Regional Municipality of Waterloo
Planning and Works Committee
Minutes

Tuesday, May 5, 2015
9:07 a.m.
Regional Council Chamber
150 Frederick Street, Kitchener, ON


Members absent: L. Armstrong

Declarations of Pecuniary Interest Under The Municipal Conflict of Interest Act
None declared.

Delegations

a) TES-TRP-15-03.1, Posted Speed Limit Reductions Near Schools
i. Chris Martin-Root a resident of New Dundee appeared before Committee. He noted that the data in the report is not understood by everyone and asked that more information around the specifics of the data be available for a more thorough review. He highlighted that the schools need a voice and highlighted letters from the 5 schools that he represents have been circulated. He stated that the schools want speed restrictions to be permanent, consistent, well-communicated and strictly enforced and no periodic restrictions. He suggested that a separate motion be brought forward that deals with Wilmot only.
A Committee member pointed out that the letters circulated are from the School Councils and not the School Boards. C. Martin-Root highlighted that the School Board Trustees are aware of the situation.

ii. Al Junker, Township of Wilmot Councillor appeared before Committee stating Township Council has heard from many concerned citizens. He provided an example of a 40 km/h speed zone in New Hamburg on Peel Street stating the average speed is 44 km/h pointing out it is achieving what it needs to. He stated the 40 km/h ends before the Holy Family Catholic School and Grandview Public School suggesting the 40 km/h speed zone could easily be extended past those 2 schools. He asked going forward that a rural lens be used explaining that some of the solutions being suggested may work in the cities but not in the townships highlighting a pedestrian island would make it difficult for farm equipment to get down the road. He suggested that staff study communities that already have 40 km/h speed zones like Woodstock and Stratford.

A Committee member asked A. Junker how soon they would like to see changes. A. Junker noted they would like something in place by September and pointed out the most cost effective measure would be lowering the speed to 40 km/h.

Committee members asked that when staff is preparing the report that they consider rural needs and asked to include information on the length of school zones.

A Committee member asked who would request for speeds to be lowered in front of a library. Staff noted they would look into that.

A Committee member highlighted that the Provincial Government may be lowering the speed limit Province wide in city centre’s to 40 km/h and asked staff if they had information on where that is at. Bob Henderson, Manager, Transportation Engineering stated the Ministry of Transportation is currently holding consultation centres across the Province with stakeholders and the public.

Chair T. Galloway highlighted that Councillor B. Vrbanovic's motion needs to be dealt with. K. Seiling stated that he spoke with Councillor B. Vrbanovic and he agrees with staff’s report. Committee decided to defer B. Vrbanovic’s motion until the report comes back and it was suggested that the deferral be added to the motion.

Moved by G. Lorentz

Seconded by K. Kiefer
That the Regional Municipality of Waterloo direct staff to review all options including the status quo, to reduce operating speeds on Regional Roads at public and private schools and report back to Council in October 2015.

And that Councillor B. Vrbanovic’s motion be deferred until October 2015.

Carried

b) Chris Pidgeon, GSP Group appeared before Committee regarding the intersection of Fischer-Hallman Road and West Oak Trail. He provided a presentation, which is appended to the original minutes. The presentation provided a chronology of Planning Applications and showed diagrams of the site plan. He requested that Committee consider a right in/out and left in access at Fischer-Hallman Road and West Oak Trail Drive or direct Regional staff to evaluate the traffic impact study to determine if the proposed impacts pose safety issues in accordance with safety protocols.

*B. Vrbanovic entered the meeting at 9:31 a.m.

C. Pidgeon provided clarification on the left turn and asked that a decision be made as soon as possible.

K. Seiling suggested this item be referred back to staff to report on.

Committee members discussed the importance of economic development and asked staff why a decision would be made not to conduct a traffic impact study. Bruce Erb, Supervisor, Corridor Management noted that staff did not review the traffic impact study because staff have taken a strong position with all developers along that stretch of Fischer-Hallman Road to only support a right in and right out only access.

Rob Horne, Commissioner, Planning, Development and Legislative Services stated staff could report back at the next Planning and Works Committee meeting.

Committee members asked that staff also include in the report a legal opinion that if Council decides to move forward with this is there the ability to close it in the future if perimeters are not met.

Move by K. Seiling

Seconded by H. Jowett

That the Regional Municipality of Waterloo refer this item to staff to report back at the next Planning and Works Committee meeting on May 26th, 2015.

Carried

1866464
c) TES-TRP-15-07, Recommended Removal of Four Parking Spaces on the West Side of Ainslie Street (Regional Road 24), between Park Hill Road (Regional Road 77) and Simcoe Street, in the City of Cambridge

Steve van De Keere, Director, Transportation introduced the report and provided an overview. He highlighted that intersection of Park Hill and Ainslie is currently failing and stated that during peak periods the service level is an F which is affecting GRT and iXpress and eventually aBRT. It was highlighted that the removal of the 4 parking spaces would improve the service level from an F to a C.

Chair T. Galloway highlighted a letter that was sent in from Ra-El and Electronics Limited voicing their concerns of eliminating the 4 parking spaces.

i) Joe Czemtoyesh, Dominion Lending Centres appeared before Committee. He stated he was speaking on behalf of Peter Johnson, Canadian First Financial as well since they share similar concerns. He stated that those 4 parking spaces are used frequently, noting they are not underutilized and pointed out the need for more parking in that area. He stated that those spaces are sometimes used by staff to make room in their parking lots for their clients who may need assistance.

