



REGIONAL MUNICIPALITY OF WATERLOO PLANNING AND WORKS COMMITTEE MINUTES

Tuesday, October 18, 2011
12:35 P.M.
Regional Council Chamber
150 Frederick Street, Kitchener, Ontario

Present were: Chair J. Wideman, L. Armstrong, J. Brewer, T. Cowan, R. Deutschmann, T. Galloway, J. Haalboom, B. Halloran, R. Kelterborn, G. Lorentz, C. Millar, J. Mitchell, K. Seiling, S. Strickland*, C. Zehr

Members absent: D. Craig

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

R. Deutschmann declared a conflict of interest regarding Report E-11-105 Rapid Transit Project Update 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.

K. Seiling declared a pecuniary interest regarding Report E-11-105 Rapid Transit Project Update in that two of his adult children own residential properties within the proposed corridor.

DELEGATIONS – deferred to later in the meeting (see page 3)

REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

COMMUNITY PLANNING

a) P-11-079, Monthly Report of Development Activity for September 2011

MOVED by R. Kelterborn
SECONDED by L. Armstrong

THAT the Region of Waterloo accept P-11-079, Monthly Report of Development Activity for September 2011, dated October 18, 2011.

CARRIED

TRANSPORTATION PLANNING

b) P-11-080, Grand River Transit Service to Elmira

Rob Horne, Commissioner, Planning, Housing & Community Services provided introductory remarks.

In response to a question from a member, R. Horne and John Cicuttin, Manager Transportation Planning Transit Development, explained the allocation of advertising revenues for transit shelters based on location as well as jurisdiction of the Transit service.

MOVED by T. Cowan
SECONDED by S. Strickland

THAT the Regional Municipality of Waterloo approve the permanent operation of Route 21 – Elmira;

THAT the Regional Municipality of Waterloo approve the following action regarding the expansion of the Grand River Transit fleet to implement this service:

- a) Include a budget provision of \$1,015,000 in the 2012 GRT Capital Budget to be funded from debentures for the purchase of two (2) buses (net of HST rebate) and associated equipment and grant pre-budget approval for the purchase of these two buses prior to the approval of the 2012 budget;
- b) Accept the proposal from NovaBus, a Division of Prevost Car Inc. for the 2012 delivery of two (2) diesel transit buses at a price of \$1,079,561.32 including HST; and
- c) Authorize the issuance of debentures in an amount not to exceed \$1,015,000 not to exceed a 10 year term for this purchase;

AND THAT the net operating and debt financing costs of this service be area rated to the Township of Woolwich.

CARRIED

- c) P-11-081, Grand River Transit 2011–2014 Business Plan Public Consultation Centres

R. Horne provided introductory remarks. In response to questions from members, Graham Vincent, Director, Transportation Planning, spoke about BusPLUS service in the Doon South area of Kitchener and the Business Plan as it related to improving service for businesses in Shirley Avenue and Bingemans areas.

L. Armstrong advised that some residents have expressed interest in extending a route to New Hamburg and he suggested to them to create a community committee to review this.

Received for information.

- d) P-11-082, Waterloo Spur Line Multi-Use Trail Feasibility and Design Study – Public Consultation Centre

R. Horne provided introductory remarks. He noted that it is a partnership with the Cities of Waterloo and Kitchener and external funding sources are being sought.

Received for information.

DELEGATION

- a) Brian Campbell, Lloyd Brown Settlement, Re: E-11-061.1, Fees and Charges By-law for Water Works Upgrade in Lloyd Brown (Township of North Dumfries)

Mr. Campbell provided a hard copy of his presentation and read it for Committee. [A copy of his presentation is appended to the original Minutes.](#)

Mr. Campbell expressed concern for the mishandling of the water issue over the years in his area. He opined that services could have been completed back in 2002 when other water work was completed in the area. Although Mr. Campbell has been told the hook up is optional, he expressed concern for being forced to hook up, possibly through Legislation. He noted that there is potential for further costs for a resident to hook up, such as those incurred for running from the Region's infrastructure to the home. He advised that approximately 40 percent of the residents in the area are retired and therefore lump sum funds would be difficult to obtain. He expressed support for payment plan options. In closing, he requested Regional Council to delay the By-law and hold another meeting with the residents to resolve outstanding concerns.

The staff Report on this matter was brought forward at this time.

