municipality of Waterloo commence the process to consider amending the existing Road Consolidation By-law 01-059 (Regional Road System) to assume the following road segments from the Cities of Waterloo and Kitchener including all the commitments to the Cities outlined in report E-14-018.

   City of Waterloo Segments:
   
   a) Caroline Street South, from Erb Street West to Allen Street West (the “Caroline Segment”) including the Caroline Street South and William Street West intersection (approx. 700m); and
   
   b) Allen Street West, from Caroline Street South to King Street South (the “Allen Segment”) (approx. 105m).

   City of Kitchener Segments:
   
   a) King Street West from Victoria Street to Francis Street (the “King Segment”) (approx. 160m);
   
   b) Francis Street North from King Street West to Duke Street West (the “Francis Segment”) (approx. 140m);
   
   c) Duke Street from Francis Street North to Frederick Street (the “Duke Segment”) (approx. 620m);
   
   d) Borden Avenue from Charles Street to the Huron Park Spur (the “Borden Segment”) (approx. 840m); and
   
   e) Hayward Avenue from the Huron Park Spur to Courtland Avenue (the “Hayward Segment”) (approx. 230m).

2. Provide notice to the public of the proposed transfer of the road segments Caroline and Allen from the City of Waterloo and the road segments King, Francis, Duke, Borden and Hayward from the City of Kitchener in accordance with the Region’s Notice Policy;

3. That the Regional policy outlining the criteria for assuming existing City roads be amended to include “Roads that include light rail transit”.

1605242
4. And commence the process to amend Traffic and Parking By-law 06-072 to reflect the addition of traffic regulations on the sections of road to be assumed by the Region of Waterloo.

Carried

c) E-14-046/F-14-045, Request for Proposal: Stage 1 Light Rail Project - Independent Certifier

Moved by T. Galloway
Seconded by G. Lorentz

That, pursuant to Subsection 50(3) of By-law 04-093, as amended (the “Purchasing By-law”), the Regional Municipality of Waterloo authorizes the Chief Administrative Officer to accept a consultant proposal submitted pursuant to RFP 2014-20 (Independent Certifier) provided that such proposal is compliant and that it best meets the criteria of subsection 19(1)(a) of the Purchasing By-law;

And Further That the Chief Administrative Officer is authorized to finalize the terms and conditions of, and execute, an Agreement with the accepted proponent, with such Agreement to be satisfactory to the Commissioner of Transportation and Environmental Services and the Regional Solicitor.

Carried

Transportation

d) E-14-036, Removal of the U-Turn Restriction along Fairway Road (Regional Road 53) between Highway 8 and Wilson Avenue, in the City of Kitchener

A Committee member asked if the pins in the road are being removed and if staff have done an analysis on the amount of traffic cutting through Best Buy parking lot to do a U-turn and to turn left onto Wabanaki Drive. T. Schmidt highlighted that the pins will not be removed from the roadway and staff have done an analysis on traffic cutting through.

Moved by J. Mitchell
Seconded by G. Lorentz

That the Region of Waterloo amend Traffic and Parking By-law 06-072, as amended, to: remove from Schedule 14, U-Turn Prohibition on Fairway Road (Regional Road 53) from Wilson Avenue to Highway 8; in the City of Kitchener, as outlined in report E-14-036, dated April 1, 2014.

Carried

(J. Haalboom opposed)
Water Services

e) E-14-042, Study of Manheim Water Treatment Plant Filter – University of Waterloo
Moved by K. Seiling
Seconded by L. Armstrong

That The Regional Municipality of Waterloo accept the proposal of the Department of Civil and Environmental Engineering at the University of Waterloo to support applicable study at the Mannheim Water Treatment Plant and Hidden Valley High Lift Reservoir at a total price of $171,350 including all applicable taxes.