A Committee member asked the delegation if they have spoke with staff. J. Czemtoyesh noted he spoke briefly with Jeff Cornwell, Analyst, Traffic Systems Management regarding his concerns.

B. Henderson provided clarification on parking lots and current parking in that area and stated those 4 spots cannot be moved elsewhere.

A Committee member pointed out the traffic impacts this causes and highlighted that the Region is trying to promote transit service by improving times on the bus and this is increasingly problematic to the current service. It was also highlighted that the City of Cambridge does support this recommendation as well.

Moved by S. Strickland

Seconded by K. Seiling

That the Region of Waterloo amend Traffic and Parking By-law 06-072, as amended, to remove four parking spaces on the west side of Ainslie Street (Regional Road 24) between Park Hill Road (Regional Road 77) and Simcoe Street as follows:

a) Remove from Schedule 1 - No Parking Anytime on the West Side of Ainslie Street (Regional Road 24) from 65 m South of Simcoe Street to Water Street (Regional Road 24);
b) Remove from Schedule 1 - No Parking 3:00 p.m. to 6:00 p.m. on the West Side of Ainslie Street (Regional Road 24) from 26 m North of Park Hill Road (Regional Road 77) to 52 m North of Park Hill Road (Regional Road 77);

c) Remove from Schedule 1 - No Parking Anytime on the West Side of Ainslie Street (Regional Road 24) from 26 m North of Park Hill Road (Regional Road 77) to 42 m South of Colborne Street;

d) Add to Schedule 1 - No Parking Anytime on the West Side of Ainslie Street (Regional Road 24) from 42 m South of Colborne Street to Water Street (Regional Road 24);


Carried

Request to Remove Items from Consent Agenda

No items were removed from the Consent Agenda

Motion to Approve Items or Receive for Information

Moved by S. Strickland

Seconded by W. Wettlaufer

That the following items be approved:

- That the Regional Municipality of Waterloo close and declare surplus a portion of King Street North, in the City of Waterloo described as Part Lots 3 and 4, Registered Plan 508, being Part 7, on Reference Plan 58R-18525 part of PIN 22370-0001 (LT), as detailed in Report No. PDL-LEG-15-41 dated May 5, 2015, pursuant to the Region’s property disposition by-law, to the satisfaction of the Regional Solicitor.

- That the Regional Municipality of Waterloo, endorse in principle, the municipal discussion paper developed by the Association of Municipalities (AMO), in association with the City of Toronto, the Regional Public Works Commissioners of Ontario (RPWCO) and the Municipal Waste Association (MWA), that outlines the critical needs and interests of municipal governments with respect to proposed new legislation for a waste reduction and resource recovery framework for the province of Ontario and that report TES-WMS-15-07 be submitted to the Ministry of Environment and Climate Change (MOECC) for their consideration.

And that the following items be received for information:

1866464
  Carried

Regular Agenda Resumes

Reports - Planning, Development and Legislative Services

Interdepartmental Reports


Moved by K. Redman
Seconded by G. Lorentz


  Carried

Reports - Transportation and Environmental Services

Design and Construction

e) TES-DCS-15-10, Status Update on South Boundary Road and East Boundary Road Corridor Study, City of Cambridge and Township of North Dumfries

Received for information.

A Committee member stated that they were pleased with the clarity of the report, the updates on the issues and timing and suggested that during budget this may be brought forward to accelerate some of these projects.

Rapid Transit

f) TES-RTS-15-05, Public Consultation Centres for ION Stop Anchor Wall Designs

Received for information.

Danielle Bury, Rapid Transit Planner provided a presentation that highlighted the ION Stop Design Process, the Anchor wall design process, the Anchor wall design criteria, showed the 19 designs of the anchor walls, upcoming Public consultation, public consultation purpose, how will input be used, and the next steps. A copy of the presentation is appended to the original minutes.
A Committee member noted that a suggestion was made to incorporate a green anchor wall. D. Bury noted that was suggested but because of the maintenance of the green wall GrandLinq did not recommend it.

Committee members clarified that the designs are recommended and not up for debate and the purpose of the public consultation is to gather public impression on the recommended anchor wall designs. It was highlighted that the public will have an opportunity for input during the selection of public art at the ION stops and a report will be coming forward at a later date regarding public art.

D. Bury provided clarification on the materials selected and stated that each wall will be anti-graffiti protected. Staff also explained how the information and comments gathered would be shared.

**Transit Services**

g) TES-TRS-15-11, 2015 Grand River Transit (GRT) Fleet Expansion Bus Purchase

Moved by S. Strickland

Seconded by G. Lorentz

That the Regional Municipality of Waterloo accept the proposal from New Flyer Bus Industries Canada ULC for the 2015 delivery of fourteen (14) diesel transit buses at a cost of $6,813,364.09 including all applicable taxes.

Carried

**Transportation**

h) TES-TRP-15-08, Traffic Signal Review at Victoria Street (Regional Road 55) and Stoke Drive/Oprington Drive, in the City of Kitchener

B. Henderson provided background information on that intersection. It was highlighted that in 2007 staff did not recommend the installation of lights but Council passed the recommendation to install traffic signals when warranted.

A Committee member highlighted that residents are still in favour of the lights and asked if City of Kitchener Councillor Bil Ioannidis has been notified on this particular issue. B. Henderson noted that ongoing discussions have occurred with B. Ioannidis and highlighted that recently public consultation occurred in that area allowing residents the opportunity to comment on the Region’s website or to call staff.