WATER

- e) E-11-061.1, Fees and Charges By-law for Water Works Upgrade in Lloyd Brown (Township of North Dumfries)

Committee discussed the feasibility of payment plans for residents for the hook up fee. Calvin Barrett, Director, Financial Services/Development Financing responded to questions from members in this regard.

Committee suggested that staff develop a policy with very specific project requirements, such as optional hook ups, where resident payment plans would be offered subject to inflation and/or interest.

It was noted that this project is entirely in the Township of North Dumfries and will be reflected on the entire Township's water bill.

Committee explored the water situation at the Foxboro subdivision and Thomas Schmidt, Commissioner of Transportation and Environmental Services responded to questions about that project.

T. Schmidt provided a chronology of events for the water system in the Lloyd Brown subdivision.

Committee discussed how residents would be notified of an option for a payment plan. T. Schmidt suggested that staff would contact the affected residents when this matter is returned to Committee.

MOVED by R. Deutschmann
SECONDED by L. Armstrong

THAT Report E-11-061.1, dated October 18, 2011 regarding Fees and Charges By-Law for the Lloyd Brown settlement area in the Township of North Dumfries, be referred to the next

Planning & Works Committee meeting and that staff prepare an additional report for that meeting setting out alternative payment arrangements within the context of the discussion at this meeting.

CARRIED

*R. Deutschmann and R. Kelterborn left the meeting at approximately 1:30 p.m.

REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

- f) CR-RS-11-067, Authorization to Expropriate Lands (2nd Report) for Road Improvements to Trussler Road (Regional Road 70), New Dundee Road (Regional Road 12) to Bleams Road (Regional Road 56), in the City of Kitchener and Township of Wilmot

MOVED by L. Armstrong

SECONDED by S. Strickland

THAT the Regional Municipality of Waterloo approve the expropriation of the lands for the purposes of construction of road improvements to Trussler Road, in the City of Kitchener and the Township of Wilmot, in the Region of Waterloo as detailed in Report CR-RS-11-067 dated October 18, 2011 described as follows:

Fee Simple Partial Taking:

- a) Part Lot 1, Concession 1, Block 'A', Township of Wilmot, being Part 2, on Reference Plan 58R-16917, PIN 22186-0233(LT) (1465 Trussler Road)
- b) Part Lot 1, Concession 1, Block 'A', Township of Wilmot, being Part 3, on Reference Plan 58R-16917, PIN 22186-0232(LT) (1359 Trussler Road)
- c) Part Lot 136, German Company Tract, City of Kitchener, being Part 5, on Reference Plan 58R-16917, PIN 22728-0010(LT) (1434 Trussler Road)
- d) Part Lot 135, German Company Tract, City of Kitchener, being Part 6, on Reference Plan 58R-16917, PIN 22728-0009(LT) (no municipal address)
- e) Part Lots 129, 133 & 134, German Company Tract, City of Kitchener, being Part 9, on Reference Plan 58R-16917, PIN 22728-0005(LT) (no municipal address)
- f) Part Lot 129, German Company Tract, City of Kitchener, being Part 11, on Reference Plan 58R-16917, PIN 22727-0022(LT) (808 Trussler Road)
- g) Part Lot 15, South side of Huron Road, Plan 585 and Part Lot 149, German Company Tract, City of Kitchener, being Part 12, on Reference Plan 58R-16920, PIN 22723-0006(LT) (no municipal address)
- h) Part Lot 1, Concession 2, Block 'A', Township of Wilmot, being Parts 13 and 14, on Reference Plan 58R-16920, PIN 22207-0025(LT) (1743 Trussler Road)

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 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.

CARRIED

- g) E-11-091, Westmount Road Improvements, Greenbrook Drive to Highland Road, City of Kitchener

MOVED by C. Zehr

SECONDED by B. Halloran

THAT the Regional Municipality of Waterloo approves the proposed improvements as outlined in Report E-11-091 for Westmount Road (Regional Road No. 50) from Greenbrook Drive to Highland Road in the City of Kitchener.

