
Members absent: R. Deutschmann, C. Millar, and K. Seiling

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

D. Craig declared a pecuniary interest with respect to Report E-13-046, Public Information Centre for Location and Access Modifications for Grand River Hospital Rapid Transit Stop, due to his son owning property within the area of a proposed station on the rapid transit system.

DELEGATIONS

a) E-13-038, Sawmill Road and Northfield Drive Improvements in the Village of Conestogo – Township of Woolwich

*J. Haalboom entered the meeting at 9:09 a.m.

Jim Ellerman, Project Manager provided a presentation highlighting;

- Sawmill Road and Northfield Drive improvements;
- Project teams response to Public Input received at November 28th, 2012 PCC;
- Design alternatives developed following the May 29th, 2012 Committee meeting;
- Summary of impacts of the three design alternatives;
- Second PCC November 28th, 2012;
- Project team’s response to Public Input received at November 28th, 2012 PCC;
- Recommended design alternatives;
- Recommended improvements to Sawmill Road and Northfield Drive intersection;
- Sawmill Road recommended design alternative – constrained corridor location;
- Sawmill Road sidewalk extension from Harriet Street to Golf Course Road; and
- Budget and scheduling.

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

*B. Halloran entered the meeting at 9:11a.m.

J. Ellerman provided clarification on the width of the lanes, the enhanced entrance features on both ends of Sawmill Road and winter maintenance.

Matthew Hilbert a resident of Conestogo appeared before Committee stating he was in support of the original option 1 noting more than two thirds of the residents were in favour of this option. He talked about the cost difference and safety issues. He explained that widening the road.
would increase speed and suggested the speed limit should be reduced to 40 km/h around the school. He asked that sidewalks be installed as soon as possible for the safety of the students.

Kathy Ratchwell and Gunar Kurmis residents of Conestogo appeared before Committee expressing their concerns with widening of the road. They highlighted the current sidewalk is one foot away from their front door and questioned how the road could be widened anymore. They expressed concerns with speed noting Sawmill Road has become a truck route. They added that taking down trees will take away from the character of the village. They also had concerns with snow removal, parking and the safety of pedestrians.

*J. Mitchell entered the meeting at 9:28 a.m.*

Committee members inquired about the residents who currently live close to the road. J. Ellerman noted that the lane width would be reduced for approximately 200 meters then will widen back out.

Committee members asked about the current speed limit and if staff is proposing a change to the speed limit. J. Ellerman stated the current speed limit is 50 km/h and will remain 50 km/h. He pointed out that average speed is currently 52 km/h and with raised medians, signage and entrance features this will encourage drivers to slow down.

Some Committee members expressed concerns about approving the recommendation without having input from Councillor T. Cowan.

Committee members introduced a motion to defer the matter until the next Council meeting on March 27, 2013 to have input from Councillor T. Cowan.

MOVED by T. Galloway
SECONDED by J. Haalboom

THAT report E-13-038, Sawmill Road and Northfield Drive Improvements in the Village of Conestogo – Township of Woolwich be deferred until the March 27, 2013 Council meeting.

CARRIED

Committee members asked the Clerk for clarification on the Motion to Defer. Lee Ann Wetzel, Manager, Council and Administrative Services/Deputy Clerk read section 59 of the Council Procedural By-law 00-031, as amended.

Mike Murray, Chief Administrative Officer asked that Committee members send any questions regarding report E-13-038 to staff prior to the Council meeting to allow staff time to respond adequately.

b) E-13-042, Victoria Street Improvements from Edna Street to Bruce Street, City of Kitchener - Recommended Design Concept

Frank Kosa, Project Manager provided a presentation and highlighted;
- Study limits;
- Mid-block collision issues;
- Why are collisions taking place here?;
- Common collision patterns;
- What effect will new Highway 7 have?;
- Recommended design concept;
Main questions/comments at the Public input meeting;
Why not wait until new Highway 7 proceeds?;
Customer access;
Delivery truck access; and
Summary.

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

Ian Rutledge appeared before Committee on behalf of LCBO stating a letter was distributed to Committee members and he was there to answer any questions.