Carried

f) E-14-035, Consultant Selection for the William Street and Strange Street Water Supply Systems Class Environmental Assessment and Preliminary Design
Moved by B. Halloran
Seconded by J. Mitchell

That the Regional Municipality of Waterloo enter into a Consulting Services Agreement with XCG Consultants Ltd. of Kitchener, Ontario, to provide consulting engineering services for undertaking the William Street and Strange Street Water Supply Systems Class Environmental Assessment (EA) and Preliminary Design, at an upset limit of $514,896 plus applicable taxes, as requested in Report E-14-035, dated April 1, 2014.

Carried

Inter-Departmental Reports

g) E-14-026/P-14-035, King-Victoria Multi-Modal Transit Hub, Assumption of Waterloo Street established by Registered Plan 374, between Breithaupt Street and Victoria Street North, City of Kitchener
Moved by K. Seiling
Seconded by J. Mitchell

That the Regional Municipality of Waterloo approve the commencement of the process to transfer Part of Waterloo Street, established by Registered Plan 374, lying between Victoria Street (Regional Road No. 55) and Breithaupt Street in the City of Kitchener, designated as Part 6 on Reference Plan 58R-17870, being PIN 22319-0002 (LT) and Part 1 on Reference Plan 58R-18101, being Part of PIN 22319-0001 (LT), from the City of Kitchener to the Regional Municipality of Waterloo as described in Report E-14-026/P-14-035:

1. Provide notice to the public of the proposed transfer of part of Waterloo Street
between Victoria Street and Breithaupt Street from the City of Kitchener in accordance with the Region’s Notice Policy;

2. Commence the process to consider amending the Road Consolidation By-Law 01-059 (Regional Road System) to assume part of Waterloo Street between Victoria Street and Breithaupt Street from the City of Kitchener, effective upon passing of the by-law; and

3. Commence the process to amend Traffic and Parking By-law 06-072 to reflect the addition of existing traffic regulations on the section of road to be assumed by the Region of Waterloo.

Carried

h) P-14-038/F-14-046, Brownfields Financial Incentives Program – Tax Increment Grant Application – 350 Dundas Street South, City of Cambridge

Moved by J. Brewer

Seconded by R. Kelterborn

That the Regional Municipality of Waterloo take the following actions regarding the property municipally known as 350 Dundas Street South in the City of Cambridge, as described in Report P-14-038/F-14-046, dated April 1, 2014:

a) Approve a joint Tax Increment Grant for an amount not to exceed $318,090 net of other future assistance, to be financed from the incremental tax revenue for the property following remediation, redevelopment and reassessment;

b) Provide the Tax Increment Grant subject to the completion of remediation and redevelopment of the property and upon final confirmation of any additional brownfield related financial assistance provided under the Region’s Brownfield Financial Incentive Program or through the City of Cambridge; and

c) Authorize the Region’s Commissioner of Planning, Housing and Community Services and Chief Financial Officer to execute any associated agreements with the registered owner of 350 Dundas Street South and the City of Cambridge, with the form and content of such agreement(s) to be satisfactory to both the Regional and City of Cambridge Solicitors.

Carried

Reports – Planning, Housing and Community Services

Community Planning

i) P-14-037, Regional Approval of the Cambridge West Master Environmental Servicing Plan

Chris Gosselin, Manager, Environmental Planning provided Committee with a presentation that highlighted:
- What is a Master Environmental Servicing Plan (MESP);
- The Study Area;
- Natural Heritage Features;
- Proposed Stormwater Management Concept;
- Recommended Servicing Plan;
- Water Servicing; and
- Next Steps.

A copy of the presentation is appended to the original minutes.

C. Gosselin provided clarification regarding discharge into Barrie’s Lake, the number of safe guards in place, monitoring and the peer review.

Committee members referred to Ms. Sue Stubly’s email that was circulated noting she would like to see no discharge into Barrie’s Lake. C. Gosselin explained no discharge into the lake would be impossible, the lake would starve.