CARRIED

- h) E-11-099, Consultant Selection – Preliminary Design, Detailed Design and Construction Administration and Inspection Services, King Street Reconstruction, St. Jacob's Settlement Area, Township of Woolwich

MOVED by T. Cowan

SECONDED by R. Kelterborn

THAT the Regional Municipality of Waterloo enter into a Consultant Services Agreement with IBI Group of Waterloo, Ontario to provide consulting engineering services for the preliminary design, detailed design, contract administration and construction inspection for King Street Reconstruction in the St. Jacob's Settlement Area, Township of Woolwich at an upset limit of \$334,548.00 plus applicable taxes for the preliminary design and detailed design phases with contract administration and construction inspection to be paid on a time basis;

AND THAT the Region of Waterloo approve an increase in project costs of \$66,998.00 plus applicable taxes gross and \$0 net to facilitate the preliminary and detailed design phases of the work undertaken for the Township of Woolwich, with contract administration and construction inspection to be paid on a time basis.

CARRIED

RAPID TRANSIT

i) E-11-105, Rapid Transit Project Update

T. Schmidt provided an overview of the report.

Committee members posed questions to staff with respect to the necessity of permanent positions regardless of the procurement choice for the project. T. Schmidt and Mike Murray, Chief Administrative Officer, explained the necessity for the permanent positions.

A member enquired about T. Galloway serving on the Steering Committee in light of the fact that he had previously declared a conflict of interest on the Rapid Transit Project. It was noted that the Vice-Chair can also sit on the Steering Committee if necessary.

*R. Deutschmann and R. Kelterborn returned to the meeting at approximately 1:45 p.m.

C. Millar expressed interest in sitting on the Steering Committee as the City of Cambridge representative.

MOVED by S. Strickland
SECONDED by J. Brewer

Conflicts R.
Deutschmann
and K. Seiling

THAT the Regional Municipality of Waterloo appoint four Regional Councillors to the Rapid Transit Steering Committee including:

- Chair of the Regional Planning and Works Committee;
- Chair of the Regional Administration and Finance Committee;
- Chair of the Regional Community Services Committee; and
- Regional Councillor Claudette Millar to represent the City of Cambridge;

AND THAT The Regional Municipality of Waterloo approve the hiring of seven permanent and four non-permanent staff to be added to the Rapid Transit and Legal Services Divisions, as described in Report No. E-11-105, dated October 18, 2011.

CARRIED
(J. Haalboom opposed)

TRANSIT

j) E-11-082, GRT - Smoking Restrictions

Received for information.

k) E-11-093, 2012 GRT Replacement Bus Purchase

Committee members expressed interest in reviewing natural gas fuel sources for future bus purchases. It was noted that there was insufficient time to delay the bus purchases being proposed at this time due a number of issues including facility retrofitting that would be required to accommodate an alternative fuel source. It was suggested that the Region should consider servicing natural gas from Kitchener Utilities.

Eric Gillespie, Director, Transit Services, advised that the interior design of the proposed buses was improved to allow more maneuverability for wheelchair and stroller designated areas. Additionally, it was noted that with the low floor design of these new buses the suspension and noise suffers, however federal and provincial standards are met.

Staff were requested to prepare a report for a future Planning and Works Committee reviewing the possibility of natural gas fuel sources for future bus purchases.

MOVED by K. Seiling
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo takes the following action regarding the Grand River Transit's 2012 replacement bus purchase:

- a) grant pre-budget approval for the purchase of eighteen (18) transit buses prior to the approval of the 2012 budget.
- b) accept the proposal from NovaBus, a Division of Prevost Car Inc., for the 2012 delivery of eighteen (18) diesel transit buses at a price of \$9,716,051.88 including all applicable taxes.
- c) authorize the issuance of debentures in an amount not to exceed \$8,015,000 for a term not to exceed 10 years for this purchase.

CARRIED

*S. Strickland left the meeting at approximately 1:52 p.m.

WASTE MANAGEMENT

l) E-11-095, Green Bin Program Update

In response to enquiries, Jon Arsenault, Director Waste Management, advised that if there is an organics ban in the landfills, staff are considering how the Region would support diversion of organics for the Industrial, Commercial and Institutional sector. He noted that some commercial properties deal with organics on their own initiative already.

Staff were requested to provide a report outlining the cost recovery ratios on Region recyclables.

*B. Halloran and R. Kelterborn left the meeting at approximately 2:00 p.m.

Received for information.

Chair Wideman spoke about the passing of Nyle Ludolph who was 'father of the blue box' on October 14, 2011.

Staff were requested to prepare a report to the Planning and Works Committee with options for recognition of Nyle Ludolph, the 'father of the blue box'.

