



Regional Municipality of Waterloo

Planning and Works Committee

Minutes

Tuesday, August 11, 2015

2:10 p.m.

Regional Council Chamber

150 Frederick Street, Kitchener

Present were: Chair T. Galloway, L. Armstrong, D. Jaworsky, H. Jowett, K. Kiefer, G. Lorentz, J. Mitchell, J. Nowak, K. Redman, K. Seiling, S. Shantz, S. Strickland and B. Vrbanovic

Members absent: D. Craig and S. Foxton

1. Declarations of Pecuniary Interest Under The Municipal Conflict of Interest Act

S. Shantz declared a pecuniary interest with respect to item 2.1 because her spouse does work for Len's Mill Store.

2. Delegations

2.1 John Armstrong, Armstrong Strategy Group and Peter Menary, Len's Mill Stores appeared before Committee regarding the Waterloo's Spur Line Multi-Use Trail. They provided a presentation that highlighted their concerns noting Len's Mills Store will lose approximately 40 parking spaces and may lose its commercial zoning designation and be forced to close. The presentation outlined background information, location of Len's Mill, contact chronology, trail options, and paths to a solution. A copy of the [presentation](#) is appended to the original minutes.

A Committee member asked the delegation for clarification on losing the commercial zoning. J. Armstrong highlighted that in order to have commercial zoning you have to

maintain a certain number of parking spots and with losing approximately 40 spots the City of Kitchener will rezone their building.

P. Menary stated they have been working with their neighbours to come up with additional parking.

A Committee member asked the delegation how much time they need to work this out. P. Menary stated that none of the options are a guarantee so it's hard to put a timeline on it. He stated that the more achievable option is to work with the Region on moving the trail to the south side of the tracks,

Committee members asked that staff report back to Committee on this issue since there was no report on the agenda and encouraged Mr. Menary to continue to look at other options explaining that moving the trail might not be a viable option.

Thomas Schmidt, Commissioner, Transportation and Environmental Services stated that staff can report back in October.

2.2 TES-TRP-15-13, Fountain Street (Regional Road 17) Truck Prohibition Review Between King Street (Regional Road 8) and Cherry Blossom Road, City of Cambridge

Received for information.

- i) Matthew Donau appeared before Committee expressing his concerns and fellow residents' concerns regarding restricting heavy truck traffic on Bridge Street within the settlement area of New Dundee. He referenced a petition with 320 signatures and provided examples with respect to truck traffic in New Dundee and suggested a by-pass for trucks. He stated trucks should be using Trussler Road or should be using other routes. M. Donau read submissions from other residents. A copy of the [presentation](#) is appended to the original minutes.

T. Schmidt highlighted the report shows how the truck by-law is being implemented across the Region, stating that if a change was made it is likely that changes would be made in other areas.

A Committee member highlighted that the Township of Wilmot is concerned with truck traffic and speed in New Dundee and noted that speed advisory equipment has been purchased and is waiting for the Region's permission to allow for this to be used.

A Committee member commented that when Maple Grove Road is widened to 4 lanes that will help to improve the truck traffic on Fountain Street.

Committee members inquired about trucks not using Trussler Road. T. Schmidt highlighted that Trussler Road did have some restrictions but now that those restrictions have been lifted staff can look at an awareness campaign as well as proper signage.

2.3 TES-DCS-15-17, University Avenue Reconstruction and Widening (Keats Way to Erb Street) City of Waterloo Recommended Design Concept

- i) Narayan Donaldson, TriTAG appeared before Committee expressing concerns with the process highlighting that there was one public information session held on November 4, 2014 and only 3 people attended. He suggested better public consultation to engage the public input on large projects. He stated concerns regarding the recommendation contained in the report, noting the proposed design of the on-road cycling facility is being recommended with inadequate public consultation. He highlighted that this corridor is a prime candidate for protected bike lanes or multi-use pathways.

J. Mitchell asked that this report be referred to the Active Transportation Advisory Committee (ATAC) to comment. She noted she would like more information on the rumble strips being suggested.

A Committee member inquired about notifying interested groups of public consultation centers and suggested a registry for individuals and groups to sign up to stay informed on particular projects.

A Committee member asked why this report did not go to ATAC. T. Schmidt stated that normally the report would go to ATAC but this report was an exception explaining that part of the reason for the alternative being suggested was truly to connect in with the existing infrastructure there and recognizing it wasn't going to change in the near future. He stated that it is preferred to have one type of infrastructure.

Some Committee members expressed concerns with discussing preferred cycling facilities every time a road is enhanced and asked if there was a policy in place or if a policy could be created outlining the type of infrastructure to be used.

Committee members brought forward a motion to refer this item to the Active Transportation Advisory Committee for comment.

Moved by J. Mitchell

Seconded by K. Redman

That the Regional Municipality of Waterloo refer report TES-DCS-15-17, University Avenue Reconstruction and Widening (Keats Way to Erb Street) City of Waterloo Recommended Design Concept to the Active Transportation Advisory Committee.

Carried

2.4 TES-WMS-15-10, Curbside Collection Contract – Recommended Bid Option Structure

- i) Paul Smith appeared before Committee and thanked them for their decision on the curbside collection changes in 2017 to help divert garbage. He noted that he is a Waterloo resident and he has been collecting residential garbage for 30 years on the private side and directly involved with the Region residential collection contract since 2001. He highlighted his concern with the report recommending the single bid option noting it may limit competition. He stated allowing 2 contractors instead of one may be more work up front but it's the best value in the end and would like to see Council support the local companies.

K. Seiling introduced an alternative motion to include bid options.

Committee members discussed how the bid options would work, RFP versus tenders, potential criteria to include environmentally friendly vehicles and supporting local businesses.

T. Schmidt provided clarification on the process used for the last contract and the difference between tender and RFP

Jon Arsenault, Director, Waste Management explained bidding process and stated that an RFP approach would allow more flexibility.

S. Strickland suggested a friendly amendment to the alternative motion to include the option of an RFP.

T. Schmidt highlighted that staff will provide additional information at the next Council meeting with respect to tender versus RFP and potential criteria.

Moved by K. Seiling

Seconded by S. Shantz

That the Regional Municipality of Waterloo approve the following bid options for inclusion in the bidding documents for the next Region wide curbside waste collection contract, commencing March 6th, 2017:

- Bid Option 1: provision of curbside collection services provided under one

contract for the entire Region (Tri-cities and Townships combined) by a single contractor;

Or the combined bid options of:

- Bid Option 2a): provision of curbside collection services provided under one contract for the Tri-cities only (Cambridge, Kitchener and Waterloo) by a single contractor; and
- Bid Option 2b): provision of curbside collection services under on contract for the Townships only (North Dumfries, Wellesley, Wilmot and Woolwich) by a single contractor.

to be determined by way of tender or RFP.

