Regional Municipality Of Waterloo
Planning and Works Committee
Minutes

Tuesday, June 17, 2014
9:05 a.m.
Regional Council Chamber
150 Frederick Street, Kitchener


Motion To Go Into Closed Session

Moved by L. Armstrong
Seconded by T. Cowan

That a closed meeting of the Planning and Works and Community Services Committees be held on Tuesday, June 17, 2014 at 8:45 a.m. in the Waterloo County Room, in accordance with Section 239 of the “Municipal Act, 2001”, for the purposes of considering the following subject matters:

a) receiving of legal advice subject to solicitor-client privilege and proposed or pending litigation related to a legal matter
b) receiving of legal advice subject to solicitor-client privilege related to legislation

Carried

Motion To Reconvene Into Open Session

Moved by J. Brewer
Seconded by T. Cowan

1655161
That Council reconvene into Open Session.

Carried

**Declarations Of Pecuniary Interest Under The Municipal Conflict Of Interest Act**

R. Deutschmann declared a pecuniary interest with respect to Report CR-RS-14-045, Authorization to Expropriate Lands (2nd Report) in the City of Kitchener and Waterloo Designated as Part of Phase 4 of Stage 1 of the Rapid Transit Project Relating to Lands that are Necessary for Light Rail Transit as well as Road Improvement Works Approved for Northfield Drive East in Waterloo and Report E-14-038, Stage 1 Light Rail Project – Kitchener Utilities Gas Infrastructure Relocation Cost Sharing 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.

**Delegations**

a) Memo, Provincial Highway 401 Expansion Project – Highway 8 East to Hespeler Road

Scott Howard, Ministry of Transportation appeared before Committee with a presentation that highlighted:

- Highway 401 Reconstruction and Widening;
- Project Overview;
- Class Environmental Assessment;
- Environmental Clearance to Proceed;
- Noise Mitigation;
- Widening and Reconstruction of Highway 401;
- Highway 401 Improvements;
- Construction Staging;
- Environmental Impacts;
- Environmental Mitigation; and
- Next Steps

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

Committee members asked the cost of the project. S. Howard stated that there is no firm estimate but the project will cost approximately $100 million. He also provided clarification on the current congestion on Highway 8.

*T. Galloway left the meeting at 9:35 a.m.
b) CR-RS-14-045, Authorization to Expropriate Lands (2nd Report) in the City of Kitchener and Waterloo Designated as Part of Phase 4 of Stage 1 of the Rapid Transit Project Relating to Lands that are Necessary for Light Rail Transit as well as Road Improvement Works Approved for Northfield Drive East in Waterloo

i. Peter Tucakov appeared before Committee representing the owner of 60 Ontario Street North in the City of Kitchener. He highlighted concerns with respect to expropriations stating the owner has cooperated with the Region of Waterloo to allow hydro access to the property to drill and do other work. He explained that with expropriating some property they will be losing 3 parking spaces and are asking for proper compensation for this. A copy of the presentation is appended to the original minutes.

ii. Dr. Steve Cheng appeared before Committee with respect to his property located at 244 King Street South, Waterloo. He expressed his concerns with the expropriation of land in front of his office. He highlighted his objections and explained that a parking spot is required directly in front of his office for accessibility issues. A copy of his presentation is appended to the original minutes.

A Committee member asked if the parking lot being built across the street at Manulife Financial could be of benefit. Dr. Cheng explained unless it is immediately in front of his office this will not be of assistance.

Chair J. Wideman stated that staff can negotiate these concerns during the expropriation negotiations.

Moved by G. Lorentz
Seconded by J. Brewer

That The Regional Municipality of Waterloo approve the expropriation of lands for the construction of the Northfield Works, as well as, for part of Phase 4 of Stage 1 of the Rapid Transit project comprised of property and interests located at various locations along the Light Rail Transit alignment in the Cities of Kitchener and Waterloo, in the Regional Municipality of Waterloo as detailed in Report CR-RS-13-089 dated November 20, 2013 and more specifically listed below:

**Fee Simple Partial Takings:**

LRT

Conflict: R. Deutschmann
1. Part Lot 39, Plan 1405, being Part 4 58R17920, Part of PIN 22281-0086, City of Waterloo, Regional Municipality of Waterloo (Part 580 Colby Dr., Waterloo, ON N2V 1A2)

2. Part Lot 36, Plan 1405, being Part 1 58R17920, Part of PIN 22281-0083, City of Waterloo, Regional Municipality of Waterloo (Part 661 Colby Dr., Waterloo, ON N2V 1C2)

3. Part Lot 37, Plan 1405, being Part 2 58R17920, Part of PIN 22281-0084, City of Waterloo, Regional Municipality of Waterloo (Part 663 Colby Dr., Waterloo, ON N2V 1C2)

4. Part Lot 38, Plan 1405, being Part 3 58R17920, Part of PIN 22281-0085, City of Waterloo, Regional Municipality of Waterloo (Part 665 Colby Dr., Waterloo, ON N2V 1C2)

5. Part Lot 7, Plan 1230, being Part 8 58R17920, Part of PIN 22280-0072, City of Waterloo, Regional Municipality of Waterloo (Part 55 Northfield Dr., Waterloo, ON N2L 4E6)

6. Part Lot 1, Plan 1405 and all of 1 foot reserve "A", Plan 1405 being Parts 5 and 6, 58R17920, Part of PIN 22281-0049, City of Waterloo, Regional Municipality of Waterloo (Part 583 Colby Dr., Waterloo, ON N2V 1A1)

7. Part Lot 8, GCT, being Part 7 58R17920, Part of PIN 22280-0071, City of Waterloo, Regional Municipality of Waterloo (Part 65 Northfield Drive W., [aka 525/565 Conestogo Rd.] Waterloo, ON N2J 4J2)

8. Part Lot 198, Plan 385 being Part 4 58R17923, Part of PIN 22411-0246, City of Waterloo, Regional Municipality of Waterloo (Part 57 Erb Street W., Waterloo, ON N2L 6C2)

9. Part of Mill Square, Plan 385 being Part 2 58R17921, Part of PIN 22411-0126, City of Waterloo, Regional Municipality of Waterloo (Part 13 - 35 King Street S., Waterloo, ON N2J 1N9)

10. Part Lot 151, Plan 385 being Part 3, 58R17917, Part of PIN 22411-0052, City of Waterloo, Regional Municipality of Waterloo (Part 20 William Street W., Waterloo, ON N2L 1J3)
11. Part Lot 103 Plan 385, being Part 1 58R17881, Part of PIN 22420-0231, City of Waterloo, Regional Municipality of Waterloo (Part 227 King Street S., Waterloo, ON N2J 4C5)

12. Part Lot 56, Plan 385, being Parts 1, 2 and 3 58R17925, Part of PIN 22415-0015, City of Waterloo, Regional Municipality of Waterloo (Part 232 King Street S., [aka 232-234 King St. S.] Waterloo, ON N2J 1R3)

13. Part Lots 288 and 289, Plan 385, being Part 2 58R17881, Part of PIN 22328-0004, City of Waterloo, Regional Municipality of Waterloo (Part 244 King Street S., Waterloo, ON N2J 1R4)

14. Part Lot 289, Plan 385, being Part 3 58R17881, Part of PIN 22328-0005, City of Waterloo, Regional Municipality of Waterloo (Part 980 King St. W., Waterloo, ON N2J 1R3)

15. Part Lots 289 and 290, Plan 385, being Part 4 58R17881, Part of PIN 22328-0006, City of Kitchener-Waterloo, Regional Municipality of Waterloo (Part 976 King Street W., Kitchener-Waterloo, ON N2G 1G4)

16. Part Lot 305, Plan 385, being Parts 7, 8 and 9 58R17850, Part of PIN 22327-0099, City of Kitchener, Regional Municipality of Waterloo (Part 872 King Street W., Kitchener, ON N2G 1E8)

17. Part Lots 305 and 306, Plan 385, being Parts 5 and 6 58R17850, Part of PIN 22327-0098, City of Kitchener, Regional Municipality of Waterloo (Part 858-870 King Street W.,[aka 858-876 King St. W.] Kitchener, ON N2G 1E8)

18. Part Lots 29 and 30, Plan 377, being Part 2 58R17907, Part of PIN 22425-0228, City of Kitchener, Regional Municipality of Waterloo (Part 641 King Street W., [aka 637-641 King St. W.] Kitchener, ON N2G 1C7)

19. Part Lot 7, Plan 41, being Part 1 58R17922, Part of PIN 22317-0054, City of Kitchener, Regional Municipality of Waterloo (Part 400 King Street W., Kitchener, ON N2G 1B7)

20. Part Lots 21 and 22 Plan 41, being Part 2 58R17922, Part of PIN 22317-0061, City of Kitchener, Regional Municipality of Waterloo (Part 24 Water Street N., [aka 20 Water St. N.] Kitchener, ON N2H 5A5)
21. **Part Lot 7, between Young and Ontario Streets, Plan 401, being Parts 1, 2 and 3 58R17882, Part of PIN 22316-0027, City of Kitchener, Regional Municipality of Waterloo (Part 56 Duke Street W., Kitchener, ON N2H 3W7)**