WATER

- m) E-11-061.1 – dealt with earlier in the meeting
- n) Strange Street Water Supply System Upgrade – Public Information Centre 2

Received for information.

OTHER BUSINESS

- a) Memo re: Update on Homer Watson/Blockline Roundabout

T. Schmidt and Bob Henderson, Manager Transportation Engineering, reviewed the information in the memo and the suggestions to address safety concerns at the Roundabout, which included: southbound lane configuration, lane markings within the Roundabout, and possibility of installing crossing guards on a temporary basis. It was noted that vehicular yielding is a concern and staff are working with Waterloo Regional Police. In the interim, Regional staff are at the intersection to assist students with crossing the Roundabout. Staff are preparing a report for the November Planning and Works Committee meeting outlining further details and recommending changes.

*B. Halloran and R. Kelterborn returned to the meeting at approximately 2:10 p.m.

Committee members expressed grave concern for the safety of pedestrians in crossing the Roundabout and made numerous suggestions including: changing the “yield for pedestrians” to say “stop for pedestrians”; installing cross walk lights prior to the Roundabout to remove pedestrians from the Roundabout entirely; immediately reducing the speed limit on Homer Watson Boulevard to 50 km per hour; installing permanent signage approaching the Roundabout reminding of vehicular signalling and no passing within the Roundabout; moving the pedestrian crossing location back from the vehicular entrance/exits to provide a buffer for backlog within the Roundabout; the lane markings inside the Roundabout; installing overhead pedestrian signs at the cross walks; permanently removing the third lane approaching the Roundabout; and vegetation in the centre of the Roundabout causing sightline difficulty.

It was suggested that future Roundabouts located closely to Schools or high pedestrian traffic areas should not proceed until the issues at the Homer Watson Boulevard Roundabout are sufficiently addressed, in particular future Roundabouts planned for Franklin Boulevard, Cambridge and Ottawa Street, Kitchener.

Committee members commented that speed studies are not required at this time and that the speed limit on Homer Watson Boulevard should be immediately reduced to 50 km per hour and increased enforcement requested.

It was a consensus that there should be more vehicular education about the rules of the Roundabout and that it should take place on street at the Roundabout in order to have the greatest impact. Additionally, that the message being delivered to the public be reviewed to emphasize that vehicles must stop for pedestrians and other vehicles in the Roundabout as well as the right-of-way rules for Roundabouts.

It was suggested that the design and signage of all Roundabouts in the Region should be consistent, indicating that inconsistencies contribute to driver confusion.

Staff were requested to find out before the next Council meeting whether Roundabout rules were included in the Ontario Driving Test for this Region.

It was noted that the City of Kitchener has the responsibility to provide crossing guards if the Region wishes. However, crossing guards may not be permitted on roadways with a greater than 60 km per hour speed limit. Staff were requested to confirm the regulations in that regard before the next Council meeting.

It was requested that the “yield for pedestrian” signs were too small and should be larger if replaced.

Moved by R. Deutschmann

Seconded by L. Armstrong

THAT in regard to vehicular and pedestrian safety concerns for the Roundabout located at the intersection of Homer Watson Boulevard and Block Line Road, staff be directed as follows:

- a. To change all signs from “yield for pedestrians” to “stop for pedestrians”;
- b. To reduce the speed limit to 50 km per hour on Homer Watson Boulevard from Bleams Road to Ottawa Street;
- c. Overhead signs should not be installed until Regional Council has reviewed where the pedestrian crossing will be located; and
- d. To review additional signage regarding vehicular signaling and no passing in the roundabout.

CARRIED

INFORMATION/CORRESPONDENCE

- a) Letter from City of Kitchener re: Temporary Installation of two Crossing Guards at the Homer Watson/Blockline Roundabout, received October 18, 2011. [A copy is appended to the original minutes.](#)

Received for information.

- b) Letter from City of Kitchener re: request Region of Waterloo to review traffic safety on Fairway Road between Morgan Avenue and River Road, received October 13, 2011. [A copy is appended to the original minutes.](#)

Chair Wideman indicated that a report is underway on this matter. T. Schmidt advised that they are hoping it will be available for the December 2011 Planning and Works meeting.

Received for information.

OTHER BUSINESS - Continued

- b) C. Millar requested staff to review the aesthetics of the Main Street Bridge in Cambridge repairs undertaken.

c) Council Enquiries and Requests for Information Tracking List

Received for information.