Carried

3. Request to Remove Items from Consent Agenda

No items were removed from the Consent Agenda.

4. Motion to Approve Items or Receive for Information

Moved by K. Kiefer

Seconded by L. Armstrong

That the following items be approved:

- That Council of the Regional Municipality of Waterloo approve the expropriation of lands for the purpose of reconstruction of Sawmill Road from the Conestogo Bridge to Musselman Crescent in the Township of Woolwich, in the Region of Waterloo as detailed in report PDL-LEG-15-54 dated August 11, 2015, described as follows:

Fee Simple Partial Taking:

- 1 Part of Lots 13 and 14, North of King Street and East of Water Street, Registered Plan 601, Township of Woolwich, being Part 2 on 58R-18001; Part of PIN 22240-0207(LT) (1778 Sawmill Road, Conestogo);
- 2 Part of Lots 12 and 13, North of King Street and East of Water Street, Registered Plan 601, Township of Woolwich, being Part 1 on 58R-18001; Part of PIN 22240-0206(LT) (1786 Sawmill Road, Conestogo);
- 3 Part of Lot 6, Registered Plan 600, Township of Woolwich, being Part

- 3 on 58R-18199; Part of PIN 22705-0407(LT) (1959 Sawmill Road, Conestogo);
- 4 Part of Lot 4, Registered Plan 602, Township of Woolwich, being Part 2 on 58R-18199; Part of PIN 22240-0098(LT) (1966 Sawmill Road, Conestogo);
- 5 Part of Lots 7 and 8, Registered Plan 600, Township of Woolwich, being Part 5 on 58R-18199; Part of PIN 22705-0007(LT) (1015 Northfield Drive East, Conestogo);
- 6 Part of Lot 27, Registered Plan 600, Township of Woolwich, being Part 1 on 58R-18199; Part of PIN 22705-0037(LT) (1030 Northfield Drive East, Conestogo).

Permanent Easement – Utility Pole Anchor:

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

- 1 Part of Lot 6, Registered Plan 600, Township of Woolwich, being Part 4 on 58R-18199; Part of PIN 22705-0407(LT) (1959 Sawmill Road, Conestogo);

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

And that the registered owners be served with a Notice of Expropriation and a Notice of Possession for the property after the registration of the Plan of Expropriation and the Regional Solicitor is authorized to take any and all actions required to enforce such Notices including but not limited to any application pursuant to Section 40 of the “Expropriations Act”;

And that all above-referenced fee simple partial takings situated adjacent to an existing Regional public highway be acquired for road widening purposes and therefore be deemed to form part of the adjacent public highway in accordance with subsection 31(6) of the Municipal Act, 2001, S. O. 2001, c.25;

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 or if determined by the Commissioner of Transportation and Environmental Services that such lands, or any part or interest thereof, are not required for the subject Project.

- That Council of the Regional Municipality of Waterloo approve the expropriation of lands for the purpose of reconstruction of Fountain Street (Regional Road 17) from Shantz Hill Road to King Street West and King Street West (Regional Road 8) from Fountain Street to Eagle Street, in the City of Cambridge in the Region of Waterloo as detailed in Report PDL-LEG-15-55 dated August 11, 2015, described as follows:

Fee Simple Partial Taking:

1. Part of Lot 13 and Lot 14, Municipal Compiled Plan 731, being Part 1 on Plan 58R-18361, Part of PIN 03769-0131(LT) (340 Shantz Hill Road)
2. Part of Lot 7, Municipal Compiled Plan 731, being Part 1 on Plan 58R-18360, Part of PIN 22651-1027(LT) (311 Shantz Hill Road)
3. Part of Lots 8 and 9 West Side of Fountain Street, Registered Plan 522, being Part 3 on Plan 58R-18325, Part of PIN 22651-0509(LT) (328 Fountain Street South)

4. Part of Lot 16 East of Fountain Street, Registered Plan 522, being Part 1 on Plan 58R-18359, Part of PIN 03774-0494 (LT) (329 Fountain Street South)
5. Part of Lot 15 East of Fountain Street, Registered Plan 522, being Part 4 on Plan 58R-18359, Part of PIN 03774-0492(LT) (309 Fountain Street South)
6. Part of Lots 14 and 15 East of Fountain Street, Registered Plan 522, being Part 6 on Plan 58R-18359, Part of PIN 03774-0491(LT) (299 Fountain Street South)
7. Part of Lots 7, 8, 9, 10, 11 and 12 East of Fountain Street, Registered Plan 522, being Part 1 on Plan 58R-18364, Part of PIN 03774-0489(LT) (239-255 Fountain Street South)
8. Part of Lots 1, 2, 3, 4, 5, and 6 East of Fountain Street, Registered Plan 522, Part of Lot 21, Municipal Compiled Plan 730, being Part 1 on Plan 58R-18324, Part of PIN 03774-0486(LT) (115 Fountain Street South)
9. Part of Lot 21, Municipal Compiled Plan 730, being Part 8 on Plan 58R-18324, Part of PIN 03774-0530(LT) (250 King Street West)
10. Part of Lot 23, Municipal Compiled Plan 730, Part of Lots 25 and 26, Municipal Compiled Plan 730, being Parts 1, 2 and 5 on Plan 58R-18369, being Part of PIN 03774-1129(LT) (140 King Street West)
11. Part of Lot 14, Municipal Compiled Plan 730, being Parts 11 and 12 on Plan 58R-18369, Part of PIN 03768-0083(LT) (149 King Street West)
12. Part of Lots 10, 11, 12, and 13, Municipal Compiled Plan 730, being Parts 13, 14, and 15 on Plan 58R-18369, Part of PIN 03768-0258(LT) (157 King Street West)
13. Part of Lot 2, Municipal Compiled Plan 730, being Part 1 on Plan 58R-18329, Part of PIN 03769-0213(LT) (144 Fountain Street North)
14. Part of Lots 1 and 2, Registered Plan 87, being Part 1 on Plan 58R-18367, Part of PIN 03777-0210(LT) (361 King Street East)
15. Part of Lot 9, Registered Plan 87, being Part 3 on Plan 58R-18367, Part of PIN 03777-0103(LT) (329 King Street East)
16. Part of Lots 8 and 9, Registered Plan 87, Part of Lot 63, Municipal Compiled Plan 729, being Part 5 on Plan 58R-18367, Part of PIN 03777-0003(LT) (303 King Street East)
17. Part of Lot 6, Registered Plan 522, being Part 1 on Plan 58R-18368, Part of PIN 03776-0029(LT) (246 King Street East)

Temporary Easement:

The right and easement, being a temporary easement in gross, for the free and unobstructed, right, interest and easement terminating on the 31st day of December, 2019, for itself, its successors and assigns, and anyone authorized by it, on over, under and through the following properties for the purposes of excavation, construction, installation, replacement, alteration, grading, and landscaping as required in connection with the reconstruction and improvements to Fountain Street (Regional Road 17) and King Street (Regional Road 8) and

Shantz Hill Road, and all works ancillary thereto and for such purposes, the free, unimpeded and unobstructed access to the lands at all times by employees, agents, contractors, workers and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement.

