



# REGIONAL MUNICIPALITY OF WATERLOO PUBLIC INPUT MEETING OF THE PLANNING AND WORKS COMMITTEE MINUTES

Tuesday, March 8, 2011  
7:00 p.m.  
Region Council Chamber  
150 Frederick Street, Kitchener, Ontario

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Present were: Vice-Chair G. Lorentz, L. Armstrong, \*J. Brewer, T. Galloway, J. Haalboom, C. Millar, and K. Seiling

Members absent: T. Cowan, D. Craig, R. Deutschmann, B. Halloran, R. Kelterborn, J. Mitchell, S. Strickland, J. Wideman and C. Zehr

## **DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT**

None declared.

## **OPEN REMARKS**

Vice-Chair G. Lorentz provided opening remarks regarding the purpose of the meeting and the advertisement history.

## **REPORT – TRANSPORTATION AND ENVIRONMENTAL SERVICES**

- a) E-11-027, Weber Street (College Street to Union Street) Environmental Assessment and Preliminary Design Study – Public Input Meeting for Preferred Design Concept

Thomas Schmidt, Commissioner, Planning, Housing and Community Services introduced Peter Linn, Project Manager.

\*J. Brewer entered the meeting at 7:12 p.m.

P. Linn provided a detailed presentation. He highlighted the Project Description, the Key Plan, Why improvements are required, Existing Traffic Congestion, Project Teams Preferred Solution, Four Design Concepts, Evaluation of Design Concept, Preferred Design Concept B, Consequences of Implementation, Benefits of Preferred Design Concept, Extensive Public Consultation and Next Steps. A copy of the presentation is appended to the original minutes.

In response to questions from the Committee about property acquisitions, P. Linn advised that 43 properties would be acquired, 10 being commercial properties and 33 being residential properties.

## **DELEGATIONS**

Vice-Chair G. Lorentz made a call for delegations.

- i) Dennis Killion, 88-90 Weber Street West appeared before Committee representing many of the properties on Weber Street from College to Water Street. He noted that on the original plan

the properties were slated as total acquisitions but after meeting with P. Linn he noted that 20-25 feet is only needed from some of the properties and the depths of the properties are only 150 feet, he noted that he would be willing to sever the front of the property and buy back the residual. He also raised concerns with widening the sidewalks and snow removal on those sidewalks.

P. Linn highlighted that the sidewalks that are being proposed for this project is the standard width 2.1 meters and are also proposing boulevards between the sidewalks and the curbs.

ii) Ron McCarthy, 311 Weber Street West appeared before Committee inquiring about how many lanes Weber Street was going to be once the construction was completed.

P. Linn noted that Weber Street would be widened to four lanes and where Weber Street was already four lanes he indicated the street would still be widened to meet standards. He also noted that there would be a left turn lane on Weber Street turning onto Victoria Street.

iii) Michael Devoy, 127 Weber Street West appeared before Committee inquiring about the value of his business property. He noted that this property is valued very high for his business because of its location. He noted that his business works very closely with the Waterloo District Catholic School Board which is in walking distance to his business so they don't have to pay for parking. It is also in walking distance to other amenities.

Steve van De Keere, Head, Transportation Expansion Program briefly described the acquisition process and noted that Mr. Devoy could bring up the value of his business during negotiations.

iv) Rob Martin, 76 Northmanor Cres. appeared before Committee looking for clarification on the multi-use trail. He asked that staff consider posting signs indicating to cyclists and pedestrians that they are sharing the space.

P. Linn noted that multi-use trails are being proposed but that ultimately it will be Council making the final decision on multi-use trails or cycling lanes.

v) Brian Bee, 318 Duke Street West appeared before Committee expressing his concern with providing service roads to Breithaupt Street and suggested building a cul-de sac to minimize property acquisitions. He inquired about the Via Station and wondered if access from Ahrens Street would be updated and if the Via Station would be moved to the new transit hub when it is built.

T. Schmidt highlighted that the Via Station would be part of the new transit hub. He also noted that there is not a firm timing on when the new transit hub will be built.

P. Linn noted that the same amount of properties would be acquired if there was a service road or not. He also indicated that GO Transit has indicated that GO will be using the current Via Station in the interim until the new transit hub is built. P. Linn noted that he will discuss with Via and GO about updated access from Ahrens Street since the property is owned by them.

vi) Helen Lippert, 247 Louisa Street appeared before Committee with respect to the corner of Ahrens Street and Wellington Street. She expressed concerns that when construction begins that traffic is going to pick up at that corner and asked that a 4 way stop be installed or flashers be reinstalled on the stop signs there. She also asked that gates or flashers be put at the CN crossing there.