Moved by R. Deutschmann

Seconded by D. Craig

THAT the Regional Municipality of Waterloo approve the Final Draft, Cambridge West Master Environmental Servicing Plan (MHBC Planning, November, 2013) pursuant to Regional Official Policies Plan policy 3.1.5 and Regional Official Plan policy 7.F.6, as described in Report P-14-037, dated April 1, 2014, and more specifically:

a) That Regional staff collaborate with City of Cambridge and Grand River Conservation Authority staff to incorporate policies in the City’s planning documents for the Cambridge West lands to implement an environmental management framework pursuant to the applicable Source Water Protection policies in the Regional Official Plan and the proposed Grand River Source Protection Plan that would, among other matters:

i) require Hydrogeologic Assessments, Environmental Impact Studies, and Stormwater Management Plans to ensure the quantity, quality, and spatial distribution of groundwater recharge is maintained through the design of stormwater management facilities and buried infrastructure;

ii) require Salt Impact Assessments that include consideration of the design of stormwater management facilities to reduce need for winter de-icing practices for plans of subdivision, new employment, and multiple-unit residential land uses;

iii) require Salt Management Plans that mitigate the risks of winter de-icing for all new employment and multi-unit residential land uses with large parking lots; and,

iv) implement a monitoring framework in collaboration with other approval agencies to assess changes to the quantity and quality of surface water and
groundwater as a result of development and to verify that the pre-development water balance is being maintained as the area is developed.

b) That the Cruickston Creek Headwaters, as described in Attachment 1, be identified as a proposed new Environmentally Sensitive Policy Area pursuant to Regional Official Policies Plan policy 4.3.4 and Regional Official Plan policy 7.A.10.

c) That staff continue to work with City of Cambridge staff to reflect linkages and Supporting Environmental Features identified in the Master Environmental Servicing Plan in the City’s planning documents.

d) That staff continue to collaborate with staff of the City of Cambridge and Grand River Conservation Authority to implement recommendations for the protection, stewardship, enhancement, and monitoring of the Greenlands Network within and contiguous to the study area in Cambridge and North Dumfries Township.

Carried

j) P-14-043, East Side Lands (Stage 1) Master Environmental Servicing Plan

Rob Horne, Commissioner, Planning, Housing and Community Services introduced the report and thanked Brenna MacKinnon, Manager, Greenfield Planning, Amanda Kutler, Director, Community Planning, Beth Brown, Grand River Conservation Authority, Elaine Brunn Shaw, City of Cambridge, Dillon Consultants Limited, Gary Dyke Cambridge CAO, and other staff involved noting this was a long complex process.

R. Horne highlighted that the City of Cambridge has endorsed this report and referred to the correspondence Cathy Murphy sent in stating the City of Cambridge will be working with Ms. Murphy. R. Horne also pointed out that over 1,000 notifications were sent out and thanked the Community for their input on this matter.

B. MacKinnon provided a presentation to Committee that highlighted:

- Project Leadership;
- Why East Side Lands;
- East Side Lands Project Location;
- Quick Start Servicing Lands;
- Development Charges;
- Current Status; and
- Next Steps.

A copy of the presentation is appended to the original minutes.

B. MacKinnon provided clarification on the water and wastewater treatment plants stating further Environmental Assessments will be conducted.

Committee members made reference to the correspondence sent in from Cathy Murphy. R. Horne indicated that staff will send a response to C. Murphy noting receipt of her letter but that ultimately she will have to work with the City of Cambridge.

1605242
Chair J. Wideman thanked R. Horne and all his staff for bringing this together.

Moved by D. Craig

Seconded by J. Brewer

That the Regional Municipality of Waterloo approve the East Side Lands (Stage 1) Master Environmental Servicing Plan (MESP) report and supporting documentation, including Option 3b as the Preferred Option, as described in the East Side Lands (Stage 1) MESP prepared by Dillon Consulting Limited, and as summarized in Report P-14-043, dated April 1, 2014;

That as a co-proponent with the City of Cambridge, the Regional Municipality of Waterloo issue the Notice of Completion and file the East Side Lands (Stage 1) Master Environmental Servicing Plan (MESP) Report and supporting documentation for a minimum 30 day public review in accordance with the Municipal Class Environmental Assessment process;

That the Regional Municipality of Waterloo continue to support the planning for the Regional infrastructure recommended in the East Side Lands (Stage 1) Master Environmental Servicing Plan (MESP);