1. Part of Lot 13 and Lot 14, Municipal Compiled Plan 731, being Part 2, 3, and 4 on Plan 58R-18361, Part of PIN 03769-0131(LT) (340 Shantz Hill Road)
2. Part of Lot 7, Municipal Compiled Plan 731, being Part 2 on Plan 58R-18360, Part of PIN 22651-1027(LT) (311 Shantz Hill Road)
3. Part of Lot 8, West Side of Fountain Street, Registered Plan 522, being Part 1 on Plan 58R-18325, Part of PIN 22651-0509(LT) (328 Fountain Street South)
4. Part of Lot 16 East of Fountain Street, Registered Plan 522, being Part 2 on Plan 58R-18359, Part of PIN 03774-0494 (LT) (329 Fountain Street South)
5. Part of Lot 15 East of Fountain Street, Registered Plan 522, being Part 5 on Plan 58R-18359, Part of PIN 03774-0492(LT) (309 Fountain Street South)
6. Part of Lots 14 and 15, East of Fountain Street, Registered Plan 522, being Part 7 on Plan 58R-18359, Part of PIN 03774-0491(LT) (299 Fountain Street South)
7. Part of Lots 13 and 14, East of Fountain Street, Registered Plan 522, being Part 8 on Plan 58R-18359, Part of PIN 03774-0490 (LT) (285 Fountain Street South)
8. Part of Lots 7, 8, 9, 10, 11 and 12 East of Fountain Street, Registered Plan 522, being Part 2 on Plan 58R-18364, Part of PIN 03774-0489(LT) (239-255 Fountain Street South)
9. Part of Lots 1, 2, 3, 4, 5, and 6 East of Fountain Street, Registered Plan 522, Part of Lot 21, Municipal Compiled Plan 730, being Parts 2, 4 and 5 on Plan 58R-18324, Part of PIN 03774-0486(LT) (115 Fountain Street South)
10. Part of Lot 21 and 22, Municipal Compiled Plan 730, being Parts 6, 7, 9, and 10 on Plan 58R-18324, being Part of PINS 03774-0530(LT) and 03774-0485(LT) (250 King Street West)
11. Part of Lots 23 and 24, Municipal Compiled Plan 730, Part of Lots 24, 25 and 26, Municipal Compiled Plan 730, being Parts 3 and 4 on Plan 58R-18369, Part of PIN 03774-1129(LT) (140 King Street West)
12. Part of Lot 14, Municipal Compiled Plan 730, being Parts 7 and 8 on Plan 58R-18369, Part of PIN 03768-0083(LT) (149 King Street West)
13. Part of Lots 10, 11, 12, and 13, Municipal Compiled Plan 730, Part of Lot 2 North of Main, Registered Plan 522, Being Parts 9 and 10 on Plan 58R-18369, Part of PIN 03768-0258(LT) (157 King Street West)

14. Part of Lot 4 East of Woolwich Street, Registered Plan 522, being Part 6 on Plan 58R-18330, Part of PIN 03768-0080(LT) (153 Fountain Street North)
15. Part of Lot 4 and 5 East of Woolwich Street, Registered Plan 522, being Part 7 on Plan 58R-18330, being Part of PIN 03768-0079(LT) (155 Fountain Street North)
16. Part of Lot 5 East of Woolwich Street, Registered Plan 522, being Part 8 on Plan 58R-18330, Part of PIN 03768-0078(LT) (163 Fountain Street North)
17. Part of Lot 6, East of Woolwich Street, Registered Plan 522, being Part 9 on Plan 58R-18330, Part of PIN 03768-0077(LT) (169 Fountain Street North)
18. Part of Lots 8 and 9, Registered Plan 87, Part of Lot 63, Municipal Compiled Plan 729, being Part 6 on Plan 58R-18367, Part of PIN 03777-0003(LT) (303 King Street East)
19. Part of Lots 5 and 6, Registered Plan 522, being Part 2 on Plan 58R-18368, Part of PIN 03776-0029(LT) (246 King Street East)
20. Part of Lot A, Registered Plan 91, being Part 1 on Plan 58R-18366, Part of PIN 03776-0049(LT) (310-328 King Street East)

Permanent Easement:

The right and easement, being an easement in gross, for itself, its successors and assigns and anyone authorized by it, in perpetuity to, at any time enter upon the following properties for purposes of constructing, installing, inspecting, repairing, altering, enlarging, correcting, operating, maintaining, replacing, and reconstructing the adjacent highway, above ground and underground municipal services including without limitation paving, curbs and gutters, retaining wall structures, sidewalks, multi-use trails, boulevard landscaping, street lighting, traffic signals, sanitary sewers, storm sewers, water mains, culverts, catch basins, drains, drainage works, together with all pipes, wires, conduits, poles, markers and other works and appurtenances thereto, which may be determined necessary from time to time through, under, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workers and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement.

1. Part of Lots 8 and 9, Registered Plan 522, being Part 2 on Plan 58R-18325, Part of PIN 22651-0509(LT) (328 Fountain Street South)

2. Part of Lots 1 and 2 East of Fountain Street, Registered Plan 522, Part of Lot 21, Municipal Compiled Plan 730, being Part 3 on Plan 58R-18324, Part of PIN 03774-0486(LT) (115 Fountain Street South)
3. Part of Lot 22, Municipal Compiled Plan 730, being Parts 11 and 12 on Plan 58R-18324 and Part 5 on Plan 58R-18365, Part of PIN 03774-0485(LT) (250 King Street West)
4. Part of Lots 25 and 26, Municipal Compiled Plan 730, being Part 6 on Plan 58R-18369, Part of PIN 03774-1129(LT) (140 King Street West)
5. Part of Lot 2, Registered Plan 87, being Part 2 on Plan 58R-18367, Part of PIN 03777-0210(LT) (361 King Street East)
6. Part of Lot 9, Registered Plan 87, being Part 4 on Plan 58R-18367, Part of PIN 03777-0103(LT) (329 King Street East)

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

And That the registered owners be served with a Notice of Expropriation and a Notice of Possession for the property after the registration of the Plan of Expropriation and the Regional Solicitor is authorized to take any and all actions required to enforce such Notices including but not limited to any application pursuant to Section 40 of the "Expropriations Act";

And that all above-referenced fee simple partial takings situated adjacent to an existing Regional public highway be acquired for road widening purposes and therefore be deemed to form part of the adjacent public highway in accordance with subsection 31(6) of the Municipal Act, 2001, S. O. 2001, c.25;

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 or if determined by the Commissioner of Transportation and Environmental Services that such lands, or any part or interest thereof, are not required for the subject Project.