Committee members discussed the number of pedestrians crossing at that intersection, the use of activated pedestrian crossing signals, and the neighbourhood demographics.
B. Henderson responded to Committees’ question regarding whether the light polls will stay, he stated those polls will be removed but the underground wiring will remain.

Moved by S. Strickland
Seconded by G. Lorentz

That the Region of Waterloo maintains the existing 2-way stop-control and installs a pedestrian refuge island at the intersection of Victoria Street (Regional Road 55) and Stoke Drive/Oprington Drive, in the City of Kitchener as outlined in report TES-TRP-15-08, dated May 5, 2015.

Carried

**Water Services**

i) TES-WAS-15-13, Update of Groundwater Interference Policy and Procedures

Moved by S. Strickland
Seconded by K. Redman

That the Regional Municipality of Waterloo approve an amendment to the Policy and Procedures for Responding to Groundwater Interference Complaints to delegate the appeals of staff decisions on groundwater interference complaints to the Commissioner of Transportation and Environmental Services as detailed in TES-WAS-15-13.

Carried

**Information/Correspondence**

a) Council Enquiries and Requests for Information Tracking List was received for information. It was highlighted that one item, South and East Boundary Road could be removed from the tracking sheet.

**Next Meeting** – May 26, 2015

**Adjourn**

Moved by G. Lorentz
Seconded by S. Strickland

That the meeting adjourn at 10:46 a.m.

Carried
Motion to Go Into Closed Session

Moved by H. Jowett
Seconded by S. Foxton

That a closed meeting of Planning and Works, Administration and Finance and Community Services Committees be held on Tuesday, May 5, 2015 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) labour relations matter
b) potential litigation and receiving of advice that is subject to solicitor-client privilege related to a matter before an administrative tribunal
c) receiving of advice that is subject to solicitor-client privilege related to an agreement
d) proposed or pending acquisition of land in the Township of Woolwich
e) personal matters about identifiable individuals regarding a Public Health matter

Carried

Committee Chair, T. Galloway

Committee Clerk, E. Flewwelling
From: JOELLE MARTIN-ROOT
Sent: Saturday, May 02, 2015 7:43 PM
To: Kim Hodasy
Subject: Re: Delegation Confirmation - May 5, 2015
Attachments: School_Zone_Speed_Restrictions_Wilmot_Public_Schools_Support_Letters.pdf

Good evening Kim,

Please distribute the following message and attachment to the Planning and Works Committee members before the meeting scheduled for Tuesday (May 5).

Thanks,

Chris Martin-Root

------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------
Attn: Chair Tom Galloway and Waterloo Regional Planning and Works Committee Members,

As a follow up to the Planning and Works Committee meeting held on April 14, 2015, the attached document contains five (5) signed letters from public school councils in Wilmot Township. These letters clearly outline the school council's expectations with respect to speed restrictions in front of Wilmot Township schools. These letters, in chorus with the support of Wilmot Township, show the unwavering level of support to permanently lower the vehicular speed in front of our schools.

I look forward to speaking with you again at the Planning and Works Committee meeting on May 5, 2015.

Sincerely,

Chris Martin-Root

On Friday, May 1, 2015 9:44 AM, Kim Hodasy <KHodasy@regionofwaterloo.ca> wrote:

Good Morning,

Yes, if you provide the information electronically we can circulate it to the committee members. If you would like hardcopies circulated, please bring 30 copies, collated, stapled and 3-hole punched, to the meeting for Councillors and Staff.

Thank you,

Kim Hodasy
Council/Committee Support Assistant
150 Frederick Street, 2nd Floor | Kitchener, ON | N2G 4J3
519-575-4757 ext. 3012
khodasy@regionofwaterloo.ca
The Corporation of the Township of Wilmot

60 Snyder’s Road West
Baden, ON
N3A 1A1
Canada

Attn:
Wilmot Township Mayor, L. Armstrong
Wilmot Township Elected Councillors: A. Junker, M. Murray, J. Gerber, B. Fisher and P. Roe

In recognition of the physical dangers posed to pedestrians by vehicular traffic speed, the undersigned School Council supports the initiative to lower the speed limit in front of all schools within the Township of Wilmot to a maximum of 40km/hr. These speed restrictions must apply to all schools regardless of whether they are situated on a Township road or a Regional road.

It is essential that these speed restrictions be permanent, consistent, well-communicated and strictly enforced in order to foster a culture of safety for students.

As a School Council, it is our expectation that the Township of Wilmot will support this initiative and, equally as important, will advocate on our behalf to the Regional Council to create, implement, and stringently enforce speed restrictions in front of Wilmot Township schools.

Sincerely,

Sir Adam Beck Public School Council

Per [Signature]

Cc: MPP for Cambridge, Kathryn McGarry
MPP for Kitchener-Conestoga, Michael Harris
Waterloo Region District School Board Trustees (City of Waterloo/Township of Wilmot):
- John Hendry
- Carol Millar
- Kathleen Woodcock
Superintendent of Education, Scott Lomax
Director of Education, John Bryant
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It is essential that these speed restrictions be permanent, consistent, well-communicated and strictly enforced in order to foster a culture of safety for students.

As a School Council, it is our expectation that the Township of Wilmot will support this initiative and, equally as important, will advocate on our behalf to the Regional Council to create, implement, and stringently enforce speed restrictions in front of Wilmot Township schools.