That the Regional Municipality of Waterloo negotiate the transfer of Speedsville Road between Regional Road 38 (Maple Grove Road) and Regional Road 39 (Eagle Street) to the Region of Waterloo and transfer of Beverly Street and Samuelson Street/Clyde Road between Regional Road 8 (Dundas Street North) and Regional Road 36 (Franklin Boulevard) to the City of Cambridge;

That in conjunction with the road transfer negotiation noted above, the Regional Municipality of Waterloo continue negotiations with the City of Cambridge and the Township of Woolwich for a separate cross-border servicing agreement to service lands including and in the vicinity of the Region of Waterloo International Airport;

That the Regional Municipality of Waterloo request that the City of Cambridge take the following actions:

a) That as a co-proponent with the Regional Municipality of Waterloo, issue the Notice of Completion and file the East Side Lands (Stage 1) Master Environmental Servicing Plan (MESP) Report and supporting documentation for a minimum 30 day public review in accordance with the Municipal Class Environmental Assessment process;

b) Initiate Official Plan and Zoning By-law Amendments for the "Quick Start" Lands (as shown on Attachment 8) or lands otherwise determined so that the lands are designated, zoned and serviced for employment uses by 2015;

c) Include the City of Cambridge’s water and wastewater, stormwater and transportation projects recommended in the East Side Lands (Stage 1) MESP in the associated City of Cambridge Capital Budget programs for future years; and
d) Following the minimum 30 day public review, initiate an update to the City of Cambridge Development Charges By-law for the East Side Lands (Stage 1) MESP and incorporate the City infrastructure identified in the East Side Lands (Stage 1) MESP in the Capital Budget Program;

And that the Regional Municipality of Waterloo continue to work in cooperation with the City of Cambridge to advance the development of the East Side Lands (Stage 1), including opportunities for strategic investment and marketing as previously endorsed by Regional Council.

Carried

**Transportation Planning**

k) P-14-039, Highway 8, Bus-Bypass Shoulders, Operating and Legal Agreements with the Ministry of Transportation

Moved by T. Galloway

Seconded by J. Brewer

That the Regional Municipality of Waterloo enter into legal and operating agreements with Her Majesty the Queen in Right of Ontario (by its Ministry of Transportation) to the satisfaction of the Commissioner of Planning, Housing and Community Services, the Commissioner of Transportation and Environmental Services, and the Regional Solicitor to allow for the use of the bus bypass shoulders by Grand River Transit on Highway 8 between Fairway Road and Sportsworld Drive, as described in Report No. P-14-039, dated April 1, 2014.

Carried

l) CR-RS-14-026, Surplus Declaration of Land, Storm Water Management Facility, West of Bearinger Road (Regional Road #58), City of Waterloo

Moved by J. Mitchell

Seconded by G. Lorentz

That the Regional Municipality of Waterloo declare the lands described as Part Lot 30, GCT, Geographic Township of Waterloo, designated as Parts 1, 2 & 3 on Reference Plan 58R-10886, City of Waterloo, Region of Waterloo surplus to the needs of the Region, as detailed in Report No. CR-RS-14-026 dated April 1, 2014, and provide the standard public notification as required by the Region’s property disposition by-law and to the satisfaction of the Regional Solicitor.

Carried

**Information/Correspondence**

a) Township of North Dumfries Correspondence re: Ayr Waste Transfer Station 1605242
Received for information.

Chair J. Wideman suggested referring this to staff since they are already negotiating with Wellesley staff on the same issue.

Mike Murray, Chief Administrative Officer reminded Committee that not long ago Council approved the budget which did include closing the rural transfer stations as of April 1st, 2014. He pointed out extending the closing date until the end of April does have a small budget impact. He highlighted that staff can explore options that do not involve budget impacts and staff will work within the budget Council approved unless directed otherwise.

R. Deutschmann discussed the correspondence submitted highlighting residents concerns with closing the Ayr Transfer Station. He highlighted that last year the Region was able to reinstate the weed maintenance on roads after finding $400,000.00.