Committee members inquired about the timing and phasing from the Ministry of Transportation (MTO) and asked what the latest date is for Council to make a decision on this project. F. Kosa noted that MTO has not said when or where the project will begin. He also noted that Council needs to make a decision by early 2014.

Committee members asked if staff made any changes from the last Public meeting to incorporate the needs of the businesses. F. Kosa noted that staff have been working closely with the businesses and are aware of their concerns.

Some Committee members asked if staff considered prohibiting left turns onto Edna Street on an interim basis and asked about allowing u-turns. F. Kosa noted staff did not look at that as an option and provided clarification on u-turns.

It was suggested that an addendum be made to the recommendation to have staff report back to Council once MTO’s schedule for the reconstruction of the Victoria Street Bridge is known and prior to commencing the procurement process for construction of the Recommended Design Concept.

MOVED by G. Lorentz
SECONDED by C. Zehr

THAT the Regional Municipality of Waterloo take the following actions with respect to the Victoria Street (Edna Street to Bruce Street) Class Environmental Assessment Study:

a) Approve the Recommended Design Concept for Victoria Street from Edna Street to Bruce Street as outlined in Report E-13-042.

b) Direct staff to file the Notice of Completion for this Class Environmental Assessment by means of advertisement in the local newspaper and mailings to the adjacent property owners, tenants and agencies and place the Screening for Environmental Assessment files on the public record for a period of 30 days.

c) Direct staff to report back to Council once the Ministry of Transportation’s schedule for the reconstruction of the Victoria Street Bridge is known and prior to commencing the procurement process for construction of the Recommended Design Concept.

CARRIED
(J. Haalboom opposed)

REQUEST TO REMOVE ITEMS FROM CONSENT AGENDA

S. Strickland asked that item 4 a) be removed from the consent agenda.
E-13-027, Pedestrian Collision Countermeasure Review at the King Street (Regional Road 15) and University Avenue (Regional Road 57) Intersection, in the City of Waterloo

S. Strickland thanked staff for the work on this report and asked why staff ruled out no right hand turns on red option and asked when in 2013 will the countermeasures be in place. Bob Henderson, Manager, Transportation Engineering stated that only one of the twelve collisions occurred because of a right hand turn and that the countermeasures are expected to be in place in Spring 2013.

MOVED by S. Strickland
SECONDED by L. Armstrong

THAT the Regional Municipality approve the recommendations to enhance pedestrian safety at the intersection of King Street (Regional Road 15) and University Avenue (Regional Road 57) in the City of Waterloo as outlined in Report E-13-027, dated March 19, 2013.

CARRIED

D. Craig asked that item 4 g) be removed from the consent agenda.

Memo: Hespeler Road Resurfacing - Bishop Street to Eagle Street / Pinebush Road, City of Cambridge

D. Craig thanked staff for the report and invited Regional staff to a City of Cambridge Council meeting to do a presentation on the plans for Hespeler Road.

C. Zehr inquired about the negative figures on the student population line on page 11 in report P-13-023, Year End 2012 population and Household Estimates for the Region of Waterloo. Lucille Bish, Director, Community Services provided clarification.

MOTION TO APPROVE ITEMS OR RECEIVE FOR INFORMATION

Chair J. Wideman noted that report CR-RS-13-027, 190 Cedar Street Road Dedication was added to the Consent Agenda for approval.

MOVED by G. Lorentz
SECONDED by S. Strickland

THAT the following items be approved:

- THAT the Regional Municipality of Waterloo provide on-going financial support to the Waterloo Wellington Children’s Groundwater Festival in the amount of $30,000 each year for a 5-year term as outlined in Report E-13-039 dated March 19, 2013.


- THAT the Regional Municipality of Waterloo pass a by-law to add to the Regional Road System to form part of Regional Road 97 (Cedar Street, Cambridge) the lands described as:
Part of Road Allowance between Concession 10 and 11, North Dumfries; Part Lot 12 Concession 11, North Dumfries; Part Subdivision of Lot 3, Concession 10, WGR; North Dumfries being Part 1 on 67R-3028 (aka Regional Road 97) (aka Cedar St); Cambridge (all of PIN 03800-0002 (LT)).