Sincerely,

Forest Glen Public School Council

Cc: MPP for Cambridge, Kathryn McGarry
MPP for Kitchener-Conestoga, Michael Harris
Waterloo Region District School Board Trustees (City of Waterloo/Township of Wilmot):
  John Hendry
  Carol Millar
  Kathleen Woodcock
Superintendent of Education, Scott Lomax
Director of Education, John Bryant
The Corporation of the Township of Wilmot
60 Snyder's Road West
Baden, ON
N3A 1A1
Canada

Attn: Wilmot Township Mayor, L. Armstrong
Wilmot Township Elected Councillors: A. Junker, M. Murray, J. Gerber, B. Fisher and P. Roe

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It is essential that these speed restrictions be permanent, consistent, well-communicated and strictly enforced in order to foster a culture of safety for students.

As a School Council, it is our expectation that the Township of Wilmot will support this initiative and, equally as important, will advocate on our behalf to the Regional Council to create, implement, and stringently enforce speed restrictions in front of Wilmot Township schools.

Sincerely,

New Dundee Public School Council

Per

Cc: MPP for Cambridge, Kathryn McGarry
MPP for Kitchener-Conestoga, Michael Harris
Waterloo Region District School Board Trustees (City of Waterloo/Township of Wilmot):
John Hendry
Carol Miller
Kathleen Woodcock
Superintendent of Education, Scott Lomax
Director of Education, John Bryant
The Corporation of the Township of Wilmot
60 Snyder's Road West
Baden, ON
N3A 1A1
Canada

Attn:
Wilmot Township Mayor, L. Armstrong
Wilmot Township Elected Councillors: A. Junker, M. Murray, J. Gerber, B. Fisher and P. Roe

In recognition of the physical dangers posed to pedestrians by vehicular traffic speed, the undersigned School Council supports the initiative to lower the speed limit in front of all schools within the Township of Wilmot to a maximum of 40km/hr. These speed restrictions must apply to all schools regardless of whether they are situated on a Township road or a Regional road.

It is essential that these speed restrictions be permanent, consistent, well-communicated and strictly enforced in order to foster a culture of safety for students.

As a School Council, it is our expectation that the Township of Wilmot will support this initiative and, equally as important, will advocate on our behalf to the Regional Council to create, implement, and stringently enforce speed restrictions in front of Wilmot Township schools.

Sincerely,

Grandview Public School Council

Per __________________________

Cc: MPP for Cambridge, Kathryn McGarry
MPP for Kitchener-Conestoga, Michael Harris
Waterloo Region District School Board Trustees (City of Waterloo/Township of Wilmot):
   John Hendry
   Carol Millar
   Kathleen Woodcock
Superintendent of Education, Scott Lomax
Director of Education, John Bryant
The Corporation of the Township of Wilmot
60 Snyder's Road West
Baden, ON
N3A 1A1
Canada

Attn:
Wilmot Township Mayor, L. Armstrong
Wilmot Township Elected Councillors: A. Junker, M. Murray, J. Gerber, B. Fisher and P. Roe

In recognition of the physical dangers posed to pedestrians by vehicular traffic speed, the undersigned School Council supports the initiative to lower the speed limit in front of all schools within the Township of Wilmot to a maximum of 40km/hr. These speed restrictions must apply to all schools regardless of whether they are situated on a Township road or a Regional road.

It is essential that these speed restrictions be permanent, consistent, well-communicated and strictly enforced in order to foster a culture of safety for students.

As a School Council, it is our expectation that the Township of Wilmot will support this initiative and, equally as important, will advocate on our behalf to the Regional Council to create, implement, and stringently enforce speed restrictions in front of Wilmot Township schools.

Sincerely,

Baden Public School Council

Per [Signature]

Cc: MPP for Cambridge, Kathryn McGarry
    MPP for Kitchener-Conestoga, Michael Harris
    Waterloo Region District School Board Trustees (City of Waterloo/Township of Wilmot):
        John Hendry
        Carol Millar
        Kathleen Woodcock
    Superintendent of Education, Scott Lomax
    Director of Education, John Bryant
Region of Waterloo Planning & Works Committee
May 5, 2015

1271395 Ontario Inc. & Schlegel Urban Developments
Purpose of Delegation:

“To request that Committee consider a Right in/out and Left in access at Fischer-Hallman Road and West Oak Trail Drive.”
“The Pumpkin Patch” – 9 ha (22 ac)
Chronology of Planning Applications:

2004 - City Staff advised Werner Bromberg to initiate applications for development approvals
2007 - RioCan purchased and applied for OPA & ZBA
2009 - RioCan appealed applications to OMB
2010 to 2012 – City initiated Southwest Urban Area Study
2012 - RioCan divested itself of interest in property
2012 - City adopted OPA 90 (Rosenberg Secondary Plan) subsequently appealed to OMB and settled in 2013
2012 - Schlegel’s enter APS for 6 acres
2014 - OMB settlement of Zone Change Application filed by RioCan
2014 - Application for Site Plan Approval submitted to City
2015 - Regional Staff do not support West Oak Trail Drive intersection, requiring Right in / out only
Rosenberg Secondary Plan (Official Plan Amendment No. 90 – Kitchener Municipal Plan):
Rosenberg Secondary Plan:

Subject Property
Urban Design Brief
Urban Design Brief – Master Plans
Urban Design Brief – View Looking West from FHR along West Oak Trail Drive
Urban Design Brief – includes Tepperman’s Furniture Store
Urban Design Brief – Ultimate Master Plan
Tepperman’s Site Plan Application
Tepperman’s Site Plan Application
Site Plan Application – Tepperman’s
“The purpose of this report is to address the anticipated traffic impacts of the proposed development at the intersection of Fischer-Hallman Road and West Oak Trail Drive.”