R. Deutschmann referenced a petition that has 977 signatures regarding the closing of the Ayr Transfer Station stating he will file it in the Clerk’s office.

Some Committee members pointed out that there needs to be fairness amongst the transfer stations saying that they all remain open or they all close.

R. Kelterborn asked that staff meet with all the Township mayors to discuss this issue. T. Schmidt noted that staff can make arrangements to meet with the Township mayors to discuss options.

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

Other Business

a) D. Craig inquired about the clean up of debris left from the ice storm noting the Region’s policy states brush must be in 3 foot lengths and bundled in order for it to be picked up curbside and asked how the Region is going to accommodate people who are unable to meet the policy.

T. Schmidt highlighted that yard waste days will be starting again and for the next 4 weeks residents can take their yard waste to the landfill with no charge. T. Schmidt also noted that staff can discuss with local area municipalities about how they are handling this situation.

Some Committee members pointed out that it should be the property owner’s responsibilities to clean up and dispose of any debris on their yard and any fallen branches on City own boulevards be the City’s responsibility.

b) D. Craig asked that a protocol be in place for any changes to bus routes stating in the future Regional staff should make presentations to the local Council on those changes.

R. Horne stated that he can report back during the next committee cycle.

1605242
c) R. Deutschmann asked if Committee could have an update on Economic Development.

M. Murray stated that an update will be given at the next All Council meeting on April 16th, 2014.

Next Meeting – April 29, 2014

Adjourn

Moved by T. Cowan

Seconded by B. Halloran

That the meeting adjourn at 10:36 a.m.

Carried

Committee Chair, J. Wideman

Committee Clerk, E. Flewwelling
Intersection at Hergott Rd & Lobsinger Line

Presented by Birk Donsig & Barb Esbaugh
March, 2014
Dangers with intersection

• VISIBILITY
  o Trucks meeting at intersection must yield right of way to negotiate turns in various directions
  o Trucks turning the corner do not have the room to make the turn without driving up onto sidewalks
    o Region has stated that 8 of the accidents occurring at the intersection are a result of vehicles being waved thru blindly by another drive
Looking north – crossing Lobsinger
Heading North

crossing Lobsinger
Looking south
Dangers with intersection

• **TRAFFIC VOLUME**
  o Vehicle volume is increasing every year *(6900 vehicles/day – RoW stats)*
    • Does not include pedestrians, horse drawn vehicles, and traffic that avoids the intersection due to safety reasons
    • Higher volume during spring/summer/fall months with increased cyclist traffic
  o **8% of this volume is transport trucks**
    • 552 trucks per day
    • **39 per hour** (on average)
  o Pedestrian traffic is increasing yearly (most under 13)
  o Vehicles speed down Lobsinger Line thru the town
Traffic volume on Hergott Road approaching intersection
Dangers with intersection

- **CHILD SAFETY**
  - Increased number of children crossing intersection to go to café for lunch
  - Nursery school located at the northeast corner
  - Because of the visibility, the ‘crossing lines’ are compromised
  - Vehicles avoiding this intersection has resulted in increased traffic through the residential roadways surrounding the school (Church St. & Charles)
Proposed relocation of parking will not work

- No one obeys the “no parking” signs already on site
- Bylaw Officer not there to enforce
- Blind spot issue is at the heart of the matter
  - Terry Koudys from InSeason Home & Garden states “I believe that the widening of the intersection does little to address the blind spot issues which are simply at the heart of the matter. When the Region stated that 8 of the accidents were a result of drivers waiving others onto the roadway only to be hit, that individual actually admitted that people are waiving others into a blind intersection. If the visibility was appropriate at this intersection (or better yet, we had lights), no one would feel compelled to waive another driver into the intersection.”

- Traffic volume is increasing every year (6900/day)
- 8% of this volume is transport trucks
Proposed Solution

Traffic lights
Support for Solution

- All businesses at the corner are in favour of the lights (My Sisters Kitchen, Nursery School, inSeason Home & Garden, Pet Store, Regional Library, Lekadia Spa)

- Population of St. Clements (according to 2011 Stats Canada) is 1261 people.