22. **Part Lot 7, between Young and Ontario Streets, Plan 401, being Part 5 58R17882, Part of PIN 22316-0027, City of Kitchener, Regional Municipality of Waterloo (Part 60-62 Ontario Street N., Kitchener, ON N2H 4Y4)**

23. **Part Lot 19, South of King St., Plan 365, being Part 1 58R17924, Part of PIN 22502-0255, City of Kitchener, Regional Municipality of Waterloo (Part 28 Madison Avenue S., Kitchener, ON N2G 3M3)**

24. **Part Lot 20, South of King St., Plan 365, being Part 2 58R17924, Part of PIN 22502-0257, City of Kitchener, Regional Municipality of Waterloo (Part 471 King Street E., Kitchener, ON N2G 2L7)**

25. **Part Lots 33 and 34, Plan 634, being Part 1 58R17910, Part of PIN 22504-0344, City of Kitchener, Regional Municipality of Waterloo (Part 355 Charles Street E., Kitchener, ON N2G 2P8)**

26. **Part Lot 36, Plan 634, being Part 2 58R17910, Part of PIN 22504-0053, City of Kitchener, Regional Municipality of Waterloo (Part 50 Stirling Avenue S., [aka 50 & 56 Stirling Avenue S.], Kitchener, ON N2G 3N9)**

27. **Part Lots 3 and 4, Plan 404, being Part 1 58R17911, Part of PIN 22506-0225, City of Kitchener, Regional Municipality of Waterloo (Part 432 Charles Street E., Kitchener, ON N2G 4K5)**

28. **Part of Park Lot 4, Plan 404, being Part 2 58R17911, Part of PIN 22506-0013, City of Kitchener, Regional Municipality of Waterloo (Part 445-449 Charles Street E., Kitchener, ON N2G 2R1)**

29. **Part of Park Lot 25, Plan 404, being Part 3 58R17911, Part of PIN 22506-0012, City of Kitchener, Regional Municipality of Waterloo (Part 475 Charles Street E., Kitchener, ON N2G 2R1)**
30. Part of Park Lot 25, Plan 404, being Parts 4, 5 and 6 58R17911, Part of PIN 22506-0011, City of Kitchener, Regional Municipality of Waterloo (Part 485 Charles Street E., Kitchener, ON N2G 2R1)

31. Part of Park Lot 25, Plan 404 being Parts 7 and 8 58R17911, Part of PIN 22506-0233 (formerly Part of PIN 22506-0009), City of Kitchener, Regional Municipality of Waterloo (Part 50 Borden Avenue S., Kitchener, ON N2G 3R5)

32. Part Lot 1, Plan 935, being Part 1 58R17912, Part of PIN 22579-0125, City of Kitchener, Regional Municipality of Waterloo (Part 275 Ottawa Street S., Kitchener, ON N2G 3T7)

33. Part Lot 2, Plan 935, being Part 2 58R17912, Part of PIN 22579-0124, City of Kitchener, Regional Municipality of Waterloo (Part 281 Ottawa Street S., Kitchener, ON N2G 3T7)

34. Part Lot 49, Plan 385, being Part 5, 58R17961, Part of PIN 22415-0007, City of Waterloo, Regional Municipality of Waterloo (Part 212 King Street S., Waterloo, ON N2J 1R1)

35. Part Lot 48, Plan 385, being Part 4, 58R17961, Part of PIN 22416-0048, City of Waterloo, Regional Municipality of Waterloo (Part 208 King St. S., Waterloo, ON N2J 1P9)

36. Part Lot 94, Plan 385, being Part 8, 58R17961, Part of PIN 22417-0011, City of Waterloo, Regional Municipality of Waterloo (Part 207 King St. S., Waterloo, ON N2J 1R1)

37. Part Lots 93 & 94, Plan 385, being Part 9, 58R17961, Part of PIN 22417-0010, City of Waterloo, Regional Municipality of Waterloo (Part 203 King St. S., [aka 203-205 King St. S.] Waterloo, ON N2J 1R1)

38. Part Lot 46, Plan 385, being Part 2, 58R17961, Part of PIN 22416-0046, City of Waterloo, Regional Municipality of Waterloo (Part 200 King St. S., Waterloo, ON N2J 1P9)

40. Part Lot 50, Plan 385, being Part 6, 58R17961, Part of PIN 22415-0008, City of Waterloo, Regional Municipality of Waterloo (Part 214 King St. S., [aka 214-216 King St. S.] Waterloo, ON N2J 1R3)

41. Part of Lots 95, 96 and 97, Plan 385, being Part 7, 58R17961, Part of PIN 22420-0231, City of Waterloo, Regional Municipality of Waterloo (Part 215-217 King St. S., Waterloo, ON N2J 1R2)

42. Part of Lots 51 and 52, Plan 375, being Part 1, 58R17962, Part of PIN 22427-0015, City of Kitchener, Regional Municipality of Waterloo (Part 25 Water Street S., [aka 25-45 Water St. S.] Kitchener, ON N2G 4Z4)

43. Part of Block “G”, Plan 1221, being Parts 1, 2 and 5, 58R17971, Part of PIN 22595-0640 City of Kitchener, Regional Municipality of Waterloo (Part Courtland & Blockline, Kitchener, ON)

44. Part Lot 14, Plan 242, being Part 1, 58R17990, Part of PIN 22505-0123, City of Kitchener, Regional Municipality of Waterloo (Part 397 Courtland Ave. E., Kitchener, ON N2G 2W3)

**The Northfield Works**

45. Part of Block 1, Plan 1702 being Parts 1 and 2, 58R17880, Part of PIN 22283-0006, City of Waterloo, Regional Municipality of Waterloo (Part 580 King St. N.[aka 574-584 King St. N.], Waterloo, ON N2L 6L3)

And that staff be instructed to register a Plan of Expropriation with respect to the said properties, or such lesser portions of any of the said properties as may be determined through the preliminary design process, within three months of the granting of approval to expropriate said properties, in accordance with the “Expropriations Act” (Ontario) (the “Act”);

And that the registered owners be served with a Notice of Expropriation and a Notice of Possession with respect to the said properties after the registration of the Plan of Expropriation;

And that if no agreement as to compensation is made with an owner, the statutory Offer of Compensation and payment be served upon the registered owners of applicable
properties in the amount of the market value of the interests in such lands as estimated by the Region’s appraiser in accordance with the Act;

And further that the Regional Solicitor be authorized to discontinue expropriation proceedings with respect to any above-referenced lands in the event that the Region is able to otherwise obtain registered title to such lands or if Regional staff determine that the expropriation is not advisable. [CR-RS-14-045]

Carried

Request to Remove Items From Consent Agenda

J. Mitchell requested that item 6 c) be removed from the Consent agenda.

c) P-14-077, Grand River Transit Cost Recovery Trends

J. Mitchell stated that she is pleased to see that the Region’s transit is growing at an average of 1.2% per year and pointed out that she hopes next year the cost of transit will not increase significantly since the Region is close to meeting the 50% cost recovery.

J. Haalboom asked that item 6 i) be removed from the Consent agenda

i) Memo, 2014 Canadian Institute of Transportation Engineers and Ontario Traffic Conference Joint Annual Conference – Region of Waterloo

J. Haalboom pointed out there was a discussion about roundabouts at the Conference and asked if staff in the future could inform Council on new information regarding roundabouts.

Rob Horne, Commissioner, Planning, Housing and Community Services stated that staff can arrange to provide an update noting that Paula Sawicki, Manager Strategic Transportation Planning was the local chair.

Motion To Approve Items Or Receive for Information

Moved by T. Cowan

Seconded by J. Mitchell

That the following items be approved:

That the Regional Municipality of Waterloo:

(a) Close and declare surplus a portion of King Street East described as Part of Lot 12 Beasley’s Old Survey designated as Parts 1, 2 and 3 on Plan 58R-18102, a part of (PIN 22713-1275 (LT)) known municipally as 3563 King St East 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 Kitchener of fee simple ownership of lands described as Part of Lot 12 Beasley’s Old Survey designated as Parts 1, 2, and 3 on Plan 58R-18102, a part of (PIN 22713-1275 (LT)) known municipally as 3563 King St East, reserving a drainage easement in favour of the Regional Municipality of Waterloo over that part of the lands designated as Part 2 on Plan 58R-18102, for nominal consideration for continued use as part of the Freeport Sewage Pumping Station, and

(c) Declare surplus an easement interest in lands described as Part of Lot 176, Streets and Lands, closed by By-Law No. 5115 as in instrument No. 271476 designated as Part 4 on Plan 58R-18102, a part of (PIN 22713-0983 (LT)) known municipally as 3565 King St East, and provide the standard public notification as required by the Region’s property disposition by-law; and

(d) Approve a transfer to the Corporation of the City of Kitchener and Kitchener Wilmot Hydro Inc. of an easement over lands described as Part of Lot 176, Streets and Lands, closed by By-Law No. 5115 as in instrument No. 271476, designated as Part 4 on Plan 58R-18102, a part of (PIN 22713-0983 (LT)) being part of the property known municipally as 3565 King St East, for nominal consideration, for access by vehicles, persons and equipment to electrical infrastructure serving the Freeport Sewage Pumping Station. [CR-RS-14-047]