P. Linn noted that they haven't looked at the routing of traffic yet and will keep in mind installing flashers on the stop signs and at the rail crossing.

vii) Steve and Alena Browne, 122 Breithaupt Street appeared before Committee expressing their concerns with installing stairwells and ramps. They feel that installing stairwells will be a spot for criminal activity to occur and for questionable people to hang around in. They also noted that they currently are the third house in on their street but once construction is completed they will be the corner house. They inquired about compensation to the residents who will be staying through the construction and asked if a fence would be built. They also inquired about installing a sidewalk on a one way service road.

Vice-Chair G. Lorentz asked staff to meet with the Browne's to discuss their concerns with them.

viii) Bill Schiebel, 100 Weber Street West appeared before Committee inquiring about all the properties being purchased at once and questioned where the construction would start.

S. van De Keere noted that all properties have to be acquired at the beginning of the project. He highlighted that staging hasn't been discussed because it is subject to Council approval in the spring, following that EA studies will be completed and the project will be approved at the end of the summer. He indicated that staging will be approved in early 2012.

#### **ADJOURN**

MOVED by T. Galloway  
SECONDED by C. Millar

THAT the meeting adjourn at 8:20 p.m.

CARRIED

**COMMITTEE VICE-CHAIR, *G. Lorentz***

**COMMITTEE CLERK, *E. Flewwelling***

## WEBER STREET – COLLEGE STREET TO UNION STREET Cities of Kitchener and Waterloo

CLASS ENVIRONMENTAL ASSESSMENT  
AND PRELIMINARY DESIGN STUDY  
PUBLIC INPUT MEETING – March 8,  
2011

### Project Description

- Schedule C Class Environmental Assessment for improvements to Weber Street from College Street to Guelph Street
- Preliminary Design Study for the reconstruction of Weber Street from Guelph Street to Union Street
- Project Team directing study

### Key Plan



### Why are Improvements Required?

- Existing traffic congestion
- Need for additional capacity for future growth
- Future delays to traffic/transit
- Safety at Rail level crossing and road intersections
- Improve pedestrian and cycling facilities

## Road/CN Rail Crossing

- Grade Separation Warrants
- Existing vs. increasing future traffic
- Proximity to Victoria Street
- Potential Safety Issues

## Ten Alternative Solutions

- Do nothing
- Improve traffic operations
- Intersection improvements
- Widen Weber Street
- Grade separation at rail crossing
- Roundabouts
- Access management
- Improve transit service
- Upgrade other routes
- Build other routes

## Project Team's Preferred Solution

- Widen Weber Street to four lanes and construct Grade Separation

## Four Design Concepts

- **Concept A – widen towards west**
- **Concept B – widen towards the west including service roads**
- **Concept C – widen towards the east including service roads**
- **Combination of C/B,A – widen towards east south of Louisa Street and widen towards west north of Louisa Street**
- **Each Concept includes grade separation, multi-use trail and left-turn lanes on Victoria Street**

## Evaluation of Design Concepts

### Evaluation criteria

- Traffic capacity, operations and safety
- Natural Environment
- Social Environment
- Cost

## Project Team's Preferred Design Concept

- **Widening to four lanes towards west with service roads at Breithaupt Street (Concept B)**

## Preferred Concept B includes:

- Widen Weber Street to 4 lanes
- Road under rail grade separation at CN Rail tracks.
- Architectural enhancements to structure
- Majority of widening towards the west

## Preferred Concept B includes:

- ▶ Breithaupt Street intersection to be closed
- ▶ Service roads on both sides at Breithaupt Street
- ▶ Pedestrian stairs and ramps at Breithaupt Street
- ▶ Wider sidewalks and boulevards
- ▶ Roadside trees
- ▶ Multi-use trail from Water Street to Waterloo Spur Line

## Consequences of Implementation

- Cost of project estimated to be between \$50M and \$55M
- Significant Property Acquisition
- Disruption during construction

## Benefits of Preferred Design Concept

- Least impact on property acquisition
- Lowest estimated cost
- Much needed improvements to capacity
- Accommodates traffic diverted by RT from King Street
- Improves safety
- Enhanced pedestrian and cyclist environment

## Extensive Public Consultation

- Public Consultation Centre - April 15, 2010
- Public Consultation Centre – November 30, 2010
- One-on-one meetings with business owners
- Public Input Meeting – March 8, 2011

## Next Steps

- Committee members to hear/clarify public comments at tonight's Public Input Meeting
- Project Team to address issues raised
- Recommended Design Concept (Spring 2011)
- Public Review Period (Late Spring 2011)
- Develop grade separation architectural features for Public/Committee Review in Fall 2011
- Property acquisition to start in 2012
- Detailed design start in 2012
- Construction start in 2015