(September 2014)
Traffic Impact Study

Included an identification of all of the intersections on Fischer-Hallman Road (over 3.5 km):

- 5 roundabouts
- 2 Right in/out accesses
- 1 Full turns access
- 1 Proposed Right in/out & Left in access
Site Plan Application – Traffic Impact Study

“At the total 2024 horizon, a northbound left turn lane with 65 metres of storage is warranted on Fischer-Hallman Road at West Oak Trail Drive. . . .
- A.M. Peak Level of Service B
- P.M. Peak Level of Service B”
Regional Transportation Planning Staff’s response:

- Right in/out movement only will be permitted from Bleams Road to Plains Road
- No Traffic Impact Study would be required

(January 8, 2015)
Regional Transportation Staff were making the comparison between:
(1) Ira Needles Boulevard / Sobeys access and
(2) Ira Needles Boulevard and GOCO access
- Both Full Turns Accesses
- Both Level of Service “E” at Peak Times
- Reported numerous accidents
Bromberg / Schlegel commissioned a comparative study:

“The main difference in operations at these driveways and what is proposed for West Oak Trail Drive is the left-turn out movements . . . The northbound left turn movement will have relatively short delays and would have a less likelihood of drivers attempting their movements with inadequate gaps.”

January 19, 2015
Bromberg / Schlegel commissioned a comparative study:
- Compared the Ira Needles Boulevard Right in/out & Left in intersection at Canadian Tire north of Erb Street roundabout
- Very few accidents or safety issues

January 19, 2015
Request of Regional Committee/Council:

Respectfully request that Committee consider a Right in/out & Left in intersection at Fischer-Hallman Road and West Oak Trail Drive or direct Regional Staff to evaluate the Traffic Impact Study to determine if the proposed impacts pose safety issues in accordance with safety protocols.
Questions & Answers
Investment in City of Kitchener

When we do it right... they will come back.
Environmental Leadership

When we do it right... they will come back.
Paper/Cans in every office
Cardboard bailers
Warehouse motion light detectors
Dispatch Track delivery routing

Routing

Save on fuel costs by creating optimized routes. No more looking up a map to plot the best route. With just the click of a button, all of your stops will be routed, and saves you time.
Reflective white TPO roof systems
Unique foam emulsifier
Other

• Goodwill partnership to recycle returned furniture and electronics.
• Eliminated paper invoices.
• Electronic survey process.
• Use Non-Toxic fabric care
• LED lighting retoro fits in each location
Recent retrofit award

Media Release
For Immediate Release: June 17, 2014

Tepperman’s Wins $10,000 in Retrofit is Right
ENWIN Launches Second Contest

Windsor ON: ENWIN Utilities Ltd (ENWIN) today announced the winner of its first Retrofit is Right contest and launched a second opportunity to win.

"We're proud to award Tepperman's $10,000 towards a new retrofit project," said ENWIN's Institutional and Commercial Conservation Program Coordinator Chris Routliffe.

When ENWIN launched its first Retrofit is Right contest in February 2014, Tepperman’s joined dozens of local businesses to fill out simple online forms for a chance to win. Andrew Tepperman says his company will put the incentive money to good use.

"Thanks to the opportunities available through the Retrofit is Right contest," he told ENWIN officials, "we are able to execute an energy efficient project that will benefit both our company and the environment."

The second Retrofit is Right contest is now open for entries. All entries must be received by Tuesday, July 15, 2014, and a winner will be drawn on July 16, 2014. For information about contest rules and regulations or about the RETROFIT program, visit www.goretro.ca.

"Through the Retrofit is Right contest," explained Routliffe, "ENWIN hopes to build a more energy efficient community by raising awareness of the saveONenergyTM FOR BUSINESS programs and driving participation in the RETROFIT program."

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About Enwin Utilities Ltd.:
ENWIN Utilities Ltd. (ENWIN) is Windsor's Local Distribution Company, responsible for the distribution of electricity and the service and maintenance of Windsor's electricity distribution infrastructure. ENWIN also provides the staff, facilities and
Community
2008 Building of the Year

Certificate of Congratulations

Presented to
Tepperman’s Retail, Showroom and Distribution Centre
2010 Honoured Recipient of
The Don Smith Commercial Building Award
Best Commercial New Build
Acknowledging excellence in the areas of environmental sensitivity, design and innovation.

Proudly presented this 4th day of February, 2009.

Ed Holder
Member of Parliament
London West
2013 Large Business of The Year

THE WINDSOR STAR
congratulates the
2013 Business Excellence Awards Winners.
2015 Business Achievement Award Finalists

**Business of the Year – Small Company:** Eyelook Media, Gordons Gold Jewellers, Storage Worx Self Storage, The Seabrook Financial Group (CIBC Wood Gundy)

**Business of the Year – Medium Company:** adHOME Creative Inc., Arcane Digital, OTC Systems Ltd. o/a OTC Group, universitybrand

**Business of the Year – Large Company:** Autodata Solutions Company, Big Viking Games, Centennial Windows & Doors, Tribe Medical Group Inc.

**Corporate Social Responsibility Award:** Echidna Corp. o/a Digital Echidna, Simalam Inc.

**Environmental Leadership Award:** Habitat for Humanity Heartland Ontario, Tepperman’s

**Excellence in Human Resources Award:** CarProof, Voices.com

**Innovation Award:** InMedic, Robarts Clinical Trials Inc.
Tepperman's Scholarship Winner

Bill and Rochelle Tepperman along with sons Andrew and Noah are pleased to announce that

Carl Labelle of Windsor, ON
has won a Tepperman's $1,000 scholarship for his post-secondary education. The scholarship will be invested in a Registered Education Savings Plan, and will keep increasing in value through the years until it's put to use for higher education.