That Council of the Regional Municipality of Waterloo approve the expropriation of lands for the purpose of construction of road improvements to Franklin Boulevard, in the City of Cambridge, in the Region of Waterloo as detailed in Report CR-RS-13-087 dated October 22, 2013 described as follows:

Fee Simple Partial Taking:
1. PT LT 6-7 PL 837 being Part 1 on 58R-17759 being Part of 03766-0271 (210 Pinebush Road, Cambridge);
2. PT LT 9 & 11, RCP1384 being Part 25 on 58R-17759, being Part of 03796-3637 (225 Pinebush Road, Cambridge);
3. PT LT 31 RCP 1382 being Part 46 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);
4. PT LT 2 RCP 1383, being Part 10 on 58R-17760, being Part of 03796-0047 (210 Sheldon Drive, Cambridge);
5. PT LT 21 RCP 1383 being PTs 23 and 29 on 58R-17760, being Part of 03796-0069 (1201 Franklin Blvd, Cambridge);
6. PT LT 24 RCP 1383 being Part 10 on 58R-17760, being Part of 03796-0047 (1111 Franklin Blvd, Cambridge);
7. PT LT 29 RCP 1379 being PT 35 on 58R-17760, being Part of 03790-0051 (1200 Franklin Blvd, Cambridge);
8. PT LT 1 RCP 1380 being Parts 17 on 58R-17761, being Part of 03794-0025 (1700 Bishop Street, Cambridge);
9. PT LT 15 RCP 1378 being Part 31 on 58R-17761, being Part of 03794-0025 (1680 Bishop Street, Cambridge);
10. PT LT 56 PLAN 1126 being Part 4 on 58R-17762, being Part of 03825-0443 (310 Clyde Road, Cambridge);
11. PT LT 20 PL 1126 being Part 33 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
12. PT LT 46 RCP 1135 being Part 5 on 58R-17763, being Part of 03826-0171 (399 Franklin Blvd, Cambridge);
13. PT LT 19 PL 1126 being Part 35 on 58R-17762, being Part of 03821-0149 (285 Clyde Road, Cambridge);
14. PT LT 47 RCP 1135 being Part 6 on 58R-17763, being Part of 03826-0173 (401 Franklin Blvd, Cambridge);
15. PT LT 46 RCP 1135 being Part 3 on 58R-17763, being Part of 03826-0172 (401 Franklin Blvd, Cambridge);
16. PT LT 5 CON 11 being Parts 2 and 3 on 58R-17767, being Part of 03826-0200 (600 Main Street, Cambridge);
17. PT LT 41 and 42 RCP 1135 being Parts 13, 14, 16, 17 and 20 on 58R-17763, being Part of 03821-0787 (430-440 Franklin Blvd, Cambridge);
18. PT LT 5 CON 10 being Part 15 on 58R-17767, being Part of 03845-0007 (605 Main Street E, Cambridge);
19. PT LT 22 & 24 PL 1126 being Part 24 on 58R-17762, being Part of 03826-0017 (531 Franklin blvd, Cambridge);
20. PT LT 9 RCP 1384 being Part 7 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
21. PT of LT 33, RCP 1135 being Part 9 on 58R-17763, being Part of 03826-0174 (395 Franklin Blvd, Cambridge);
22. PT LT 29 & 34 RCP 1135 being Parts 1 and 3 on 58R-17766, being Part of 03826-0189 (385 Franklin Blvd, Cambridge);
23. PT LT 21 RCP 1383 being Parts 12, 15, 16 and 20 on 58R-17760, being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
24. PT LT 5 CON 11 being Part 1 on 58R-17767, being Part of 03826-0218 (North East Corner of Franklin & Main Street, Cambridge);
25. PT LT 9 RCP 1384 being Part 8 on 58R-17760, being Part of 03796-0032 (1225 Franklin Blvd, Cambridge);
26. PT LT 24, PL 1126 being Parts 25 and 26 on 58R-17762, being Part of 03821-0152 (532 Franklin Blvd, Cambridge);
27. PT LT 44 RCP 1135 being PT 6 on 58R-17764, being Part of 03821-0390 (500 Franklin Blvd, Cambridge);
28. PT LT 44 RCP 1135 being Parts 24, 26 and 28 on 58R-17763, being Part of 03821-0039 (416 Franklin Blvd, Cambridge);
29. PT LT 39 & 40 RCP 1135 being Part 10 on 58R-17763, being Part of 03822-0045 (200 Franklin Blvd, Cambridge);
30. PT LT 5 CON 10 being Parts 25 and 28 on 58R-17767, being Part of 03824-0045 (200 Franklin Blvd, Cambridge);
31. PT LT 29 RCP 1135 being Parts 9, 11 and 12 on 58R-17766, being Part of 03826-0190 (365 Franklin Blvd, Cambridge);
32. PT LT 5 CON 11 being Parts 40 and 41 on 58R-17767, being Part of 03824-0043 (500 Main Street, Cambridge);
33. PT LT 28 RCP 1135 and PT LT 5 CON 11 being Part 33 on 58R-17766, being Part of 03824-0042 (350 Franklin Blvd, Cambridge);
34. PT LT 38 RCP 1135 being Parts 69, 75 and 78 on 58R-17766, being Part of 03822-0083 (384-390 Franklin Blvd, Cambridge);
35. PT LT 18 PL 1126 being Part 37 on 58R-17762, being Part of 03821-0148 (283 Clyde Road, Cambridge);
36. PT LT 37 RCP 1135 being Part 67 on 58R-17766, being Part of 03822-0084 (378 Franklin Blvd, Cambridge);
37. PT LT 36 RCP 1135 being Parts 64 and 70 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);
38. PT LT 35 RCP 1135 being Parts 47 and 51 on 58R-17766, being Part of 03822-0087 (354 Franklin Blvd, Cambridge);
39. PT LT 28 RCP 1135 being Parts 36, 38 and 40 on 58R-17766, being Part of 03824-0041 (352 Franklin Blvd, Cambridge);
40. PT LT 28 RCP 1382 being Part 39 on 58R-17760, being Part of 22642-0066(R) (200 Sheldon Drive, Cambridge);
41. PT LT 28 RCP 1382 being Part 38 on 58R-17760, being Part of 22642-0133 (1220 Franklin Blvd, Cambridge);
42. PT LT 2, RCP 1384 being Part 9 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge);
43. PT LT 2 RCP 1149 being Part 51 on 58R-17759, being Part of 22642-0046 (201 Pinebush Road, Cambridge);
44. PT LT 1 RCP 1149 being Part 54 on 58R-17759, being Part of 22642-0045 (193 Pinebush Road, Cambridge);
45. PT LT 3 RCP 1149 being Part 49 on 58R-17759, being Part of 22642-0054 (203 Pinebush Road, Cambridge).

Temporary Easement:

The right and easement, being a temporary easement in gross, for the free and unobstructed right, interest and easement, terminating on the 31st day of December, 2017, on, over, under and through the following properties for the purposes of construction, grading, and landscaping as required in connection with improvements to Franklin Boulevard and for such purposes, the free, unimpeded and unobstructed access to the lands at all times by employees, agents, contractors, workmen and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