NEXT MEETING – November 8, 2011

ADJOURN

MOVED by J. Haalboom

SECONDED by L. Armstrong

THAT the meeting adjourn at 3:20 p.m.

CARRIED

COMMITTEE CHAIR, *J. Wideman*

COMMITTEE CLERK, *J. Reid*

October 18,2011

File: E03-20/2013

Lloyd Brown Water Works Upgrade

My name is Brian Campbell and I have lived in Brown Subdivision for the past 19 years. For those of you who are not familiar with Brown it is off the Roseville Rd. by Barrie's Lake and consists of 2 sections, for simplification we will call them old, started in 1954, and new started in 1988.

Around 2001 there was a meeting chaired by then Mayor Joe Martin to discuss running Cambridge city water out to the new section because they were on a communal well system and after what happened at Walkerton no one wanted to accept responsibility of maintaining it, that and because the water had iron in it and it could stain sinks, toilets, bathtubs etc, believe it or not that was one of the reasons. He asked if residents in the old section would be interested in hooking up. We asked how much and he said estimates were between \$5-6000. We asked how much the new were paying he said nothing because when they bought their lots part of the cost was for the communal well. I said to him that when our lots were purchased the owners had to pay to have wells put in and have since paid to maintain them. To which he replied that didn't matter. I said if everyone paid the cost could possibly get down to \$3500-\$4000 range. I know I would have paid to have an alternate water supply available, if the cost was reasonable, not that I would hook up in the immediate future, again he said no. Also at that meeting he said if anyone wanted to hook up it would be cash up front, some asked why it could not be amortized on our taxes, he again said no. Later a form was delivered to all homes in the old section asking who were interested in hooking up for the cash deal and of course an overwhelming majority said no because there are no problems with our wells. The majority of us have them tested and there has never been problem.

That was the most mishandled and one sided meeting there ever was. If Joe [and I hate to speak ill of the dead] had been willing to discuss it with us to see what options were available, instead of that's the way it is because I said so, the whole project could probably have been completed all at once to everyone's satisfaction.

In 2002 the water was brought out from Cambridge and was originally scheduled to go down Brown Ave. but ended up going down Hillside instead. Why? It was hooked up to the end of the communal pipe in front of No. 53 Hillside and that was it. Why couldn't the whole subdivision been roughed in at the same time? It would have saved thousands of dollars years later.

In 2010 the construction started again, why? They say it was because Orr's Lake Rd wanted the water, 6 of the cottages were on a communal well. There was no mention of water being dead ended at No, 39 Oakwood, which under the Safe Drinking Water Act, Ontario Regulation 170-03, Schedule 17, that water must to monitored and corrective action taken when found to be in non compliance, when the chlorine residue is below a certain level. This requires flushing out the system periodically either by using a fire hydrant if one is there or a blow off valve. Could this have also been another reason, connect it up to the supply line in front of No. 1 Oakhill, to keep the water circulating? So this time they came down Brown, opened up where it was dead ended, ran it down to Orr's Lake and installed the majority of the laterals. Now the cost 8 years later is \$9,600, again cash up front. But, the job is still not complete. The 6 properties on Roseville Rd without laterals on the attached map still do not have the water up to their property. They either have to dig the highway up in 6 places or try shooting it under, which may be difficult since we are sitting on a gravel pit. What about 4 House Lane, there is no water down there either, don't you think they could have completed the job this time without having to come back, all the equipment was here. Also why weren't fire hydrants installed? With all this water out here don't you think several would be good in case they are ever needed?

So what are the issues?

-All residents should have paid, it could have been a joint venture. Maybe if this project had been Regional from the start instead of Township the out come could have been different.

-You are asking the 6 residents without laterals to pay \$8,400, why? The main supply line goes by them to feed the new section so why should they pay to connect to it, the same on Hillside, and there are homes on Oakwood that have homes next door or across the street that got their water free but they are expected to pay \$9,600 to connect, when in reality what these homes should pay is for the lateral only, the supply line is already there. I know why, to share the cost of the whole project with the

rest of us. This was our argument from the very start, all share, old and new in the whole project then everyone has access to the water.

-Costs could have been amortized on the taxes back in 2002 and the Region would have recuperated a good portion of their money by now. Instead we are expected to pay for some bureaucrat's incompetence or lack of foresight in the handling of the project.