AND THAT the Regional Solicitor be directed to register notice of such by-law on title to the lands that are subject of the by-law.

AND THAT the following items be received for information:

- P-13-025, 2012 Building Permit Activity and Growth Monitoring
- P-13-026, Grand River Transit 2013 Fare Change Public Consultation

CARRIED

REGULAR AGENDA RESUMES

REPORTS - TRANSPORTATION AND ENVIRONMENTAL SERVICES

RAPID TRANSIT

c) E-13-046, Public Information Centre for Location and Access Modifications for Grand River Hospital Rapid Transit Stop

Received for information.

Some Committee members expressed concerns with business owners on Pine Street not being informed or receiving information regarding the Public Information Centre. Thomas Schmidt, Commissioner, Transportation and Environmental Services highlighted that staff will deliver notices to the businesses this week and also noted that signs have been up in that area and information can be accessed on the Region’s website.

WATER SERVICES

d) E-13-033, Consultant Selection for the Kitchener WWTP Upgrades Value Engineering Workshops

MOVED by S. Strickland
SECONDED by J. Haalboom

THAT the Regional Municipality of Waterloo enter into a Consulting Services Agreement with Arcadis Canada Inc. of Waterloo, Ontario to provide value engineering services related to the detailed design of construction contracts 2 to 4 of the Kitchener Wastewater Treatment Plant (WWTP) Phase 3 Upgrades at an upset fee limit of $295,453.00 plus applicable taxes, as per Report E-13-033, dated March 19, 2013.

CARRIED

e) E-13-037, Biosolids Heat Drying Facility - Business Case Approval for P3 Canada Fund

MOVED by S. Strickland
SECONDED by J. Mitchell
THAT The Regional Municipality of Waterloo endorse the Business Case Report supporting the procurement of the Region’s centralized biosolids heat drying facility as a Public-Private Partnership (P3) model;

AND THAT The Regional Municipality of Waterloo authorize Region staff to submit the completed Business Case to P3 Canada for funding consideration under the P3 Canada Fund;

AND THAT Region staff report back to Regional Council with an update of P3 Canada approval process and next steps, prior to proceeding with next phase of the procurement process, all as described in Report No. E-13-037.

CARRIED


Received for information.

REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

TRANSPORTATION PLANNING

g) P-13-027, Niagara to Greater Toronto Area Corridor and Strategic Economic Corridors

Graham Vincent, Director, Transportation Planning provided introductory comments. He noted that this was the final stage in public consultation process. He outlined the recommendations and explained the Municipal Caucus. He noted that Municipal Caucus is suggesting a corridor connecting the QEW to 401 east of Waterloo Region be considered as part of future study, he noted Regional staff is in support of the corridor but needs to be looked at in a comprehensive manner.

Committee members referenced the Board of Trade in Toronto has come out with some proposals for alternative funding for transportation in the Greater GTA and highlighted that the Region of Waterloo needs to be a part of those discussions and that there needs to be a balance in Ontario.

M. Murray indicated that staff has been monitoring this for the last couple of years and noted he spoke with Metrolinx yesterday about areas outside of the GTA needing to be informed and treated equally.

*T. Cowan entered the meeting at 10:30 a.m.

MOVED by G. Lorentz
SECONDED by L. Armstrong

THAT the Regional Municipality of Waterloo express its support for the Niagara to Greater Toronto Area (GTA) Corridor Transportation Development Strategy (TDS) developed by the Ministry of Transportation (MTO), as described in Report P-13-027, dated March 19, 2013;

THAT the Region of Waterloo encourage MTO to implement the Group 1 (Optimize Existing Networks) and Group 2 (New/Improved Non-Road Infrastructure) elements of the TDS as soon as possible;
THAT the Region of Waterloo continue to work with MTO and partner municipalities on strategic transportation planning for this area, to support the future strategic study of long-term highway improvements in the West Area;

AND THAT the Region of Waterloo continue to participate in the Municipal Caucus to advocate for strategic transportation investments that will support the Regional economy and promote economic development.