1. PT LT 6-7 PL 837 being Parts 2 and 3 on 58R-17759 being Part of 03766-0271 (210 Pinebush Road, Cambridge);
2. PT LT 9 & 11, RCP1384 being Parts 22, 24, 26, 27, 28, 30, 31, 33, 57, 58 and 61 on 58R-17759, being Part of 03796-3637 (225 Pinebush Road, Cambridge);
3. LT 31 RCP 1382 being Parts 38, 42, 44, 45 and 47 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);
4. PT LT 2 RCP 1383, being Part 9 on 58R-17760, being Part of 03796-0047 (210 Sheldon Drive, Cambridge);
5. PT LT 24 RCP 1383 being Parts 2, 7, 38 and 39 on 58R-17761, being Part of 03796-0101 (1111 Franklin Blvd, Cambridge);
6. PT LT 29 RCP 1379 being Parts 33 and 34 on 58R-17760 and Part 1 on 58R-17768, being Part of 03790-0051 (1200 Franklin Blvd, Cambridge);
7. PT LT 1 RCP 1380 being Parts 15, 16, 18, 20, 21 on 58R-17761, being Part of 03796-0115 (1700 Bishop Street, Cambridge);
8. PT LT 56 PL 1126 being Part 7 58R-17762, being Part of 03825-0443 (310 Clyde Road, Cambridge);
9. PT LT 20 PL 1126 being Part 32 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
10. PT LT 46 RCP 1135 being Part 4 on 58R-17763, being Part of 03826-0171 (399 Franklin Blvd, Cambridge);
11. PT LT 19 PL 1126 being Part 34 on 58R-17762, being Part of 03821-0149 (285 Clyde Road, Cambridge);
12. PT LT 47 RCP 1135 being Part 7 on 58R-17763, being Part of 03826-0173 (401 Franklin Blvd, Cambridge);
13. PT LT 46 RCP 1135 being Parts 1 and 2 on 58R-17763, being Part of 03826-0172 (501 Franklin Blvd, Cambridge);
14. PT LT 5 CON 11 being Parts 4, 5 and 6 on 58R-17767, being Part of 03826-0200 (600 Main Street, Cambridge);
15. PT LTS 41 and 42 RCP 1135 being Parts 12, 15, 18, 19 and 21 on 58R-17763, being Part of 03821-0787 (430-440 Franklin Blvd, Cambridge);
16. PT LT 22 & 24 PL 1126 being Part 23 on 58R-17762, being Part of 03826-0017 (531 Franklin Blvd, Cambridge);
17. PT LT 9 RCP 1384 being Parts 1, 2, 4, 5 and 6 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
18. PT of LT 33, RCP 1135 being Part 8 on 58R-17763, being Part of 03826-0174 (395 Franklin Blvd, Cambridge);
19. PT LT 29 & 34 RCP 1135 being Parts 2 and 4 on 58R-17766, being Part of 03826-0189 (385 Franklin Blvd, Cambridge);
20. PT LT 21 RCP 1383 being Parts 18, 19, 21 and 22 on 58R-17760, being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
21. PT LT 5 CON 11 being Part 42 on 58R-17767, being Part of 03826-0218 (North East Corner of Franklin & Main Street, Cambridge);
22. PT LT 23 PL 1126 being Parts 18, 19 and 21 on 58R-17762, being Part of 03826-0011 (299 Clyde Road, Cambridge);
23. PT LT 24 RCP 1383 being Part 1 on 58R-17761, being Part of 03796-0100 (1165 Franklin Blvd, Cambridge);
24. PT LT 28, RCP 1135 being Parts 26, 27, 29 and 30 on 58R-17766, being Part of 03826-0206 (East Side Franklin Blvd, Cambridge);
25. PT LT 24, PL 1126 being Parts 27, 28 and 29 on 58R-17762, being Part of 03821-0152 (532 Franklin Blvd, Cambridge);
26. PT LT 28, RCP 1135 being Parts 21, 22, 24 and 25 on 58R-17766 and PT LT5 CON 11 being Part 8 on 58R-17767, being Part of 03826-0192 (East side Franklin Blvd, Cambridge);
27. PT LT 44 RCP 1135 being Parts 1, 2, 3, 4, 5 and 7 on 58R-17764, being Part of 03821-0390 (500 Franklin Blvd, Cambridge);
28. PT LT 23 PL 1126 being Parts 16 and 17 on 58R-17762, being Part of 03826-0012 (301 Clyde Road, Cambridge);
29. PT LT 44 RCP 1135 being Parts 25 and 27 on 58R-17763, being Part of 03821-0381 (470 -472 Franklin Blvd, Cambridge);
30. PT LT 39-40 RCP 1135 being Part 11 on 58R-17763, being Part of 03822-0039 (416 Franklin Blvd, Cambridge);
31. PT LT 23 PL 1126 being Part 13 on 58R-17762, being Part of 03826-0014 (305 Clyde Road, Cambridge);
32. PT LT 23 PL 1126 being Part 12 on 58R-17762, being Part of 03826-0015 (307 Clyde Road, Cambridge);
33. PT LT 23 PL 1126 being Parts 10 and 11 on 58R-17762, being Part of 03826-0016 (309 Clyde Road, Cambridge);
34. PT LT 5 CON 10 being Part 23, 24, 26, 27, 29 and 30 on 58R-17767, being Part of 03824-0045 (200 Franklin Blvd, Cambridge);
35. PT LT 5 CON 11 being Parts 36, 37 and 38 on 58R-17767, being Part of 03824-0043 (500 Main Street, Cambridge);
36. PT LT 28 RCP 1135 and PT LT 5 CON 11 being Part 34 on 58R-17766, being Part of 03824-0042 (350 Franklin Blvd, Cambridge);
37. PT LT 5 CON 10 being Parts 11 and 12 on 58R-17767, being Part of 03845-0008 (615 Main Street, Cambridge);
38. PT LT 38 RCP 1135 being Parts 68, 76 and 77 on 58R-17766, being Part of 03822-0083 (384-390 Franklin Blvd, Cambridge);
39. PT LT 18 PL 1126 being Part 36 on 58R-17762, being Part of 03821-0148 (283 Clyde Road, Cambridge);
40. PT LT 5 CON 10 being Part 9 on 58R-17767, being Part of 03845-0009 (635 Main Street, Cambridge);
41. PT LT 5 CON 10 being Part 33 on 58R-17767, being Part of 03824-0024 (495 Main Street, Cambridge);
42. PT LT 5 CON 10 being Part 32 on 58R-17767, being Part of 03824-0026 (503 Main Street, Cambridge);
43. PT LT 37 RCP 1135 being Parts 65 on 58R-17766, being Part of 03822-0089 (374 Franklin Blvd, Cambridge);
44. PT LT 36 RCP 1135 being Part 57, 58, 60, 61, 62, and 63 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);
45. PT LT 35 RCP 1135 being Parts 48 and 49 on 58R-17766, being Part of 03822-0087 (354 Franklin Blvd, Cambridge);
46. PT LT 44 RCP 1135 being Part 22 on 58R-17763, being Part of 03821-0379 (460-462 Franklin Blvd, Cambridge);
47. PT LT 44 RCP 1135 being Parts 23, 29 and 30 on 58R-17763, being Part of 03821-0380 (466 Franklin Blvd, Cambridge);
48. PT LT 28 RCP 1135 being Parts 35, 37, 39, 41 and 43 on 58R-17766, being Part of 03824-0041 (352 Franklin Blvd, Cambridge);
49. PT LT 2 RCP 1149 being Parts 52 and 53 on 58R-17759, being Part of 22642-0046 (201 Pinebush Road, Cambridge);
50. PT LT 1 RCP 1149 being Part 55 on 58R-17759, being Part of 22642-0045 (193 Pinebush Road, Cambridge);
51. PT LT 3 RCP 1149 being Part 50 on 58R-17759, being Part of 22642-0054 (203 Pinebush Road, Cambridge);
52. PT LT 30 RCP 1382 being Parts 34, 36, 37 on 58R-17759, being Part of 22642-0049 (1250 Franklin Blvd, Cambridge);
53. PT LT 28 RCP 1135 being Parts 15, 16, 17, 18, 19 and 20 on 58R-17766, being Part of 03826-0191 (345 Franklin Blvd, Cambridge);
54. PT LT 5 CON 11 being Part 7 on 58R-17767, being Part of 03826-0199 (620 Main Street, Cambridge);
55. PT LT 23-24 RCP 1383 being Parts 3, 4 and 5 on 58R-17768, being Part of 03796-0095 (1177 Franklin Blvd, Cambridge);
56. PT LT 1 RCP 1380 being Parts 9 and 10 on 58R-17761, being Part of 03796-0116 (1710 Bishop Street North, Cambridge);
57. PT LT 37 RCP 1135 being Part 66 on 58R-17766, being Part of 03822-0084 (378 Franklin Blvd, Cambridge);
58. PT LT 22 RCP 1383 being Part 2 on 58R-17768, being Part of 03796-0094 (1185 Franklin Blvd, Cambridge);
59. PT LT 22 RCP 1383 being Parts 30 and 31 on 58R-17760, being Part of 03796-0070 (1195 Franklin Blvd, Cambridge);
60. PT LT 25 PL 1126 being Parts 8 and 9 on 58R-17762, being Part of 03826-0018 (311 Clyde Road, Cambridge);
61. PT LT 28 RCP 1382 being Parts 40, 41 and 43 on 58R-17760, being Part of 22642-0066(R) (200 Sheldon Drive, Cambridge);
62. PT LT 28 RCP 1382 being Parts 36 and 37 on 58R-17760, being Part of 22642-0133 (1220 Franklin Blvd, Cambridge);
63. PT LT 2, RCP 1384 being Parts 10, 11, 13, 14, 16, 17, 18, 20 and 21 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge);
64. PT LT 21 RCP 1383 being Parts 24, 25, 26 and 28 on 58R-17760, being Part of 03796-0069 (1201 Franklin Blvd, Cambridge);
65. PT LT 29 RCP 1135 being Parts 10, 13 and 14 on 58R-17766, being Part of 03826-0190 (365 Franklin Blvd, Cambridge)
66. PT LT 5 CON 10 being Part 14 on 58R-17767, being Part of 03845-0007 (605 Main Street E, Cambridge);
67. PT LT 15 RCP 1378 being Part 30 on 58R-17761, being Part of 03794-0025 (1680 Bishop Street, Cambridge);
Permanent Easement - Aerial:

The right and easement, being an easement in gross, for itself, its successors and assigns and anyone authorized by it, in perpetuity to, at any time enter upon the following properties for purposes of constructing, installing, inspecting, repairing, altering, enlarging, replacing, correcting, operating, and maintaining aerial hydro installations and infrastructure overhead, including cables, pipes, conduits of all kinds, all appurtenances thereto, and maintaining required clearance areas for same, herein referred to as the aerial utility plant, which may be determined necessary from time to time through, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workmen and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