-The project should have been completed all at once to keep costs down for all parties and have water accessible to everyone. If it had been available chances are some homes may have hooked up. Three that I know of had water problems about 5 years ago, two spent around \$5,000 to fix and one required a new well that cost \$9,500.

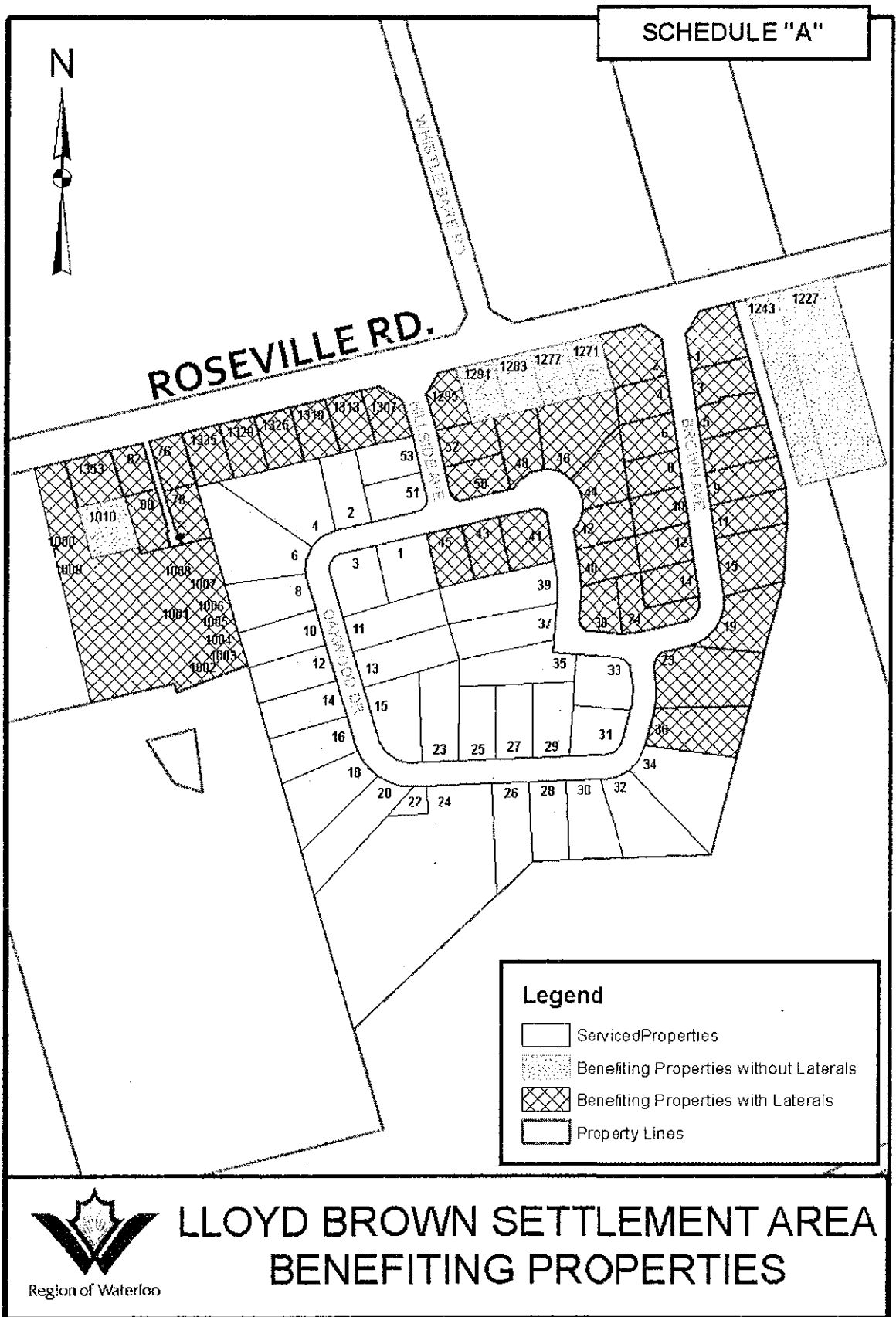
-Hooking up is to be optional. Residents are concerned that they will be forced into it even though regional has said they won't force them, but, then they say a force higher than them could. Look at what is happening on Dundas St. in Cambridge. They ran sewers and water down for the new [REDACTED] sub-division and the people who have lived on Dundas for years, that have perfectly good wells and septic systems, are being forced to hook up

-The \$9,600 is only part of the cost; there is running it from the property line into the house. This will be anywhere from \$3-5,000, maybe more, depending on where the lateral is in relationship to where it goes into the house. Some were not put in a convenient place, making some of the hook ups quite costly.