- Petitions collected include **371 signatures** (within a two week period) – more than **50% of the adult population** in the community supports the proposed solution.

- **All of the students** of St. Clements School have signed separate Petitions and wrote letters asking for lights at the intersection.

- WHY? The children feel **unsafe** crossing the roads.
  - 117 children walk to and from school daily which is greater than half of the school population
Heidelberg
St. Clements
THANK YOU
A Presentation to the Planning and Works Committee
April 1, 2014
What is a Master Environmental Servicing Plan (MESP)?

- Comprehensive study of larger area about to undergo urban development
- Includes a watershed study of affected local drainage catchments
- Identifies and evaluates natural heritage features in the study area
- Provides conceptual design of local infrastructure (i.e., roads, sanitary sewers, watermains, stormwater management strategy)
- Input to community/secondary/district plans
- Guides the approval of subdivisions, zone change amendments, etc.
The Study Area
Natural Heritage Features
Proposed Stormwater management Concept
Recommended Servicing Plan

Figure 12
CAMBRIDGE WEST MASTER ENVIRONMENTAL SERVICING PLAN
Next Steps

• Consideration of Report P-14-037 follows consideration by GRCA, January 24, 2014 and Cambridge City Council, March 17, 2014

• MESP will guide development of the Cambridge West Secondary Plan

• MESP will be used by City and proponents in Environmental Assessments
March 31, 2014

Chair Jim Wideman and Members of the Planning and Works Committee,

We appeared before Regional Council last year asking for a reduction in speed on Roseville Road between Cambridge and Brown. Thank you for the reduction in speed, for protecting local residents and their children, and thank you for recognizing the need to protect the nesting turtles of Barrie's Lake ESPA 57.

Barrie's Lake ESPA 57 is a Provincially Significant Wetland on a designated ESL. As you can see in the map below, most of Barrie's Lake is on my family's 83 acre private property in North Dumfries. It was purchased by my mother Bernice Beal over 20 years ago. Bernice Beal has been an excellent steward and has nurtured and preserved this protected wetland.

Last summer we learned of a serious threat to the survival of the turtles, aquatic life, wildlife and nesting and migratory birds of Barrie's Lake. We attended a Public Information Centre in Cambridge and found Barrie's Lake on our private property labelled as a stormwater option for the proposed Cambridge West subdivision. We were told at that time that Barrie's Lake would not be chosen as a stormwater option because of its significance.

Staff reports state that we have "expressed concern" over the plans to discharge subdivision stormwater into Barrie's Lake. We have objected to these intrusive plans for our private property in no uncertain terms. Cambridge staff and developers advised us to hire legal counsel. We have done so. We have been forced into this position and we will now take whatever steps are necessary to protect this Provincially Significant Wetland on our private property.

We appreciate the request by the Township of North Dumfries for an expert peer review. Unfortunately, there is a long history of planning mistakes by experts for Barrie's Lake. Plans to build a highway through the lake, and plans which
allowed gravel extraction below the water table beside the lake are just two of many examples. As a last resort, Bernice Beal purchased 10 acres of land from the gravel company to save the lake. Barrie's Lake, like 82% of the wetlands in Southern Ontario, would have been destroyed if we had not spent years and a great deal of money fighting these plans. Now, there are plans to interfere with the natural drainage to Barrie's Lake, and discharge subdivision stormwater into this fragile ecosystem. We are rightly only allowed one house on our 83 acres in order to protect the wetlands. At the Cambridge end of the lake they may build 45 houses or an unknown number of multi-residential units which will drain stormwater into the protected wetlands.

The Region of Waterloo is directed to protect Barrie's Lake from adverse environmental impacts. We ask you to reject even the concept of discharging subdivision stormwater into this rare and valuable protected wetland. Do not risk damaging Barrie's Lake ESPA 57 and endangering its wildlife. Restrict development on the few acres that drain into Barrie's Lake ESPA 57. There will be damage, there will be liability and there will be restoration costs. Restoration costs for this wetland could cost millions.

We are unable to attend today's meeting as Bernice Beal is recovering from surgery.