1. PT LT 6-7 PL 837 being Parts 3, 4, and 5 on 58R-17759 being Part of 03766-0271 (210 Pinebush Road, Cambridge);
2. PT LT 31 RCP 1382 being Parts 38, 39, 43, and 44 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);
3. PT LT 21 RCP 1383 being Parts 24, 26, 27, and 28 on 58R-17760 and Parts 5 and 6 on 58R-17769, being Part of 03796-0069 (1201 Franklin Blvd, Cambridge);
4. PT LT 24 RCP 1383 being Parts 6, 7, and 38 on 58R-17761, being Part of 03796-0101 (1111 Franklin Blvd, Cambridge);
5. PT LT 1 RCP 1380 being Parts 11, 14, and 15 on 58R-17761, being Part of 03796-0115 (1700 Bishop Street, Cambridge);
6. PT LT 15 RCP 1378 being Parts 29 and 30 on 58R-17761, being Part of 03794-0025 (1680 Bishop Street, Cambridge);
7. PT LT 20 PL 1126 being Part 31 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
8. PT LT 5 CON 10 being Parts 13 and 14 on 58R-17767, being Part of 03845-0007 (605 Main Street E, Cambridge);
9. PT LT 9 RCP 1384 being Part 2 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
10. PT LT 21 RCP 1383 being Parts 11, 17, 19, and 21 on 58R-17760 and Parts 2, 3 and 4 on 58R-17769 being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
11. PT LT 23 PL 1126 being Parts 18, 20, 21 and 22 on 58R-17762, being Part of 03826-0011 (299 Clyde Road, Cambridge);
12. PT LT 23 PL 1126 being Part 16 on 58R-17762, being Part of 03826-0012 (301 Clyde Road, Cambridge);
13. PT LT 5 CON 10 being Parts 24, 29, 30 and 31 on 58R-17767, being Part of 03824-0045 (200 Franklin Blvd, Cambridge);
14. PT LT 5 CON 11 being Parts 37 and 39 on 58R-17767, being Part of 03824-0043 (500 Main Street, Cambridge);
15. PT LT 5 CON 10 being Part 12 on 58R-17767, being Part of 03845-0008 (615 Main Street, Cambridge);
16. PT LT 5 CON 10 being Part 10 on 58R-17767, being Part of 03845-0009 (635 Main Street, Cambridge);
17. PT LT 36 RCP 1135 being Parts 59 and 60 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);
18. PT LT 35 RCP 1135 being Parts 49, 50 and 52 on 58R-17766, being Part of 03822-0087 (354 Franklin Blvd, Cambridge);
19. PT LT 28 RCP 1135 being Parts 37, 39, 41, 42 and 46 on 58R-17766, being Part of 03824-0041 (352 Franklin Blvd, Cambridge);
20. PT LT 15 RCP 1378 being Part 28 on 58R-17761, being Part of 03794-0026 (1100 Franklin Blvd, Cambridge);
21. PT LT 30 RCP 1382 being Parts 34 and 35 on 58R-17759, being Part of 22642-0049 (1250 Franklin Blvd, Cambridge);
22. PT LT 2, RCP 1384 being Parts 17, 19, and 20 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge);
23. PT LT 1, RCP 1380 being Part 10 on 58R-17761, being Part of 03796-0116 (1710 Bishop Street North, Cambridge).

Permanent Easement - Anchor:

The right and easement, being an easement in gross, for itself, its successors and assigns and anyone authorized by it, in perpetuity to, at any time enter upon the following properties for purposes of constructing, laying down, installing, inspecting, repairing, altering, enlarging, replacing, correcting, operating, and maintaining hydro installations and infrastructure, both under ground and overhead, including cables, pipes, conduits of all kinds, all necessary poles, supporting wires and braces and other equipment and appurtenances thereto, herein referred to as the utility plant, which may be determined necessary from time to time through, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workmen and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:
1. PT LT 6-7 PL 837 being Part 6 on 58R-17759 being Part of 03766-0271 (210 Pinebush Road, Cambridge);
2. PT LT 9 & 11, RCP1384 being Parts 23, 28, 29, 31, 32, 56, 57, 60 and 61 on 58R-17759, being Part of 03796-3637 (225 Pinebush Road, Cambridge);
3. PT LT 31 RCP 1382 being Parts 40, 41, 42, 48 and 59 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);
4. PT LT 24 RCP 1383 being Parts 4, 5, 8, and 39 on 58R-17761, being Part of 03796-0101 (1111 Franklin Blvd, Cambridge);
5. PT LT 29 RCP 1379 being Parts 32 and 34 on 58R-17760, being Part of 03790-0051 (209 Pinebush Road, Cambridge);
6. PT LT 1 RCP 1380 being Parts 12, 13, 18, 19 and 20 on 58R-17761, being Part of 03796-0115 (1700 Bishop Street, Cambridge);
7. PT LT 15 RCP 1378 being Part 32 on 58R-17761, being Part of 03794-0025 (1680 Bishop Street, Cambridge);
8. PT LT 56 PLAN 1126 being Parts 5 and 6 on 58R-17762, being Part of 03825-0443 (310 Clyde Road, Cambridge);
9. PT LT 20 PL 1126 being Parts 30 and 38 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
10. PT LT 5 CON 10 being Part 16 on 58R-17767, being Part of 03845-0007 (605 Main Street E, Cambridge);
11. PT LT 9 RCP 1384 being Parts 3, 4 and 5 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
12. PT LT 21 RCP 1383 being Parts 13 and 14 on 58R-17760 and Part 1 on 58R-17769 being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
13. PT LT 5 CON 11 being Part 32 on 58R-17766 being Part of 03826-0218 (North East Corner of Franklin & Main Street, Cambridge);
14. PT LT 28, RCP 1135 being Parts 27, 28, 30 and 31 on 58R-17766, being Part of 03826-0206 (East Side Franklin Blvd, Cambridge);
15. PT LT 28, RCP 1135 being Parts 22 and 23 on 58R-17766, being Part of 03826-0192 (East side Franklin Blvd, Cambridge);
16. PT LT 5 CON 10 being Parts 26 and 27 on 58R-17767, being Part of 03824-0045 (200 Franklin Blvd, Cambridge);
17. PT LT 36 RCP 1135 being Parts 55, 56, 57, 58, 61, 63, 71, 72, 73 and 74 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);
18. PT LT 35 RCP 1135 being Parts 53 and 54 on 58R-17766, being Part of 03822-0087 (354 Franklin Blvd, Cambridge);
19. PT LT 28 RCP 1135 being Parts 43, 44, and 45 on 58R-17766, being Part of 03824-0041 (352 Franklin Blvd, Cambridge);
20. PT LT 2 RCP 1149 being Part 52 on 58R-17759, being Part of 22642-0046 (201 Pinebush Road, Cambridge);
21. PT LT 15 RCP 1378 being Parts 26 and 27 on 58R-17761, being Part of 03794-0026 (1100 Franklin Blvd, Cambridge);
22. PT LT 30 RCP 1382 being Part 37 on 58R-17759, being Part of 22642-0049 (1250 Franklin Blvd, Cambridge);
23. PT LT 22 RCP 1383 being Part 30 on 58R-17760, being Part of 03796-0070 (1195 Franklin Blvd, Cambridge);
24. PT LT 28 RCP 1382 being Part 41 on 58R-17760, being Part of 22642-0066(R) (200 Sheldon Drive, Cambridge);
25. PT LT 2, RCP 1384 being Parts 11, 12, 14, 15, and 16 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge).

**Full Taking:**

1. PT LT 21-22 PL 1126 being Parts 2 and 3 on 67R-745 except PT 1 on 67R3788, being all of 03821-0151 (289 Clyde Road, Cambridge);
2. PT LT 22 PL 1126 as in WS654737, being all of 03826-0010 (297 Clyde Road, Cambridge);
3. PT LT 56 PL 1126 as in 383969 except 423005, being all of 03825-0139 (300 Clyde Road, Cambridge).

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

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

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

And further that the Regional Solicitor be authorized to discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete the transaction. [CR-RS-14-048]

And that the following items be received for information:

- P-14-069, Sixth Annual Report of the Laurel Creek Headwaters Environmentally Sensitive Landscape Public Liaison Committee

1655161
- Weber Street (Regional Road 8) Reconstruction - Borden Avenue to Queen Street, City of Kitchener - Information Package in Advance of Public Consultation Centre

- King Street Improvements, Bishop Street to Eagle Street, City of Cambridge - Information Package in Advance of Public Consultation Centre

- Regional Road 17 (Hawkesville Road-Sawmill Road) Reconstruction King Street to Waterloo-St. Jacobs Tracks – Information Package in Advance of Public Consultation Centre

Carried

Regular Agenda Resumes

Reports – Planning, Housing and Community Services

Transportation Planning

a) P-14-072, Pedestrian Access Improvements Environmental Assessment Between the Hanson/Hayward Industrial and Alpine Village Areas – Public Consultation Centre

Received for information.

A Committee member asked if there will ever be transit fully implemented on Homer Watson Boulevard. John Ciccutin, Acting Director, Transportation Planning highlighted two opportunities for transit in that area. He explained there may be potential with the Ion Platform at Courtland and Blockline Road and potentially expanding the Maple Grove Road iExpress to Conesto ga College and down Homer Watson Boulevard to either the Ion Platform or Fairview Park Mall.

b) P-14-073, Cambridge to Milton Passenger Rail Business Case and Implementation Strategy Interim Report

R. Horne introduced to the report stating this is a report on progress to date to enhance GO Train service to and from Cambridge. He stated that funding is part of the Cambridge Transit Supportive Strategy and noted that the recommendation is on page 177 and the action plan was developed with the City of Cambridge staff and will be going to Cambridge Council next week for approval.