- That The Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands for the reconstruction of Ira Needles Blvd at Erb Street West, City of Waterloo, in the Region of Waterloo as detailed in report PDL-LEG-15-59 dated August 11, 2015:
 1. Complete application(s) to the Council of the Regional Municipality of Waterloo, as may be required from time to time, for approval to expropriate land, which is required for the improvements to Ira Needles Blvd and described as follows:

Fee Simple Partial Taking:

- a) Part of Lot 41, German Company Tract, being Parts 2, 3 and 4 on 58R-18609 (650 Erb Street West, Waterloo);

Hydro Easement:

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

- a) Part Block 91, Plan 1708 being Part 1 on 58R-18611(636 Erb Street West, Waterloo);
 - b) Part of Lot 41, German Company Tract being Part 1 on 58R-18612 (651 Erb Street West, Waterloo);
 - c) Part of Lot 41, German Company Tract being Parts 1, 5 and 6 on 58R-18609 (650 Erb Street West, Waterloo);
2. Serve notices of the above application(s) required by the Expropriations Act;
 3. Forward to the Chief Inquiry Officer any requests for a hearing that may be received;
 4. Attend, with appropriate Regional staff, at any hearing that may be scheduled;

5. 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 a transaction whereby the required interests in the lands are conveyed or if determined by the Commissioner of Transportation and Environmental Services that such lands, or any part or interest thereof, are not required for the subject project; and
 6. Do all things necessary and proper to be done, and report thereon to Regional Council in due course.
- That the Regional Municipality of Waterloo enter into an Agreement for Professional Consulting Services with GHD Limited, to provide engineering services during the preliminary and detailed design and services during construction for the Waterloo Landfill South Boundary Well Pumphouse and Stormwater Management Pond 3 Modifications, City of Kitchener, at an upset fee limit of \$323,242.58 plus applicable taxes.
 - That Regional Municipality of Waterloo enter into a Consulting Services Agreement with BluMetric Environmental Inc. of Kitchener, Ontario, to provide consulting services for undertaking the G5 Salt Assessment, Pinebush Well Field, in the City of Cambridge, at an upset limit of \$342,336.00 plus applicable taxes.
 - That the Region of Waterloo accept PDL-CPL-15-38, Monthly Report of Development Activity for June 2015, dated August 11, 2015.

And that the following items be received for information:

- **TES-TRP-15-17**, 2014 Traffic Signal Corridor and Signal Timing Review
- **TES-WMS-15-09**, Waste Management Services Education Program Update
- **PDL-CPL-15-40**, Mid-Year 2014 Waterloo Region Industrial and Business Park Vacant Land Inventory

Carried

5. Reports – Transportation and Environmental Services

Design and Construction

- #### **5.2 TES-DCS-15-18**, Consultant Selection – Detailed Design and Services During Construction for the Ayr Sewage Pumping Station and Forcemain, Village of Ayr

Moved by S. Strickland

Seconded by B. Vrbanovic

That the Regional Municipality of Waterloo enter into an Agreement for Professional Consulting Services with GM BluePlan Engineering Limited, to provide engineering services for detailed design and services during construction for the Ayr Sewage Pumping Station and Forcemain in Ayr, at an upset fee limit of \$613,768 plus applicable taxes.

Carried

5.3 TES-DCS-15-19, Consultant Selection – Class Environmental Assessment, Detailed Design and Services During Construction, Weber Street from Albert Street to Northfield Drive, City of Waterloo

Moved by B. Vrbanovic

Seconded by H. Jowett

That the Regional Municipality of Waterloo enter into a Consultant Services Agreement with Stantec Consulting Ltd. to provide consulting engineering services for a Class Environmental Assessment, detailed design, contract administration and construction inspection for improvements to Weber Street from Albert Street to Northfield Drive in the City of Waterloo at an upset fee of \$527,527.00 plus applicable taxes for the Class Environmental Assessment and detailed design phases, with contract administration and construction inspection services to be paid on a time basis in an estimated amount of \$315,000.00 as described in Report TES-DCS-15-19 dated August 11, 2015.

Carried

5.4 TES-DCS-15-20, Recommended Intersection Improvements at Ira Needles Boulevard and Thorndale Drive and Update on the Widening of Ira Needles Boulevard, City of Waterloo

T. Schmidt provided an update stating that it's looking positive to get an agreement in place to move forward with the roundabout option. He highlighted that staff need to know by November in order to move ahead with construction on that roundabout and road widening in 2016. He stated that if the agreement does not go through staff will report back in December with a brief report asking if Council still wants to proceed with the 4 lane expansion recognizing at that point there is a \$500,000 through away cost.

Moved by J. Mitchell

Seconded by K. Redman

1941027

That the Regional Municipality of Waterloo approve the implementation of a roundabout on Ira Needles Boulevard at Thorndale Drive, in the City of Waterloo, all as presented in Report TES-DCS-15-20 and subject to Regional Council approval of funding as part of the 2016 Transportation Capital Program budget process and subject to lands for the roundabout being dedicated by developers once the Consent Application for the lands is approved by the City of Waterloo and Thorndale Drive Extension is designated a municipal road.

Carried

Transit Services

5.5 TES-TRS-15-12, Grand River Transit Real-Time Data Availability

Received for information.

5.6 TES-TRS-15-13, Cambridge GO Train Service Update

Received for information.

5.7 TES-TRS-15-14, Integration of Grand River Transit Automatic Vehicle Location System and Electronic Fare Management System

Moved by K. Seiling

Seconded by K. Redman

That the Regional Municipality of Waterloo approve the acquisition and installation of software upgrades, enhancements and new modules from INIT Innovations in Transportation, Inc. to support the integration of Grand River Transit's computer-aided dispatch and the automatic vehicle location (CAD/AVL) system with the Electronic Fare Management System (EFMS) at a cost of up to \$206,885.75 plus all applicable taxes.