CARRIED

INFORMATION/CORRESPONDENCE

a) Council Enquiries and Requests for Information Tracking List

Received for information.

G. Lorentz inquired about a noise wall being built on Bleams Road and referenced the Ira Needles Boulevard noise barrier; he asked that this item be added to the tracking list.

OTHER BUSINESS

T. Galloway noted that our community hosted a special international hockey tournament on the weekend and wanted to thank Eric Gillespie, Director, Transit Services and GRT for making a bus available on short notice to a team that required one.

A Committee member asked about the timing of pedestrian lights and how they work. John Hammer, Director, Transportation stated that staff can provide a memo regarding pedestrian lights.

A Committee member inquired about graffiti on the houses on Weber Street. Bill Brodribb, Director, Design and Construction noted that Facilities is responsible for those houses in the interim and he will look into it.

A Committee member asked about mid block crossing on King Street between William Street and Erb Street. John Hammer, Director, Transportation indicated that the City of Waterloo in conjunction with uptown businesses are doing a study and are looking at various options.

NEXT MEETING – April 9, 2013

MOTION TO GO INTO CLOSED SESSION

MOVED by J. Haalboom
SECONDED by J. Brewer

THAT a closed meeting of the Planning and Works, Administration and Finance and Community Services Committees be held on Tuesday, March 19, 2013 immediately following the Planning and Works Committee meeting 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) proposed or pending litigation related to a municipal by-law
b) proposed or pending acquisition of land in the City of Kitchener
c) proposed or pending litigation and receiving of legal advice that is subject to solicitor-client privilege related to a matter before an administrative tribunal

d) receiving of legal advice that is subject to solicitor-client privilege related to a legal matter

e) labour relations regarding contract negotiations

f) proposed or pending litigation and receiving of legal advice that is subject to solicitor-client privilege related to a legal proceeding

CARRIED

ADJOURN

MOVED by J. Mitchell
SECONDED by J. Brewer

THAT the meeting adjourn at 10:42 a.m.

CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, E. Flewwelling
SAWMILL ROAD AND NORTHFIELD DRIVE IMPROVEMENTS
Planning and Works Committee March 19, 2013
SAWMILL ROAD AND NORTHFIELD DRIVE IMPROVEMENTS

Project initiated to address:
- Poor pavement condition
- Consideration of enhanced pedestrian and cycling facilities

A Project Team consisting of staff from the Region of Waterloo and Township of Woolwich, and Township of Woolwich Councillor Bonnie Bryant was established to direct the planning of these improvements.
The Project Team recommended no road widening for cycling/buggy lanes

Five (5) delegates requested cycling facilities be incorporated

Committee directed that the project be referred back to the Project Team
DESIGN ALTERNATIVES DEVELOPED FOLLOWING THE MAY 29TH COMMITTEE MEETING

DESIGN ALTERNATIVE No. 1 – Rehabilitate Sawmill Road and Northfield Drive in their Current Configurations (no widening for cycling facilities)

DESIGN ALTERNATIVE No. 2 – Reconstruct and Widen Sawmill Road to provide for two 4.35 metre wide lanes (striped at 3.35 metres) on each side of Sawmill Road *

DESIGN ALTERNATIVE No. 3 – Reconstruct Sawmill Road with 1.25 metre wide Segregated Cycling Tracks within the Boulevards*

* Design Alternatives No. 2 and No. 3 include:
  • Restrict parking on Sawmill Road to approximately 25 spaces
### SUMMARY OF IMPACTS OF THE THREE (3) DESIGN ALTERNATIVES

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<th>Potential Number of Full Property Buyouts</th>
<th>Number of Partial Property Purchases</th>
<th>Number of Tree Removals</th>
<th>Number of Heritage Property Impacted</th>
<th>Number of Utility Poles Impacted</th>
<th>Total Project Cost</th>
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Plans showing the Project Team's three (3) Design Alternatives were on display.
The Project Team invited public input and requested the public to rank the three (3) Design Alternatives in order of preference.