Enter your child or grandchild (age 18 or younger) this month at any of Tepperman's stores.
No purchase necessary.

2395 Ouellette Ave, Windsor, ON
905-945-9700

Tepperman's Scholarship Winner

Bill and Rochelle Tepperman along with sons Andrew and Noah are pleased to announce that

Matthew Crowley of LaSalle, ON
has won a Tepperman's $1,000 scholarship for his post-secondary education. The scholarship will be invested in a Registered Education Savings Plan, and will keep increasing in value through the years until it's put to use for higher education.

Enter your child or grandchild (age 18 or younger) this month at a Tepperman's store.
No purchase necessary.

2395 Ouellette Ave, Windsor, ON
905-945-9700
Tepperman’s donates to Eastwood Public School

By snapd Windsor · Updated on Thursday

Noah Tepperman visited Eastwood Public School in Forest Glade today to interact with students and see the benefits of his companies donations. Tepperman’s Furniture Mattress Appliance & Electronics Stores donated couches and a big-screen tv to the school to be utilized in their interactive learning, reading and lounging area for students and parents.

Kristen Wideen & Sarah Watson-Jones have utilized the school’s open concept to create a high-tech area with iPads and Apple TV were students and parents can work and learn together. Visit www.mrswideen.com for more information.

Photos by Mike Kovaliv
The Tepperman Family and Entire Tepperman's Team
Proudly Supports

AUTISM SERVICES INCL OF WINDSOR & ESSEX COUNTY
6th ANNUAL PASTA DINNER FUNDRAISER

$100 TEPPERMAN'S GIFT CARD

Become a Fan on Facebook
facebook.com/teppermans
We care for Kids
The Catholic Women’s League of the Windsor Essex Region recently held their 94th Annual Diocesan Convention at the beautiful St. Clair Centre for the Arts in downtown Windsor.

As vocal supporters of Tepperman’s in the past, we felt it was important to return the favour and they sent us a lovely thank you note to acknowledge our donation of a door prize.
Our volunteers and sponsors are at the heart of Raise-a-Reader

Many thanks to

Teppermans
Since 1925

for sponsoring and supporting family literacy

Thursday, September 25th

For more information visit:
www.windsorstar.com/raiseareader
Windsor

On Sunday June 9th, “Team Tepperman’s” participated in the Telus JDRF “Walk to Cure Diabetes” 5K fundraising walk.

It was a wet & chilly morning, but team work paid off. The team collectively raised $1630 to help find a cure for juvenile diabetes.

A special thank-you goes out to Paula Lally. Not only did Paula coordinate the event- she also raised over $1,000 personally!
On Saturday May 31st a very fancy group of ladies represented Tepperman’s at a Tea Party Benefit for the Downtown Mission!

Hats were worn, sandwiches were nibbled, tea was sipped, items were auctioned & money was raised.

All in all, it was a great event with great company for a great cause!
Peppermons

The 4th Annual John Atkinson Memorial Golf Tournament teed off at 1 pm, Thursday, August 14, 2014, at the Ambassador Golf Club in LaSalle. The weather was partly cloudy, temperatures in the low 70s with a cool breeze — great weather for golf.

One hundred twenty-four golfers participated this year, making it the best turn out in tournament history. Thank you golf enthusiasts! Every golfer received a prize thanks to all of the contributions from businesses in the community. Well done!

The John Atkinson Memorial Fund would like to thank everyone for their sponsorship and commitment to this worthy cause. Your help made our tournament a success. Plan on joining us for next year's event.

Jim Adkin  Kari Swell
Jim Adams  Laurel Scott
Kathy Graham
Dear Noah

Thank you so much for your extremely generous donation to our 5th Annual Dads Matter Conference. As you can imagine, the Tassimo Home Brewing System was a big hit!

We were thrilled with the number of dads in attendance! All the evaluations indicated that they loved the speakers, information, food, fellowship and the opportunity to learn more about parenting.

So again, thank you for contributing to the success of our event. It was greatly appreciated!

Sincerely

Barb Brown
Co-Chair
Dads Matter in Windsor and Essex County Committee
The 2014 Windsor Endowment for the Arts (WEA) and Mayor’s Arts Awards Gala took place on May 8th and was a spectacular success. More than 300 attendees gathered to celebrate Windsor & Essex County’s creativity with delicious dining, live music, and a festive live auction.

In acknowledgement of Tepperman’s support of the silent auction with the donation of a Kitchen Aid Black Classic Stand Mixer, we received a lovely ‘thank you’ from WEA President Carolyne Rourke.
Thank You For Your Support
September 23, 2014

Teppermans  
535 Grand Ave East  
Chatham, ON  N7L 3Z2

Dear Teppermans:

On behalf of the Community Board of Directors, VON staff, volunteers and most importantly the clients of VON Chatham-Kent, we would like to thank you for your generous donation to our Annual VON Chocolate Lovers Brunch. With your help we were successful in raising over $19,000 for our community health and support programs which will allow us to provide these valuable services for yet another year. By participating in our events you recognize that we all need to work together to assist those in our community who rely on these services.
November 14, 2014

Tepperman's Furniture Store  
535 Grand Ave E  
Chatham, Ontario  
N7L 3Z2

Dear Community Supporter,

Thank you for making life easier for people living with cancer.