Carried

Transportation

5.8 TES-TRP-15-18, Proposed Speed Limit on Gerber Road (Regional Road 12) between Nafziger Road (Regional Road 5) and 100 meters east of Greenwood Hill Road, in the Township of Wellesley

Moved by J. Nowak

Seconded by L. Armstrong

That the Regional Municipality of Waterloo amend the Traffic and Parking

By-law 06-072, as amended, to:

- a) Remove from Schedule 18, posted 70 km/h on Gerber Road (Regional Road 12) between Nafziger Road (Regional Road 5) and 400 metres east of Nafziger Road;
- b) Remove from Schedule 18, posted 80 km/h on Gerber Road (Regional Road 12) between 400 metres east of Nafziger Road and Moser-Young Road (Regional Road 14);
- c) Add to Schedule 18, posted 60 km/h on Gerber Road between Nafziger Road and 100 metres east of Greenwood Hill Road;
- d) Add to Schedule 18, posted 80 km/h on Gerber Road between 100 metres east of Greenwood Hill Road and Moser-Young Road;

in the Township of Wellesley, as outlined in Report TES-TRP-15-18, dated August 11, 2015.

Carried

Water Services

5.9 TES-WAS-15-22, Update on East Side Lands Wastewater Servicing Environmental Assessment

Received for information.

Rob Horne, Commissioner, Planning, Development and Legislative Services introduced the report and provided brief comments highlighting the East Side lands.

5.10 TES-WAS-15-23, P2015-21 Aerobic Biosolids Management Contract

Moved by J. Mitchell

Seconded by D. Jaworsky

That the Regional Municipality of Waterloo accept the proposal of Bartels Environmental Services Inc. for Aerobic Biosolids Management Contract for a five (5) year term at unit rates of \$4.10 /m³, \$6.98 /m³ and \$26.30 /m³ (excluding all applicable taxes) for biosolids haulage, biosolids land application or disposal and septage lagoon clean out respectively, all as detailed in Report TES-WAS-15-23 dated August 11, 2015.

Inter-Departmental Reports

5.11 PDL-15-05/TES-15-02/COR-15-01, Final Report of Regional Planning Commissioners, Public Works Commissioners and Regional Treasurers on the 1941027

Provincial Growth Plan Review

R. Horne introduced the report and highlighted 3 significant areas: population and employment forecasts; timing and investment of growth; and OMB reform.

Moved by L. Armstrong

Seconded by G. Lorentz

That the Regional Municipality of Waterloo endorse the findings and recommendations of the report entitled "Implementing the Growth Plan: Seeking Provincial and Municipal Alignment to Support a Prosperous Ontario", as it pertains to the Region of Waterloo, and as described in Report No. PDL-15-05/TES-15-02/COR-15-01, dated August 11, 2015;

And that this report be forwarded to the Ontario Growth Secretariat as further endorsement of the above-noted report.

Carried

Reports – Planning, Development and Legislative Services

Community Services

5.12 PDL-CPL-15-41, Statutory Public Meeting on a Proposed Amendment to the Regional Official Plan - Transportation Policy Update

Moved by H. Jowett

Seconded by J. Mitchell

That Regional Council authorize staff to schedule a public meeting in 2015 under the Planning Act to obtain input from the community on a proposed amendment to the Regional Official Plan that would propose to update Regional transportation policies, as outlined in Report No. PDL-CPL-15-41, dated August 11, 2015.

Carried

6. Information/Correspondence

6.1 MWA – Municipal Waste Association - 2014 Silver Promotion and Education Award for Digital Tool (over 30,000 households)

T. Schmidt highlighted the award that Waste Management received in the Spring in the digital category for their electronic newsletter. Chair T. Galloway presented the award to Kim Kidd-Kitagawa, Coordinator, Waste Management.

6.2 Council Enquiries and Requests for Information Tracking List was received for information.

7. Other Business

Next Meeting – September 15, 2015

Adjourn

Moved by K. Seiling

Seconded by K. Kiefer

That the meeting adjourn at 3:43 p.m.

Carried

Committee Chair, T. Galloway

Committee Clerk, E. Flewwelling

Len's Mill Stores and the Spur Line Trail

A Proposal to Accommodate
Walkers and Preserve Local
Business

Our Challenge

The Waterloo Spur Line Trail has been designed to cut across the parking lot of Len's Mill Store, at 130 Moore Ave eliminating approximately 40 parking spaces

If that happens, Len's Mill Store may lose its commercial zoning designation and be forced to close its 35-year-old headquarters and store

About Len's Mill Stores

- A chain of 10 factory outlets across Ontario, **headquartered in Waterloo at 130 Moore Avenue**
- Len's Mill specializes in fabrics, yarns, sewing materials, clothing, food, housewares & home décor
- Chain-wide, employs more than 200 people
- Waterloo location – serving as Len's Mill's head office – opened in 1980; **26 people** work there
 - **20** front-line staff
 - **6** office staff

Len's Mill and the Spur Line Trail

- Len's Mill Store is located on the north side of the CN Rail track; store parking runs along the rail line
- The current alignment of the Spur Line Trail would cut through the Len's Mill parking lot
- This represents **80%** of Len's Mill's available parking

Len's Mill and the Spur Line Trail

Aerial Photo



Scale 1:1000

Source: *Spur Line Multi-Use Trail Feasibility and Design Study*, Victor Ford and Associates

Len's Mill and the Spur Line Trail

Alignment Plan



- LEGEND**
- General**
- Spur line property boundary
 - Lot lines
 - Adjacent buildings and address #
 - Existing deciduous trees
 - Existing coniferous trees
- Track Opportunities and Constraints**
- 3m rail offset (from centre of tracks)
- Trail Alignment Options**
- Alignment Option 1 (preferred)
 - Alignment Option 2
 - End/Start Route A (preferred)
 - End/Start Route B
 - Route A Start / End to the Waterloo Spur Line Multi-Use Trail (Preferred)
 - Route B Start / End to the Waterloo Spur Line Multi-Use Trail
 - Start / End On-Road Route A (preferred)
 - Start / End On-Road Route B
 - Possible On-Road Route Connections (Existing or Future Official Regional or Municipal On-Road Routes That Facilitate Cyclists and Pedestrians)
 - Connections To Adjacent Destinations (Not Necessarily Multi-Use Pathway Connections)
 - Light Pole (Shown for preferred option only)

Source: Spur Line Multi-Use Trail Feasibility and Design Study, Victor Ford and Associates

Contact Chronology

- Len's Mill Stores was working with Regional staff through 2012 on the issue
- Letters sent Jan. 4, Sep. 4 and Dec. 7, 2012 stating our concern; met with staff twice, on Aug. 27 and Nov. 9, 2012
- The matter was shelved due to lack of funding after 2012
- When project resumed in 2015, response was delayed because a Regional notification letter was sent to the wrong address (our Port Dover location)

Contact Chronology Cont'd

- Met with staff **March 5** and **May 12**, 2015
- A temporary solution was worked out with staff to move that portion of the trail to Waterloo St. until a permanent solution can be found
- Len's Mill is now engaged in discussions with Regional staff in the hopes of finding that solution

Len's Mill is prepared to partner with the City and the Region to cover the added costs and enhance this section of the Spur Line Trail for citizens, while also preserving their local business and local jobs.