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<th>Preference</th>
<th>Design Alternative No. 1</th>
<th>Design Alternative No. 2</th>
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<tr>
<td>3rd Choice</td>
<td>5</td>
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</table>
The Project Team assessed that Design Alternative No. 2:
- Supports the Regional Transportation Master Plan (RTMP)
- Provides for some boulevard parking through the commercial area
- Supports the Region’s Cycling Master Plan by providing space for cyclists
- Provides some space for buggy traffic
- Best balances public preferences with Regional policies, guidelines and objectives, while minimizing budget and adverse impacts to the Village of Conestogo
Project Team recommends Design Alternative No. 2 as the Recommended Design Alternative:

- Construct two 4.35 metre wide lanes, striped at 3.35 metres on Sawmill Road;
- Restrict parking on Sawmill Road to approximately 25 spaces;
- Intersection improvements at Sawmill Road and Northfield Drive;
- Construct new sidewalk on the north side of Sawmill Road from Harriet Street to Golf Course Road;
- Construct a pedestrian refuge island on Sawmill Road at the Conestogo Public School; and
- Construct “Village Entrance Features” at each approach to the Village on Sawmill Road and Northfield Drive comprised of raised landscaped centre medians.
RECOMMENDED IMPROVEMENTS TO SAWMILL ROAD AND NORTHFIELD DRIVE INTERSECTION

Region of Waterloo
SAWMILL ROAD RECOMMENDED DESIGN ALTERNATIVE - CONSTRAINED CORRIDOR LOCATION
The Recommended Design Alternative is estimated to cost $4,000,000.

Construction is scheduled for Spring of 2017.
Thank you.

Questions?
PUBLIC CONSULTATION CENTRE OCTOBER 5TH, 2011

SAWMILL ROAD
GLASGOW STREET to MUSSELMAN CRESCENT
PREFERRED DESIGN ALTERNATIVE

* SIDEWALK EXISTS ON SAWMILL ROAD FROM MUSSELMAN CRESCENT TO HARRIET STREET. SIDEWALK IS 1.5m WIDE FROM MUSSELMAN CRESCENT TO NORTHFIELD DRIVE AND 1.2m WIDE FROM NORTHFIELD DRIVE TO HARRIET STREET.
PUBLIC INPUT FROM OCTOBER 5TH, 2011 PCC

• Very little support expressed by the public for the proposed widening of Sawmill Road and Northfield Drive to accommodate on-road cycling/buggy lanes.

• Support expressed for:
  • Extension of the existing sidewalk on the north side of Sawmill Road from Harriet Street to Golf Course Road
  • Traffic operational improvements to the intersection of Sawmill Road and Northfield Drive.
The Project Team developed the following revised design concept for the proposed improvements to Sawmill Road and Northfield Drive:

- Reconstruction of Sawmill Road and Northfield Drive in their current configurations, with no widening for buggy/cycling lanes;
- No change to boulevard parking on Sawmill Road;
- Extension of the sidewalk on the north side of Sawmill Road from Harriet Street to Golf Course Road;
- Construction of a pedestrian refuge island on Sawmill Road at the Conestogo Public School;
- Construction of new designated left-turn lanes on Sawmill Road in each direction at Northfield Drive and construction of a new northbound designated right-turn lane on Northfield Drive at Sawmill Road; and
- Enhanced boulevard landscaping where feasible.
Victoria Street
Between Edna Street and Bruce Street
Recommended Design Concept

Planning and Works Committee Meeting

March 19, 2013
Mid-Block Collision Issues

- 2007 to 2011 – 75 collisions vs. 31 expected
- 1 in 5 collisions result in injury
- Fatality in 2005
- 3rd worst mid-block location in the Region
- 75% of collisions are rear-end or sideswipe
Why Are Collisions Taking Place Here?

- CONGESTION (Peak Periods)
- HEAVY INTERSECTION QUEUING
- FREQUENT LEFT TURNS IN TO TIGHTLY SPACED DRIVEWAYS
Common Collision Patterns
What Effect Will New Highway 7 Have?