I have attached a letter from Bernice Beal, as advised by our legal counsel.

Yours truly,
Sue Stubley

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Bernice Beal

Cambridge, ON
N1R 5S3

March 17, 2014
Personally circulated at Council meeting

TO:

City of Cambridge Mayor and Council,
The City of Cambridge Planners,
Cambridge West Developers,
The Grand River Conservation Authority,
The Region of Waterloo, and
the Ministry of Natural Resources:

PLEASE TAKE NOTICE

My property, located at , Cambridge, Ontario, is and will remain, private property. I have no intention, now or in the future, of designating my property to be used or even perceived, as public property. This land, has taken years to nurture, will remain my and my heirs, private property over which we can and shall exercise our rights.

Should this Cambridge West development be approved and through your actions, become our neighbours, that results in harm to or destruction of my wetland area be assured I will hold the municipalities, developers and or your agents, hold each of you jointly and severable liable to the fullest extent of the law, for ALL harm and restoration thereof.

Yours truly,
Bernice Beal
East Side Lands (Stage 1) Master Environmental Servicing Plan and Community Plan

PRESENTATION

Region of Waterloo
April 1, 2014
Project Leadership

• Co-leaders
  – **Amanda Kutler/Brenna MacKinnon** – Region of Waterloo
  – **Elaine Brunn Shaw** – City of Cambridge
  – **Beth Brown** – Grand River Conservation Authority

Kitchener and Woolwich are also project partners

• Consultant Team: Dillon Consulting Limited, Aquafor Beech, BMA and Watson
Why the East Side Lands?

• Create large lot employment lands (20 acres (8 ha)) and some smaller lots.
• Less than 5 parcels larger than 20 acres currently available in entire Region.
• Strategically positioned:
  – Airport
  – Highway 401
  – Major inter-regional roads (Highways 7, 8 and 24)
  – Rail access
• Serviced land can be ready for development in 2015 – “Quick Start” initiative.
• Adds to both City and Region assessment bases.
East Side Lands – Project Location

Stage 1 Study Area
855 ha
(2112 acres)

Prime Industrial Strategic Reserve
477 ha
(1178 acres)
Further study required to determine limit of gravity sewer.
Development Charges

- Current Region DC - $102/m²
- Estimated City DC - $27 - $58/m² (25% coverage)
- Total combined estimated DC - $130/m² to $160/m²
- Actual charge will be based on Region and City’s updated Development Charge Studies

### Sampling of Development Charges by Municipality

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Total Non-Residential Industrial DC/m²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guelph</td>
<td>$131.55</td>
</tr>
<tr>
<td>Kitchener</td>
<td>$149.50</td>
</tr>
<tr>
<td>Waterloo</td>
<td>$156.92</td>
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<tr>
<td>Hamilton</td>
<td>$170.12</td>
</tr>
<tr>
<td>Burlington</td>
<td>$173.67</td>
</tr>
<tr>
<td>Vaughan</td>
<td>$229.29</td>
</tr>
<tr>
<td>Aurora</td>
<td>$235.10</td>
</tr>
</tbody>
</table>
Current Status and Next Steps

• City of Cambridge Council approved the MESP on March 24, 2014
• GRCA Board endorsed the MESP on March 28, 2014
• City of Cambridge has committed to:
  – Filing Notice of Completion for MESP with the Region
  – Starting Official Plan and Zoning Bylaw Amendment process for Stage 1 lands (including “Quick Start”)
  – Establish focus group(s) to assist with preparation of policies and zoning bylaw standards
  – Starting of area-specific Development Charge after City-wide DC update is complete in 2014
Important Next Steps For the Region

1. Approval of MESP documentation by Regional Council.
2. Filing and public review of MESP documentation in conjunction with the City of Cambridge.
   - Notice of Completion
   - Minimum 30 Day Public Review
3. Implementation/promotion/marketing discussions with Province, City and other key stakeholders.
4. Continue to support the planning of Regional infrastructure to have "Quick Start" lands ready for development in 2015.
5. Completion of specific infrastructure EA requirements for remaining projects.