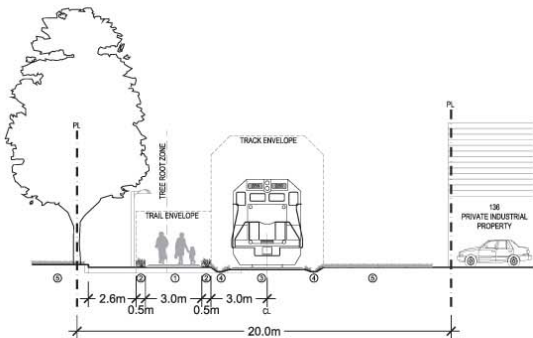
Trail Options

- The initial Spur Line Trail Feasibility Study by Victor Ford & Associated Landscape Architects developed **two alternatives** for the Len's Mill leg of the trail
- Option 2 would have avoided Len's Mill entirely
 - Run the trail along the south side of the tracks
 - This option leaves the Len's Mill parking area intact

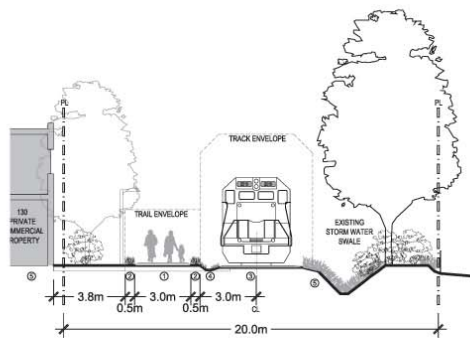
Trail Options

ALIGNMENT OPTION 1

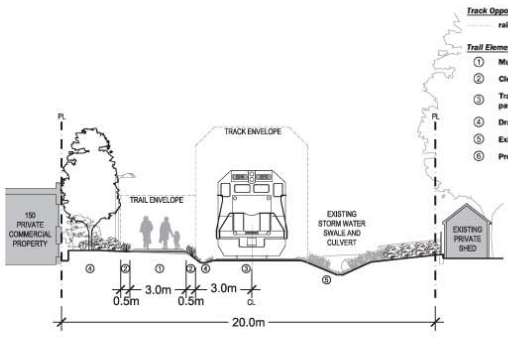
Section 07-a



Section 07-b



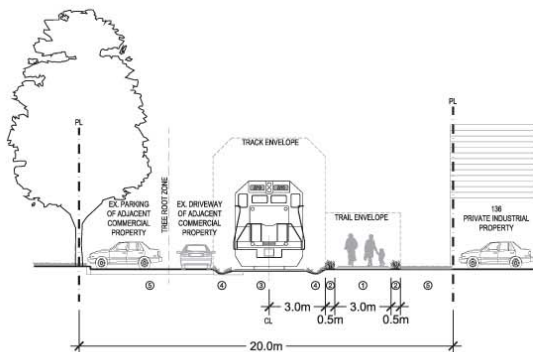
Section 07-c



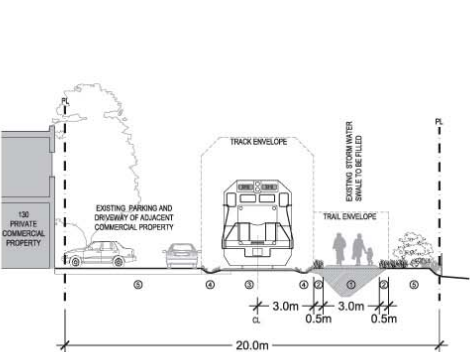
- LEGEND**
- General**
- Spur line property boundary
 - ▭ Adjacent buildings and address #
- Track Opportunities and Constraints**
- rail & trail alignment zones
- Trail Elements**
- ① Multi-use trail
 - ② Clear zone - low mown grass or paved
 - ③ Track bed (ballast and railway ties / paving surface, tracks)
 - ④ Drainage swale, within track envelope
 - ⑤ Existing conditions
 - ⑥ Proposed retaining wall

ALIGNMENT OPTION 2

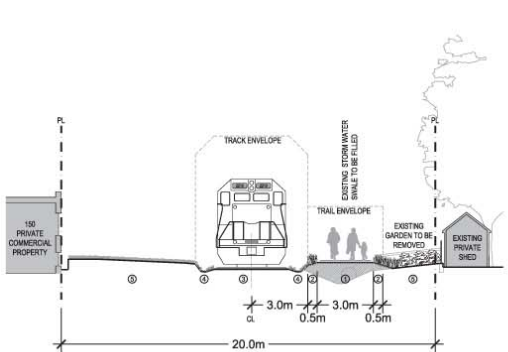
Section 07-a



Section 07-b



Section 07-c



Scale 1:150

Source: Spur Line Multi-Use Trail Feasibility and Design Study, Victor Ford and Associates

Paths to a Solution

- Since this issue arose, Len's Mill has been seeking a new building in Waterloo of appropriate design and zoning to handle the store's current level of business
 - To date, no appropriate sites have been found
- Len's Mill has also approached neighbouring landowners in an effort to purchase available land for new parking

Going Forward

- Continuing to work with staff and exploring potential financial partnership with Len's Mill Stores to enable the parking to remain intact, the store to remain open and the head office to stay in Waterloo while facilitating an enhanced Spur Line trail for residents.

Questions?

Summary of Route Options

Route	Queen St. (Starting at Huron), to Bridge St. (Ending at Trussler)	Huron Rd (between Queen & Trussler)	Bethel Rd (between Queen & Trussler)	Trussler Rd (between Huron & Bridge)
Houses	74	16	8	8
Libraries	1	-	-	-
Schools	1	-	-	-
Community Parks	1	-	-	-
Notes:	Most houses are primarily front-lotted with driveways and are very close to Queen & Bridge Streets (allow +/- 1-2 houses for error)	Most houses are well set back from Huron Rd (allow +/- 1-2 houses for error)	Most houses are well set back from Bethel Rd (allow +/- 1-2 houses for error)	Most houses are well set back from Trussler Rd (allow +/- 1-2 houses for error)

August 9, 2015

Good evening Matt:

First of all, thank you for taking on this task of representing the concerned residents of New Dundee.