- **REDUCE CONGESTION**
  - Commuters Use New Highway 7
  - Access to New Highway from Wellington St.

- **REDUCE INTERSECTION QUEUING**
  - No Direct Access to Conestoga Expressway from Edna St. or Bruce St.
WHEN?

- New Highway 7 Construction: 2015 – 2020?
- Victoria Street Bridge Replacement: ?
- Expressway Ramp Reconfiguration: ?
Recommended Design Concept

EXISTING SECTION

INTERIM SECTION

FUTURE SECTION
Main Questions/Comments At The Public Input Meeting

- Why not wait until New Highway 7 goes ahead?
- Why not construct the Two Way Left Turn Lane now?
- The concrete median will adversely affect customer access.
- The concrete median will prevent delivery truck access.
Why Not Wait Until New Highway 7 Proceeds?

- Victoria Street project would be back in a 'holding pattern'
- Could be 7 years until traffic patterns change on Victoria
  - 100+ more collisions
  - 20+ more injuries
Why Not Construct the TWLTL Now?
Customer Access
Delivery Truck Access
Summary

• **Recommended Design Concept:**
  - Meets current and future needs
  - Is flexible and can be adapted

• **Mitigation Measures will Minimize Negative Impacts of Temporary Concrete Median**

• **Continue to Monitor MTO's Progress on New Hwy 7**
Additional Slides
Preferred Design Concept
Narrow Centre Concrete Median with Widening for Future Two Way Left Turn Lane
Collision Plot – 2004 thru 2008
VIA EMAIL AND REGULAR MAIL

March 18, 2013

Region of Waterloo
150 Frederick St., 6th Floor
Kitchener, ON
N2G 4J3

Attention: Mr. Frank Kosa, Senior Project Manager, Design and Construction

Dear Mr. Kosa:

RE: Victoria Street North Infrastructure Improvements (Edna to Bruce)
617 Victoria Street North
Liquor Control Board of Ontario (LCBO)
Kitchener, ON

Our File: LCB/KIT/12-01

We are the planning consultants acting on behalf of the Liquor Control Board of Ontario (LCBO), which operate the LCBO retail store on lands known municipally as 617 Victoria Street North, in the City of Kitchener (the subject lands). As you will recall, we submitted a letter to you on February 26, 2013 with comments concerning the potential impacts of the proposed (temporary) raised centre median on the subject lands, on behalf of LCBO, subsequent to our attendance at the Public Meeting on February 6, 2013.

We have since reviewed the Regional Response Letter dated March 4, 2013 and appreciate Staff’s willingness to work with LCBO to alleviate the potential impacts on the LCBO store. LCBO is willing to work with Staff to accommodate the necessary modifications to the driveway accesses, and we look forward to continued discussions regarding minimizing other potential impacts of the proposed (temporary) raised centre median on the LCBO store. However, please note the following:

- With a (temporary) raised centre median in place, we have been advised by LCBO that delivery trucks would need to alter their route to approach the store from the eastbound lane on Victoria Street. Furthermore, as noted in the Traffic Report Letter dated February 15, 2013, right-turns into/out of the subject lands (for 53-foot delivery trucks) would encroach beyond the extent of the existing driveways, and LCBO may need to employ smaller (48-foot) delivery trucks to accommodate the more restrictive right-turns. This would likely come at an increased cost to LCBO as more trucks would be required to make the same deliveries, and Regional delivery operations may become disrupted; and

- We are still of the opinion that the long term viability of local businesses should not be negatively impacted for the sake of an interim traffic control measure.
March 18, 2013

We thank you for the opportunity to provide the above comments on behalf of LCBO. Should you have any questions or require further information, please give us a call.

Yours very truly,

ZELINKA PRIAMO LTD.

[Signature]

Ian Rutledge, M.Pl.
Planner

cc: Bruno Pezzot, Liquor Control Board of Ontario (Via email)
    Robert French, Liquor Control Board of Ontario (Via email)
    Harry Froussios, Zelinka Priamo Ltd. (Via email)