-Put the cost to where it would have been had the project been handled correctly and every one shared in the cost. Approximately 40% of the residents are retired, just on Brown 10 out of 18 are and do not have \$9,600 sitting around, especially with everything else going up and up. Every time we turn around someone has their hand in our pockets

-Delay voting on the current bylaw, there is no real rush to get it passed, you are not going to get your money any sooner. Hold another meeting with the residents to see if a solution can be worked out and mutually agreed upon.

On behalf of Residents in the Old Section of the Lloyd Brown
Subdivision





RANDY GOSSE
Director & City Clerk
Legislated Services
Finance and Corporate Services Department
Kitchener City Hall, 2nd Floor
200 King Street West, P.O. Box 1118
Kitchener, ON N2G 4G7
Phone: 519-741-2809 Fax: 519-741-2705
randy.gosse@kitchener.ca

October 18, 2011

Ms. Kris Fletcher
Director, Council & Administrative Services
Corporate Resources
Region of Waterloo
150 Frederick Street
Kitchener ON N2G 4J3

Dear Kris:

This is to advise that City Council, at a special meeting held on October 17, 2011, passed the following resolution:

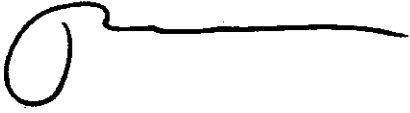
“WHEREAS the Region of Waterloo has constructed a multilane roundabout at the intersection of Homer Watson Boulevard and Block Line Road being the largest in the Region with high flow of vehicle and pedestrian traffic; and,

WHEREAS as a result of the roundabout being directly across from the Kitchener Public Library, St. Mary’s high school and the Activa Sportsplex, the community is struggling to get adjusted to this challenging intersection including motorists that are still adapting to properly navigating the roundabout; and

WHEREAS the roundabout has been the scene of very high frequency of motor vehicle accidents and more recently a serious accident involving a young pedestrian which has increased the communities concern for pedestrian safety and the immediate concern for safety is for young students who are struggling with crossing this roundabout.

NOW THEREFORE BE IT RESOLVED that staff be directed to offer to work with the Region of Waterloo to arrange for up to two school crossing guards at the Homer Watson Boulevard and Block Line Road intersection on a interim basis, until the Region can consider other permanent solutions for pedestrian crossing safety.”

Yours truly,

A handwritten signature in black ink, consisting of a large, stylized capital letter 'G' followed by a long, horizontal, slightly wavy line extending to the right.

R. Gosse
Director of Legislated Services
& City Clerk

*lk



RECEIVED

OCT 13 2011

CLERK'S DIVISION

Office of the City Clerk

October 7, 2011

RANDY GOSSE
Director & City Clerk
Legislated Services
Finance and Corporate Services Department
Kitchener City Hall, 2nd Floor
200 King Street West, P.O. Box 1118
Kitchener, ON N2G 4G7
Phone: 519-741-2809 Fax: 519-741-2705
randy.gosse@kitchener.ca

Ms. Kris Fletcher, Director
Council & Administrative Services / Regional Clerk
Region of Waterloo
150 Frederick St
Kitchener ON N2G 4J3

Dear Kris:

This is to advise that City Council, at its regular meeting held on October 3, 2011, passed the following resolution:

“WHEREAS there has been increasing volumes of traffic and speeding on Fairway Road; and,

WHEREAS there is a large amount of pedestrian traffic and young children in the area, including the presence of Howard Robertson school; and,

WHEREAS there has reportedly been a number of accidents, including a recent fatality where the driver was not charged with being at fault;

NOW THEREFORE BE IT RESOLVED that the City of Kitchener requests the Region of Waterloo to review Fairway Road between Morgan Avenue and River Road to determine if additional traffic safety measures and / or signalization options are needed.”

Yours truly,

R. Gosse
Director of Legislated Services
& City Clerk

c: Kitchener Regional Councillors

CIO-20
P+W Agenda - Oct. 18.
OUR