We greatly appreciate you allowing us to use your business location as a site for our annual Pink Ribbon Campaign. Through the efforts of many volunteers we raised $5300.00 for Breast Cancer Research. This amount contributed to the Breast Cancer Awareness campaigns in the month of October to raise a total of $28,000.00!

With the generosity of donors like you, the Canadian Cancer Society has more impact against more cancers in more communities than any other cancer charity in Canada. Together, we are:
June 23, 2014

Tepperman's
Louisa Valihora, General Manager
535 Grand Avenue East
Chatham ON N7L 3Z2

Dear Louisa,

It takes a combination of factors to put on a successful charity golf tournament. A great cause, an enthusiastic field of golfers, terrific volunteers, a glorious day of weather, and of course generous sponsors and donors to help support the event.

This year’s 17th Annual Community Living Chatham-Kent Golf Tournament presented by BFI Canada Ridge Landfill was a success thanks in no small part to your thoughtful door prize donation for the golfer table. For the second year in a row, we had 136 golfers participating in our tournament and each one received a valuable door prize. Your donation enabled us to not only say to our golfers we value your patronage; it also demonstrated that our local merchants and businesses believe in the goals and mission of Community Living Chatham-Kent.
Holiday Train
United Way

Sarnia-Lambton

London & Middlesex

Windsor-Essex County

of Chatham-Kent
April 29, 2015

Region of Waterloo

Att: Mr. Jeff Cornwell

Dear Mr. Cornwell,

I have received a notice regarding a meeting and proposal to remove 4 parking spots on the west side of Ainslie Street.

Please accept this letter as my objection to this proposal as I will not be able to attend the meeting.

My reasons for the objection is as follows;

A) These spaces are currently used daily by our customers, and visitors to St. Monica House as well as customers and employees of the businesses across from them
B) Removal of these spaces will result in additional egress/exit issues for our fleet of service vehicles
C) Removal of these spaces will create issues for the transports who enter/exit our yard to make deliveries on a regular/daily basis
D) We were assured by the Region of Waterloo that these spaces would remain when the revision to two way traffic occurred and the region provided a larger gate and entrance to our rear yard to ease the exit/egress issues

In conclusion, as a long time property tax/business tax payer and company, I cannot afford this aggravation and additional costs due to time spent to provide access by our service trucks and delivery vehicles and I believe I deserve some consideration in this proposed change.

As an alternative, if this proposal goes forward, I will have to investigate any and all types of compensation for duress as well as additional incurred expenses

I look forward to your co-operation and consideration and the discontinuation of this proposal. I have enclosed pictures taken at 11:12 a.m. April 29, 2015.

Yours truly

Larry Ray

Cc File
Cc Legal
Cc Steve van De Keere  Bob Henderson  Erin Flewwelling  Lee Ann Wetzel
ION Stop Anchor Wall Designs
Planning and Works Committee
May 5, 2015
Stop Design Process Overview

Initial stop design concepts were created by the rapid transit General Engineering consultant and taken for public consultation in 2013.

Consultation materials indicated which elements of the stop could be variable and which were fixed. Variable elements included the anchor wall and public art opportunities. Public art will undergo a separate consultation process. A separate report on this process will be presented at the May 26, 2015 Planning and Works Committee Meeting.

Following the 2013 consultation process, Region staff incorporated the public and stakeholder feedback received into the output specifications for the ION project Request for Proposal (RFP). The RFP indicated to the potential Design Build Finance Operate Maintain (DBFOM) contractors which functional and design elements were required as part of final submissions. The successful DBFOM contractor was GrandLinq, who is responsible for completing designs in coordination with Region staff.
dLinq ION Stop Designs

- Modular components, which are manipulated to create a different type of stop (depending on platform configuration, ridership, and context).
- A common language of elements created identity.
dLinq ION Stop Designs
or Wall Design Process

Region and GrandLinq worked together to approve acceptable materials for the anchor based on a number of criteria including aesthetics and durability.

Joining the approved materials and the panel design of the anchor wall, Region staff and General Engineering Consultant architects and designers created recommended anchor designs for each stop.

Focus groups were held to review the recommended anchor wall designs.

Stakeholders were consulted on the recommended anchor wall designs, including:

Cities
BIAs
Universities
Advisory Groups
Materials

- Ceramic in Any Colour
- Glass in 9 Colours

In 6 Finishes
Anchor Wall Design Criteria

The intent for the design of all anchor walls is to reflect the character of the stop area.