Moved by D. Craig
Seconded by R. Deutschmann

That the Regional Municipality of Waterloo endorse the proposed action plan for future rail service to Cambridge, as described in Report P-14-073, dated June 17, 2014.

Carried

Inter-Departmental Reports

c) P-14-071/F-14-072, Brownfields Financial Incentives Program – Tax Increment Grant Application – 83 Elmsdale Drive, City of Kitchener

R. Horne introduced the report explaining this is a large complex site and that staff have been working with the City of Kitchener for 2 plus years. He highlighted the site and noted the 300 proposed residential units will be developed on the iExpress line. He stated this report is going to City of Kitchener Council next week for their endorsement.

A Committee member asked if there will be subsidized housing being developed in that area. R. Horne stated that is being considered.

Moved by J. Mitchell

Seconded by T. Cowan

That the Regional Municipality of Waterloo take the following actions conditional on Novacore Communities Corporation or a related corporation, to the satisfaction of the Region’s Commissioner of Planning, Housing and Community Services, assuming ownership of the property municipally known as 83 Elmsdale Drive from the Corporation of the City of Kitchener and also conditional upon approval of a Tax Increment Grant for 83 Elmsdale Drive by the City of Kitchener, as described in Report P-14-071/F-14-072, dated June 17, 2014:

a) Approve a regional Tax Increment Grant under the joint Regional and Area Municipal program for an amount not to exceed $4,779,103 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 Kitchener; and

c) Authorize the Region’s Commissioner of Planning, Housing and Community Services and the Chief Financial Officer to execute any associated agreements with the registered owner of 83 Elmsdale Drive and the City of Kitchener, with the
form and content of such agreement(s) to be satisfactory to the Regional Solicitor.

Carried

Reports – Transportation and Environmental Services

Rapid Transit

d) E-14-038, Stage 1 Light Rail Project – Kitchener Utilities Gas Infrastructure Relocation Cost Sharing

Moved by S. Strickland

Seconded by J. Haalboom

That the Regional Municipality of Waterloo approve cost sharing with the Corporation of the City of Kitchener for an estimated total cost of $2,027,578, exclusive of HST for relocation of the Corporation of the City of Kitchener’s natural gas infrastructure (Kitchener Utilities) in the City of Kitchener to accommodate the Light Rail Project as outlined in Report E-14-038 dated June 17, 2014.

Carried

Transit Services

e) E-14-068, MobilityPLUS – Fleet Repairs

Moved by K. Seiling

Seconded by J. Mitchell

That the Regional Municipality of Waterloo take the following actions regarding Grand River Transit’s MobilityPLUS fleet located at the Strasburg Road garage:

a) approve that the work of maintaining and repairing the MobilityPLUS buses be moved in-house to be undertaken by Transit Services staff.

b) authorize the addition of up to three full time equivalents (3.0 FTE’s) with no net increase to the operating budget to undertake this work. [E-14-068]

Carried

Transportation

f) E-14-076, Revised 2014 Transportation Base and System Expansion Capital Budgets

1655161
Moved by S. Strickland

Seconded by L. Armstrong

That the Regional Municipality of Waterloo approve the revised 2014 Transportation Base and System Expansion Capital Budgets as per Report E-14-076 dated June 17, 2014.

Carried

g) E-14-087, Region of Waterloo International Airport – Master Plan Update

Jeff Schelling, Solicitor, Corporate appeared before Committee with a presentation that highlighted:

- Master Plan Purpose;
- Key Milestones;
- Four Development Scenarios Considered;
- Community Consultation – to date;
- Common themes from Public Consultation; and
- Direction for Master Plan.

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

A Committee member asked if there will there be a substitute aircraft carrier for the replacement of Bearskin going to Ottawa. J. Schelling explained they have spoken with other carriers to potentially provide Ottawa service. J. Schelling also highlighted other conversations with other airlines with respect to expanding services as well as expansion of land.

Committee members inquired about noise warning clauses in new subdivision agreements. J. Schelling highlighted that after the year 2000 all new subdivisions in certain areas are required to include the noise warning clause. He explained that it is particularly difficult in the resale of homes to pass that information on stating it is the Lawyers responsibility to bring it to the attention of the purchaser.

S. Strickland thanked staff for their hard work on the development of the Master Plan and explained a number of challenges the Project Team faced. He stated that the right decision was made to remain status quo with respect to expansion plans. He highlighted that continued focus needs to be made long term to reduce the subsidy the tax payers are currently providing. He highlighted that he supports the report but feels a sense of urgency is missing from the report. He stated that the airport is an asset and the Region needs to dedicate resources to grow that asset, specifically to increase passenger traffic and increased development to the airport business park.

1655161
S. Strickland introduced an amendment to the motion as follows:

“f) with respect to items b and c) above staff be directed to develop a report detailing the requirement to hire a business development professional(s) to secure additional passenger service and also develop the airport business park and report back to Planning and Works Committee in September 2014.”

It was also highlighted that staff could look at funding this project through the debt servicing charges that are coming from the airport.

A Committee member asked how many business people travel to the Toronto Airport that could potentially be flying out of the Region of Waterloo Airport. Chris Wood, Airport General Manager explained that they have a very comprehensive idea of what the market looks like. He highlighted that within 35 kilometers of the Region’s airport there are over 2 million trips a year, stating that last year 140,000 passengers used the Region’s airport which meant over 1.8 million passengers are going outside the Region to other airports. C. Woods explained the difficulty attracting passengers if there are no airline services. He highlighted the role of the Airport Business Advisory Committee, noting they meet twice a year.

Some Committee members asked for clarification of the proposed amendment. Chair J. Wideman noted that the amendment is to impose urgency onto staff and attempt to operationalize items b) and c). Also to direct staff to report back on the potential to hire a professional(s) to go after business that is out there to move the airport from 120,000 passengers a year to 250,000 or more within the existing capacity.

Some Committee members expressed concerns with respect to the amendment highlighting there is a timeline within the Master Plan and asked why Ron Gaudet, Manager, Economic Development could not be involved in this project.

D. Craig introduced a motion to defer the amendment to allow staff time to properly look at what is being asked and to comment.

Moved by D. Craig

Seconded by R. Deutschmann

That the proposed amendment brought forward by S. Strickland be deferred until the August 12, 2014 Planning and Works Committee meeting.

    Motion Lost

Moved by S. Strickland

Seconded by G. Lorentz

1655161
That the Regional Municipality of Waterloo take the following actions with respect to the preparation of a draft Master Plan for the Region of Waterloo International Airport (“the Airport”):

(a) Endorse the recommendation of the Airport Master Plan Project Team to complete a draft Master Plan for the Airport on the basis of maximizing the existing capacity of the Airport as described in Report E-14-087 dated June 17th, 2014;

(b) Include a strategy within the draft Master Plan for continuing the pursuit of additional passenger air service opportunities which will maximize the existing capacity of the Airport terminal building and associated Airport infrastructure as described in Report E-14-087 dated June 17th, 2014;

(c) Incorporate a strategy for the attraction of additional businesses that may establish aeronautics or aviation-related undertakings within the thirty-five (35) acre leased land development area located in the northwest corner of the Airport;

(d) Co-ordinate, where possible, the resources and strategies required for new air service development and new business attraction at the Airport with the Region’s broader economic development initiatives, including the development of the East Side Lands to the south of the Airport;

(e) Direct Airport staff and the Master Plan Project Team to take the following additional matters into consideration in the preparation of a draft Master Plan for the Airport:

   (i) In consultation with the Aeronautical Noise Management Committee, consider additional opportunities for both increasing awareness concerning aeronautical noise and its mitigation;

   (ii) Prepare a 2015-2024 Capital Plan for the Airport to reflect the plan for maximization of the existing Airport infrastructure as set out in Report E-14-087 dated June 17th, 2014;

   (iv) Include a review of the Airport Master Plan, once approved, at regular intervals or upon the operations of the Airport achieving the passenger and financial objectives set out in Report E-14-087 dated June 17th, and

   (v) Undertake an evaluation of any further actions, such as federal zoning protections or designation of airport reserve lands, that may be recommended to ensure opportunities for future growth are preserved.
(f) with respect to items b) and c) above staff be directed to develop a report
detailing the requirement to hire a business development professional(s) to
secure additional passenger service and also develop the airport business park
and report back to Planning and Works Committee in September 2014.

Carried, as amended

**Waste Management**

h) E-14-086, Battery Recycling Opportunities in Waterloo Region

Received for information.

A Committee member asked if staff could ask retailers to participate in this program.

Chair J. Wideman pointed out a number of retailers that currently participate in battery
recycling and stated that staff can approach other retailers to participate.

**Design and Construction**

i) E-14-078, Bridge Street Reconstruction (University Avenue to Woolwich Street)

Cities of Kitchener and Waterloo – Recommended Design Concept

Moved by S. Strickland

Seconded by L. Armstrong

That the Regional Municipality of Waterloo approve the Recommended Design Concept
for the proposed reconstruction of Bridge Street between University Avenue and
Woolwich Street as described in Report E-14-078 dated June 17, 2014.

Carried

j) E-14-079, Consultant Selection Detailed Design and Services During Construction -
River Road Extension King Street to Manitou Drive, Kitchener (C2014-13)

Thomas Schmidt, Commissioner, Transportation and Environmental Services provided
clarification on the definition of being paid on a time basis. He also stated that all the
reports are completed for the consultant to move forward with this project.