My name is Dana Forbes in New Dundee. As you can imagine the location of our home is in the center of all the traffic that passes through our little town.

Our major concern with the truck traffic is that they should be traveling highway 7/8 and taking the designated truck routes, but instead they are leaving 7/8 and traveling south on Queen Street and traveling through New Dundee in order to enter onto Highway 401. New Dundee has become the short cut for the Truck Couriers. My issues are not with the local truckers that have shops in this area but rather the trucks that are using this route as a short cut to the 401 corridor. These drivers have no vested interest in this area of the Township other than avoiding highway traffic in Kitchener to join with 401. These same trucks could just as well take Trussler Road and avoid New Dundee altogether. That being said, one local Truck operator has made it his mission to minimize the issue of truck traffic that comes through town. What bothers me about this individual is that he does not even live close to the roads that are an issue. He is more concerned about his bottom line than he is about the safety of our children and the right that we deserve the same peace and quiet that the other residents of New Dundee enjoy. Just because we live on a major road does not mean that we should have to endure the constant noise of heavy traffic. When we moved into this house 22 years ago, there was not the same amount of heavy truck traffic. As time has gone by the heavy traffic has increased and the attitude of the drivers has become troublesome to me. As professional drivers I would expect an attitude of safety and cooperation, however, the opposite is the case. Many times I have witnessed trucks coming through town and if a child were to run out into the road, there is no way some of these trucks would be able to safely stop. Does someone have to die before we are heard?

I believe this attitude is encouraged by the Township because Wilmot Township has no interest in finding a resolution to our traffic issues in New Dundee, other than feeble attempts in order to make a show of concern. Even our Township Mayor has made a personal statement that there is no issue with the truck traffic in New Dundee (nice of him to show support for all residence of New Dundee).

In conclusion, I find it disheartening that the individuals that are not directly involved (living on the heavy traffic route) seem to have more persuasion than those families that are directly impacted by the heavy truck traffic. (why is that?)

August 9, 2015

Short list of infractions:

- trucks traveling Bridge St. to Queen St., truck driver wheels must cross yellow line in order to make turn and make it up the hill heading north.
- trucks heavy hauling past New Dundee school any time of the day. Our Mayor stated that the parents dropping their children off at the school pose a greater danger than the heavy trucks (are you kidding?).
- Although Township Road is now posted as a no truck road, this is virtually ignored by the drivers, probably because there is no enforcement.
- New Dundee is a known short cut in order to reach 401 corridor and 401 to 7/8 corridor.
- cooperation between some local truck companies and local residents non existent.
- cooperation between Wilmot Township and affected residents also non existent.

Dana Forbes

New Dundee, ON

Aug. 09, 2015

My name is Todd Gilchrist I have lived in New Dundee since 1999, I have driven a truck for the past 35 years, so I am not apposed to trucks, just unnessary truck traffic.

The truck traffic has increased Immensely, Queen st & bridge has become a bypass around Kitchener. When Queen st and Bridge st was ^{being} rebuilt trucks were using trussler rd as a bypass, when these roads were completed they th rebuilt trussler rd to hyway standards, at that time the no-truck signs were taken down on trussler rd, we figured the majority of trucks would keep using trussler rd. but that did not happen.

When Queen & Bridge st was rebuilt with new sidewalks & curbs, there no buffer zone between sidewalk & street, if someone were to trip & fall they would be out on the road.

At times you cannot sit outside or carry on a conversation becaus. of the noise, there are signs posted no engine brakes but signs are ignor

Most of all the unnessary truck traffic ^{is} going right by a school, no has been hit yet and I hope it never does ^{trucks are up on the sidewalks.}

Being proactive and not reative there is an ^{around the corner of Queen & bridge} easy solution, this problem, if signs were posted at Trussler rd & Bridge st (and Huron & Queen st.)

- * In town deliveries Only *
- * Trussler Rd to Expressway *
- Trussler rd & Huron Rd should be used as a truck bypass around New Dundee, this was done in Breslau a number of years ago.

I invite each and every councillor ~~on~~ to spend an afternoon on are porch, not just an hour but a full after noon. We will supply the beverages and just watch what goes on here, Bring your laptop or bring book.

Yours Truely Todd & Bev Gilchrist

Good afternoon,

This problem continues to worry my family and my neighbours. Living on Bridge street, I quite literally fear for the safety of my kids when they are anywhere near the road. In the last three days I have witnessed excessive speeds and dangerous driving on our residential street which, as you know, is also home to our public school and park.

On one occasion, a pickup truck driver seemingly took offence to my driving home at the posted speed limit, and took it upon himself to drive within a few feet of my back bumper from the stop at bridge and queen, before finally getting fed up and passing me in front of the school on bridge, continuing at a speed that was probably fast enough for a license suspension.

Yesterday, a 'Jimmy D's' transport truck flew down Bridge at speed more suited to the 401, while talking on his cell phone.

And finally, earlier in the week, there were at least 3 'Coco Paving' trucks flying through town down bridge at breakneck speeds, one after the other, very early in the morning.

The very sad thing is that none of these incidents in the last few days came as a surprise to me. This is life on bridge street, what we live with each and every day, and God help us the day someone's child is killed as a result of the irresponsible way people are both causing, and failing to prevent this entirely avoidable safety concern.

Warmest regards,
David Moore

August 10, 2015

I'm quite concerned with the increased truck traffic over the years..since moving here 26 years ago in my opinion it has increased 10 times..I thought with the refurbished Trusser Rd more effort would have been made to divert some of this down Trusser Rd to highway 7/8 or to Huron Rd away from the village...the number of gravel trucks though here is ridiculous and in my opinion not necessary..

I also would like to see the speed limit reduced through town to 40 km..but this would only be successful if it was enforced...the police presence is minimal at best of times as speeding seems to be out of control...

John Weber

New Dundee On.

August 8, 2015

I think it should be brought to council's attention that the ramp with the yield sign is not designed for the safe use by tractor trailers. If the ramp was designed accordingly the northbound tractor trailers would not have to enter the southbound lane to use the ramp to round the corner. With the removal of the yield sign the tractor trailers on the ramp are at a greater speed than with a stop sign therefore they are going a lot faster therefore they are entering the southbound lane more often. This is not a safe situation at the bottom of a hill.