- Is the stop serving?
- Are landmarks in the vicinity of the stop?
- What material best represents the area? (e.g., stone tends to give a feeling of warmth, heritage, whereas glass is more modern)
- Do the colours represent? How will the colours make users feel?
- Are the colours appropriate to blend in with the area or to provide bold contrast? (e.g., if it is an area development where no existing landmarks exist, the stop design should be bold.)
- Can symbolism be incorporated?
- Bright coloured blocks of ceramic reflect the design on the exterior of the mall.
- The bright colours give the wall presence on an existing low density car oriented corridor.
- Different blocks of colour represent the different types of development coming to the area as it redevelops (mixed use).
- Provides a prominent feature to visually make ION and GRT transfers seamless.
- The colour combination provides a feeling of excitement.
Algonquin stone will tie into the heritage relationship of this stop as the park n’ ride and future tourist train will form an important connection to St. Jacob’s, Elmira, and the Mennonite Community. Warm tones of the stone compliment the finishes of the surrounding buildings.
A red ceramic wall will reflect the red architectural features of Research and Technology Park. A bold wall will give the stop visual prominence in a location that is currently remote from other landmarks. Red is easily identified by users. Red is the colour of energy, passion, youth, excitement, and action which is fitting for the high tech start-up focus of the area.
- The gray, white, black and dark blue glass ties in with surrounding buildings including Engineering V.
- Black ties in with the University of Waterloo branding.
- Dispersed colour blocks represent multidisciplinary areas of study coming together.
- Blue and gray are colours of intelligence and black is a colour of sophistication.
hosa stone compliments the natural area of Waterloo Park. Veins in the stone give an impression of wood grain which reflects the park. Texture provides a feeling of warmth, nature, and earthiness.
black, white, and beige glass will symbolically represent the barrel wall in CIGI. Neutral colours compliment the surrounding buildings including CIGI, Knox Church, Seagram Lofts, etc. Glass ties in with the prevalent use of glass in the surrounding buildings and gives a nod to the Clay & Glass Gallery. Neutral colours represent the heritage of the area whereas the glass represents the modern redevelopment of the area. Vertical lines tie in with the verticality of the design of the surrounding buildings, especially the award winning Knox Church.
vibrant blue, dark blue, and white glass reflects the vibrancy of Waterloo Public Square.

vibrant blue and the white matches the colours of the UpTown BIA brand.

vibrant blue pattern abstractly looks like a heart, representing the heart of Uptown Waterloo.

vibrant blue pattern represents the Uptown Loop whereas the dark blue square abstractly represents the public square.
Red glass represents the Red Condominiums. Beige glass represents the Bauer Lofts. Design represents old and new coming together. Pattern compliments the architectural lines of buildings in the area.
A solid soft blue ceramic represents the colour used for the “H” hospital symbol used on signage and on maps. A soft blue will tie in with the design of the hospital and the GRH logo. The colour blue gives the feeling of serenity, calm, intelligence, and trust.
Glass is the most representative finish for this innovative area.

Green glass pulls in the colours of the School of Pharmacy.

Blue glass pulls in the colours of One Victoria, the accents of the school and the ION branding.

The design of the lines represents multiple modes of transportation coming together at a hub.

The colour blue provides the feeling of intelligence.

The colour green provides the feeling of equilibrium/balance (amongst all modes) and environmental awareness.
The green ceramic represents Victoria Park.

The blue ceramic represents Victoria Park lake and the various water features in close proximity.

The grey ceramic represents the Iron Horse Trail through the park and the bridges over Victoria Park Lake.
• The frosted, white, and grey glass pattern will mimic the design of Kitchener City Hall.
• The colours are neutral so as not to detract from the surrounding heritage buildings.
• Glass will also tie in with design of the new City Centre Block.
orange, blue, turquoise, and gray ceramic are arranged like puzzle pieces. design concept is diversity, people and services coming together as puzzle pieces. design provides a vibrant contrast to the area which doesn't have a specific mark for which the stop serves.
Frosted glass will tie in with the glass design of the new Courthouse and Market Square. The anchor wall is directly adjacent to a vehicular lane; the design is light, airy, and non-distracting.
The red border graphically represents a C for Cedar Street. The red border also represents a basket containing local harvest.
• The green and blue ceramic pattern graphically represents Schneider Creek which is located near this stop.
• The design represents the flow and change of development in the area.
The neutral ceramic pattern represents ballasted rail tracks, the tracks that have rail ties. It is the point where LRT from Borden and Ottawa come together and begin operation on the ballasted rail of the Huron Spur. The neutral colours pull from the brick homes along Ottawa Street.
White and purple ceramic pattern represents the two row wampum which is the symbolic record of the first agreement between Europeans and Native Americans. This is the closest ION stop to a native archaeological site. Purple is the colour of creativity which is appropriate for the high school student users from St. Mary's High School.
• The blue, black, grey and white glass pattern represents multiple lines of transit coming together at a terminal.
• The colours draw from the Fairview Park Mall branding and provide a sense of sophistication.
All 19 anchor walls will have a unique design
Incoming Public Consultation

Waterloo:
- **Date:** Wednesday, May 20, 2015 (Drop-in from 3 to 8 p.m.)
- **Location:** Knox Presbyterian Church

Kitchener:
- **Date:** Thursday May 21, 2015 (Drop-in from 3 to 8 p.m.)
- **Location:** Region of Waterloo Administrative Headquarters

Feedback will be taken at the Public Consultation Centres via a comment sheet. Comments can also be provided on the ION website at: [regionofwaterloo.ca/rapidtransit](http://regionofwaterloo.ca/rapidtransit)
Purpose of the upcoming consultation is to gather public impressions on the recommended anchor wall designs for each light rail transit stop. The anchor wall is an architectural feature that provides area specific design considerations, visual prominence and functional design. The intent is that each of the 19 stops will have a unique anchor design.

Design of the ION stop as a whole, including amenities, location and overall design, has finalized. Stop concepts underwent public consultation in 2013 and GrandLinq, in coordination with ION staff, have been responsible for finalizing the design based on the key elements and design features of those concepts.
Input Will Be Used

Public impressions of each ION stop anchor wall will help create a story for each design. This story will be incorporated into the stop potentially via a plaque or poster and will create a sense of ownership for users of the system.

Feedback may reflect the need for considering modifications for specific locations. Any modifications will be based on the same criteria that were used when generating the original recommendations.

Steps

Final recommendations for anchor wall designs will be brought to Regional Council for approval after the public consultation process is complete.