Moved by J. Haalboom

Seconded by T. Cowan

That the Regional Municipality of Waterloo enter into a Consultant Services Agreement
with MMM Group Limited to provide consulting engineering services for detailed design
and services during construction – River Road Extension, King Street to Manitou Drive,
1655161
Kitchener at an upset fee of $2,817,397.41 plus applicable taxes for the detailed design phases, with construction contract administration and construction inspection services to be paid on a time basis as described in Report E-14-079 dated June 17, 2014.

Carried

k) E-14-081, Amendment to Consulting Assignment – Notre Dame Drive and Snyder’s Road Improvements, Township of Wilmot

Moved by L. Armstrong

Seconded by J. Mitchell

That the Regional Municipality of Waterloo approve an amendment to the Consultant Services Agreement with MTE Consultants Inc. for the provision of consulting engineering services for the Notre Dame Drive and Snyder’s Road Reconstruction in the Petersburg Settlement Area, Township of Wilmot to include payment for services required to conduct additional public consultation and to perform additional preliminary design above and beyond the scope of the original agreement, at an upset limit of $113,080.00 plus applicable taxes for a total upset limit of $363,025.00 plus applicable taxes. [E-14-081]

Carried


Moved by B. Halloran

Seconded by T. Cowan

That the Regional Municipality of Waterloo enter into a Consulting Services Agreement with LVM Inc. to provide geotechnical consulting services for planned roadway improvements and roundabout construction on Franklin Boulevard in the City of Cambridge at an Upset Fee limit of $133,910.40 plus applicable taxes for the geotechnical investigation, with construction field services to be paid on a time basis, as outlined in report E-14-082, dated June 17, 2014.

Carried

Water Services

m) E-14-077, Consulting Assignment to Update Well Head Protection Areas

Moved by G. Lorentz

1655161
Seconded by T. Cowan

THAT the Regional Municipality of Waterloo extend the Consulting Services Agreement with Matrix Solutions Inc. to provide consulting geosciences services to update well head protection areas and provide technical support through to December 31, 2015 at an upset limit of $250,000 plus applicable taxes, as per report E-14-077, dated June 17, 2014.

Carried

n) E-14-080, Greenbrook Water Treatment Plant Update

Received for information.

T. Schmidt, provided clarification on current status of deliveries stating staff is on site during deliveries.

o) E-14-085, Option to Extend Agreement with Ontario Clean Water Agency ("OCWA")

S. Strickland noted that he cannot support the recommendation stating it is a sole source contract and feels it should be a competitive process.

Moved by K. Seiling

Seconded by J. Brewer

That The Regional Municipality of Waterloo take the following actions with respect to the wastewater operations and maintenance:

a) Endorse the preferred approach for wastewater service delivery as described in Report CR-RS-14-033/E-14-070 dated June 17, 2014;

b) Authorize staff to provide written notice to the Ontario Clean Water Agency (OCWA) of the Region’s intent to extend the existing agreement for the management, operation, and maintenance of wastewater treatment facilities within the Waterloo Region for a second 5 year period till December 31, 2020; and

c) Direct staff to bring back a report outlining the terms of the five-year renewal (January 1, 2016, to December 31, 2020) for consideration by Regional Council in early 2015

Carried

(S. Strickland opposed)
Information/Correspondence

a) Correspondence from Township of Wilmot re: Speed Limits

Received for information.

Chair J. Wideman stated that staff are going to do some traffic studies and report back to the Planning and Works Committee in early 2015.

b) Council Enquiries and Requests for Information Tracking List

Received for information.

Next Meeting – August 12, 2014

Adjourn

Moved by J. Brewer

Seconded by T. Cowan

That the meeting adjourn at 10:44 a.m.

Carried

Committee Chair, J. Wideman

Committee Clerk, E. Flewwelling
Highway 401 Expansion

Reconstruction and Widening from Regional Road 8/King Street easterly to Regional Road 24/Hespeler Road

~ Region of Waterloo ~

City of Kitchener and City of Cambridge

Detailed Design and Class Environmental Assessment
Highway 401 Reconstruction and Widening

**Project Limits** From 0.5 km west of Regional Road 8/King Street easterly to 0.5 km west of Regional Road 24/Hespeler Road
Highway 401 within the Region of Waterloo is an important link in Ontario’s freeway network connecting Toronto with southwestern Ontario and the USA. A significant increase in traffic has created a need for expansion from 6 to 10 lanes.

- To accommodate this expansion, the pavement and bridges within the project limits require rehabilitation, widening and/or replacement.
- This expansion will also include the addition of ‘Bus Bypass Shoulders’ for use by Grand River Transit and the provision for future High Occupancy Vehicle (HOV) lanes.
- To improve traffic flow, overhead signs and electronic message signs have been incorporated into the design.
- This project will also include other highway improvements such as high mast lighting and noise barriers.

Note: An advanced contract for the replacement of bridges at Speedsville Road and Fountain Street is currently underway.
The Project is being carried out in accordance with the requirements of the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000). The Class EA categorizes the Highway 401 Reconstruction and Widening as a Group “B” project – a major improvement to an existing transportation facility.

- The Preliminary Design and Class EA Study was completed in 2006 and received ‘Environmental Clearance to Proceed’ * to Detailed Design in 2008
- In 2012, the Region of Waterloo completed an EA for the inclusion of the Bus Bypass shoulders
- In 2013, the Detailed Design for Advanced Bridge replacements and rehabilitation received EA clearance to proceed to construction.

**During Detailed Design, the EA process will involve:**

- Continued public and agency consultation and the identification of impacts and environmental protection / mitigation measures
A Transportation Environmental Study Report (TESR) was prepared in June 2006 and placed on the public record for 30 days for public review. During this review period several members of the public wrote to the Minister of the Environment requesting that an individual Environmental Assessment (EA) be prepared.

The Minister of the Environment made a decision that an individual EA would not be required. However, there were some technical concerns related to the Noise Impact Study (NIS) report. It was noted by MOE that, although the results of the assessment are not expected to change significantly, these concerns should be addressed.

In response to these concerns, MTO has updated the Noise Impact Study Report during Detailed Design, conducted pavement design analysis, and reviewed optimum lighting pole locations and shielded lighting.
**Pavement Design**

- Pavement types were evaluated for long-term durability, ease of construction with respect to traffic staging, and for noise mitigation properties.
- After comparing several pavement options, it was concluded that a conventional hot mix asphalt would be the most appropriate surfacing for this project.

**High Mast Illumination**

- Light poles will be located along the median within the project limits.
- Lights will be fitted with shields to reduce spill light while still illuminating the highway.

**Noise Mitigation**

- A new detailed Noise Impact Study has been completed in accordance with the MTO’s Environmental Guide for Noise, 2006. As expected the results did not change significantly.
- Based on the MTO Noise Guide criteria, a noise wall will be constructed near Marmel Court (Hwy 401/King St. Interchange)
Highway 401 within the project limits will be widened from 6 to 10 lanes, with Continuous Speed Change lanes and Bus Bypass shoulders. Allowance has also been made in the design to accommodate future High Occupancy Vehicle (HOV) lanes within the approved widening platform.
**Highway 401 Improvements**

- Replace and widen the four Speed River bridges;
- Rehabilitate and widen structures at the CN Rail and GRER rail crossings;
- Reconstruct the interchange ramps at Highway 8 and the eastbound ramp on Highway 401 to N/S Regional Road 24 (Hespeler Road) and southbound Hespeler Road to westbound Highway 401;
- Realign Leisure Lodge Road / Rogers Drive;
- Install High Mast Illumination along Highway 401 median;
- Install overhead signs and electronic message signs;
- Improve drainage, including culvert and sewer replacements and roadside ditches;
- Upgrade existing roadside safety measures;
- Addition of Bus Bypass Shoulders, provision for future HOV lanes; and
- MTO is also taking the opportunity to rehabilitate the bridge at Highway 8 and Sportsworld Drive.

*The Mill Run Trail, at the Highway 401 and Speed River crossing, will be closed during construction. This is expected to be at least 3 years in duration.*
• The Highway 401 improvements will take place over four years.

• During construction, three lanes of traffic will be maintained in each direction during peak periods.

• Some components of work will be completed at night when traffic volumes are lower. This may include lane closures and lane reductions.

• Interchange ramps at Highway 8 and Hespeler Road will be maintained during construction. Short-term closures may be required.

• During the realignment of Leisure Lodge Road / Rogers Drive traffic will be maintained. There may be short-term disruptions.
An assessment of the ecological environment in the project area was completed. The major features/constraints that were identified include:

- The Speed River provides warmwater fish habitat and contains Wavy-rayed Lampmussel (a Threatened species in Ontario);
- Three (3) additional drainage features that support fish and fish habitat;
- The Speed River Provincially Significant Wetland (PSW), which is present throughout the Speed River Valley;
- Numerous trees and other vegetation within the project footprint will be removed during the highway widening; and
- Nesting Barn Swallows (a Threatened species in Ontario) and Cliff Swallows on the Speed River bridges, and various other bird species nesting in trees and shrubs adjacent to the highway.
Environmental Mitigation

Natural Environment

- A landscaping plan containing native tree and shrub species to compensate for the vegetation that will be removed during construction and aid with visual screening for adjacent properties;
- Design modifications to minimize the necessary encroachment into the Speed River PSW;
- Contract Special Provisions prohibiting the harm or harassment of any wildlife found in the work area during construction;
- Provision of temporary nest “kiosks” for Barn Swallow for the duration of construction;
- Incorporation of improved wildlife passage areas beneath the Speed River bridges;
- Standard Best Management Practices (BMPs) including minimization/staging of disturbances, application of seed and cover for erosion control, and protection of retained vegetation with fencing and setbacks; and
- In-water work timing constraints to avoid impacts to fish during critical life stages.

Socio-economic Environment

- Coordination of construction projects with municipalities to reduce impacts to surrounding communities and commuters; and
- Maintain access to sports fields during construction.
A Public Information Centre (PIC) will be held on:
Date: June 25, 2014
Time: 4:00 p.m. to 8:00 p.m.
Location: Best Western Plus Cambridge
730 Hespeler Road

Following the PIC, a Design and Construction Report (DCR) will be prepared documenting the Detailed Design in accordance with the Class EA Study, and made available for a 30-day public review period.

DCR review locations will be advertised in local newspapers and those on the study mailing list will be notified.

The Highway 401 Reconstruction and Widening is listed in the ministry’s Southern Highways Program: (2013-2017).
Peter Tucakov D.D.S
60 Ontario Street North
Kitchener On. N2H 4Y4

June 16, 2014

To Planning and Works Committee’s meeting of June, 17, 2014

Dears Sirs:

Thank you, that you accept me to talk on meeting of June 17, 2014.

Please, be advised, that lot of 60 Ontario Street North in Kitchener supply existence for 25 families.

Owners of 60 Ontario Street North in Kitchener were co-operative, to this Committee, and have give permiton to Hydro to drill and work without any expenses on our property.

Now public of Kitchener have been complaining to owners, why owners have accept, that Hydro damage tree on property of 60 Ontario Street North providing cables through tree?

If cables were installed on the side of the street, the tree would not have been damaged, and it would be a décor of our city of kitchener?

2

City of Kitchener will receive from Provincial an Federal Government over $ 800 millions of Dollars for Railway Train in Kitchener. So, that City of Kitchener, or Planning Committee can properly provide expropriation of owner’s lot, including compensation of loss of present, and future business income provided by lot and its affected business.

3

Expropriation will affected 3 parking’s spots on property of 60 Ontario Street North, and owners of 60 Ontario Street North in Kitchener expect of City or Planning Committee to give us in ownership 3 parking’s spots of previous Legion lot behind our lot, or 3 parking spots in ownership in City Garage, across of our building at 60 Ontario Street North, or proper compensation for damage of our business at 60 Ontario Street North in Kitchener.

Sincerely

[Signature]

Peter Tucakov, representatives of owner at 60 Ontario street North In Kitchener
From:
Dr. Steve Cheng BSC.,D.C.,N.D..
244 King Street South
Waterloo

To:
Planning and Works Committee
Meeting Tuesday, June 17, 2014

Re:

1. OBJECTION TO EXPROPRIATION OF LAND IN FRONT OF MY OFFICE.

My office is located at 244 King Street South across from the Sunlife Insurance parking lot. The office has very limited parking. The only place where patients with disability can discharge is in this spot in front of my office just barely large enough to park a car temporarily. I cannot afford to lose this parking space as there is none that can replace it on my property.

My office has an addition to the building which makes it very close to the sidewalk. With the intended expropriation of land my front door to the office would be almost at the sidewalk. This would make my office entrance both unsafe and unsightly.

2. OBJECTION TO FUTURE INSTALLATION OF A LARGE TRANSFORMER NEXT TO MY OFFICE.

As a health professional especially one in the field of natural health care, to have a large power transformer next to my office would be detrimental to my business and my property value. As an individual who have been employed by the federal department of public health I am very aware of the detrimental effects of such a device especially when in close proximity to your residence and work place.

General Education and Work RESUME:

I graduated from University of Toronto with education in the field of microbiology, bacteriology and public health.

I further received training at the Canadian Memorial College of Chiropractic.

I received my professional training as a naturopath from the Ontario College of Naturopathic Medicine.

Further education endeavours allowed me to specialize in the field of Acupuncture and
Traditional Chinese Medicine.

My total post secondary education took over twelve years. I am very qualified in the natural health field and as a result have been very successful in my field of expertise. I am one of very few that have training in all the above three fields of natural health care.

My employment history include work with the Federal Department of Public Health and patient care at Sunnybrook hospital in Toronto along with private practice and consultation.

Other work experiences include apprentice as an electrician, carpenter and auto mechanics.

The desire to innovate and improve the lives of the elderly and disabled prompted me to start a business specializing in the modification and improvement of devices to improve the mobility of the elderly at home and outside. The business is registered as HOMECARE ARMS.

My main office was located in Oakville. I purchased the property at 244 King Street in Waterloo as my retirement office and residence as I am now almost 65. It is my intention to continue to be of service and to use my knowledge and ability to hopefully make new discovery and inventions to improve the lives of the elderly and disabled.

It is with the hope that I can continue to be of service even as I reach my golden years that I must, to the best of my ability maintain the parking and accessibility to my office and thereby the need for this objection.

As for the matter of the power transformer I can provide professional documentation supporting my view of the detrimental effects of long term exposure, especially when living in close proximity to such a device. It is something I am well aware of in the field of public health.

yours in good health,

Dr. Steve Cheng BSc.,D.C.,ND.
Master Plan

Planning & Works Committee Meeting, June 17th, 2014
Region of Waterloo International Airport
Master Plan Purpose

• To look ahead 20 years

• Assess community impacts and economic benefits of potential development scenarios

• Previous Master Plan completed in 2000 with a five year Business Plan completed in 2009

• Currently approximately 300 direct full-time jobs and 140,000 annual passengers (2013)
MASTER PLAN – KEY MILESTONES

- STEP 1 – First Project Team meeting – April, 2013
- STEP 2 – Complete Preliminary Analysis and Passenger/Aircraft Forecasts
- STEP 3 – Second Project Team meeting – June, 2013
- STEP 4 – Prepare Draft Master Plan Presentation Materials
- STEP 5 – Third Project Team meeting – September 18, 2013
- STEP 6 – Fourth Project Team meeting – December 5th, 2013
- STEP 7 – Public Consultation No.1A – February 6th, 2014
- STEP 8 – Public Consultation No.1B – April 15th, 2014
- STEP 9 – Fifth Project Team Meeting – May 8th, 2014
  Review Public input and identify a Preferred Option

STEP 10 – Presentation of Preferred Option to Planning and Works Committee – June 17th
STEP 11 – Sixth Project Team Meeting – Fall 2014
STEP 12 – Complete Master Plan Report and make available for public comment – end 2014
STEP 13 – Public Consultation No. 2 – Early 2015
STEP 14 - Final Project Team Meeting
STEP 15 – Final Master Plan submitted to Regional Council for consideration
Four Development Scenarios Considered

- **Option #1 - Status Quo** – maximize current capacity of terminal and infrastructure (approximately 250,000 passengers)

- **Option #2 – Low Growth** – expansion of terminal within 20 year time frame possible should demand warrant and extension of secondary runway (approximately 388,000 passengers)

- **Option #3 – Moderate Growth** – a progression of Option #2 involving a more extensive expansion of terminal within 20 year time frame should demand warrant and relocation of primary runway (up to 1 million passengers annually)

- **Option #4 – High Growth** – a "reliever" style airport contemplated in Transport Pickering Airport Needs Assessment Study in 2011
Community Consultation - to date

- Initiated in 2013 – Stakeholder consultation sessions with tenants, local businesses, Chambers, airlines, agencies (Transport Canada, Nav Canada, for example)
- Presentations to Aeronautical Noise Management Committee, local business groups, real estate association and Airport Business Advisory Committee
- Public meetings in February and April of 2014 – approximately 400 attendees with 186 written comments received and considered by Project Team
- Comments may continue to be submitted online via project website [http://www.waterlooairport.ca/en/abouttheairport](http://www.waterlooairport.ca/en/abouttheairport)
Common Themes From Public Consultation

- **Noise Concerns** – over 65% of the comments received and many with respect to Nolinor operations
- **Convenience of Airport and Scheduled Flights**
- **Airport not at Current Capacity**
- **Upside Economic Development Potential in conjunction with development of East Side lands**
- **Risk** – significant capital investment without certainty of fulfillment of projected airline business
- **Extrinsic Factors** – uncertainty about Pickering airport, future capacity limitations at Pearson and impact of possible high speed rail link with Toronto
Direction for Master Plan

• Project Team recommends building Master Plan around theme of maximizing existing capacity (Option #1) which was supported by majority of comments received during public consultation process

• Status quo offers opportunity for savings as existing debt matures

• Consider protection for future expansion opportunities such as zoning protection for additional runway capacity
Direction for Master Plan (cont'd)

• Work with ANMC to explore additional noise mitigation measures and consider feedback received from public

• Incorporate a plan for further commercialization of leased land area in northwest corner of airport

• Co-ordinate business development with broader Regional initiatives and focus air service recruitment efforts on new Ottawa service and opportunities for expansion with existing airline partners and others

• Review plan at regular intervals