Thanks

Dave Merritt (Retired Truck Driver)

New Dundee

New Dundee Optimist Club

January 7, 2014.

The Corporation of the Township of Wilmot
60 Snyder's Road West
Baden, Ontario
N3A 1A1

Mayor L. Armstrong

Councillors M. Murray, A. Junker, J. Gerber, B. Fisher, P. Roe

Cc: CAO Grant Whittington

Dear Sirs:

The New Dundee Optimist Club President and Directors support the initiative to restrict transient heavy truck traffic on Queen Street between Bridge Street and the Waterloo-Oxford Line. We understand that the Township has control **only** over the portion of Queen Street between Bridge Street and Waterloo-Oxford Line while the Region of Waterloo has control over the portion of Queen Street north of Bridge Street as well as Bridge Street itself.

We also understand that this restriction does not apply to heavy truck traffic making a bona fide delivery/collection within the defined settlement area of New Dundee nor to farm vehicles moving grains and perishable products between farm fields and storage areas.

Furthermore, we **expect** the Township to work on our behalf, with the Region of Waterloo, to obtain a similar restriction on Bridge Street and the portion of Queen Street north of Bridge Street within the settlement area of New Dundee. **The safety of our children walking to the New Dundee Public School crossing and along Queen Street and Bridge Street is our primary concern.**

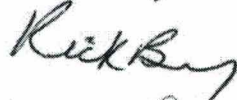
We expect that the Township's Council will support the safety and lifestyle of the residents of New Dundee by creating and passing the necessary by-laws regarding this issue.

Yours truly,

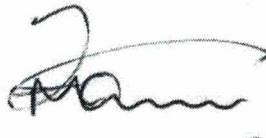

President Mark Hammer

Optimist Club Directors:

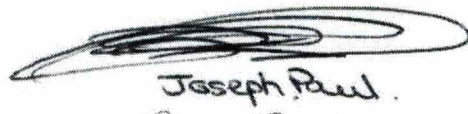




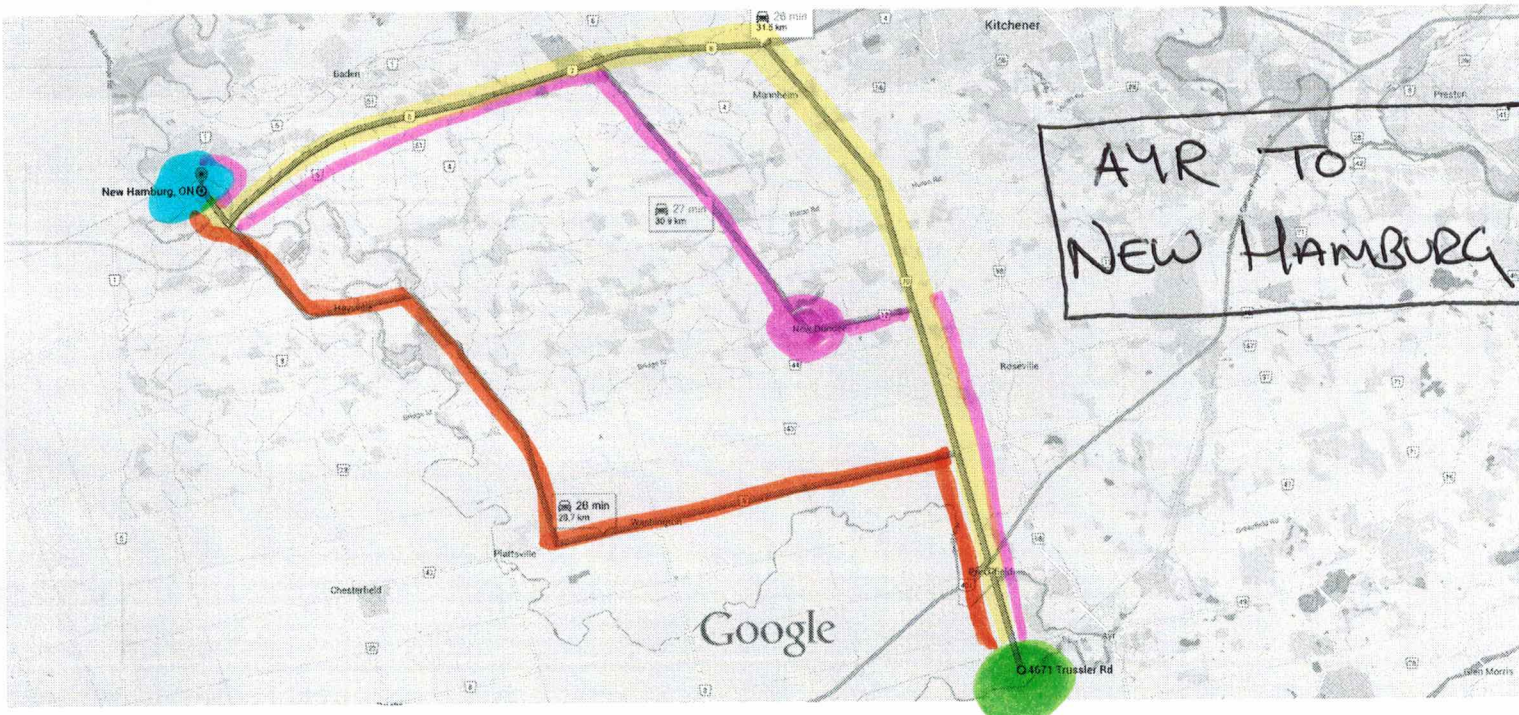







Joseph Paul.


Don Hlop



Map data ©2015 Google 2 km

- NEW DUNDEE, ON
- AYR, ON
- NEW HAMBURG, ON

- = ROUTE 26 MINUTES, 31.5 KM (VIA TRUSSLER)
- * ALT. ROUTE, VIA NEW DUNDEE, 27 MIN, 30.9 KM
- † ALT. ROUTE 2, VIA WASHINGTON/
HAYSVILLE, 26 MIN, 28.7 KM

NEW DUNDEE (Queen/Bridge)

TRUCK TRAFFIC Stats/Info/Count

Tuesday, February 10, 2015 from 4:02PM-4:49PM (48 Minutes)

No.	Time	Who?
1	4:02PM	Manitoulin
2	4:03	Messenger
3	4:05	? (Unknown/Unclear/Going Too Fast)
4	4:10	Bower
5	4:20	?
6	4:24	?
7	4:25	B.A.M.
8	4:30	Duplex
9	4:37	?
10	4:37	FEDEX
11	4:37	?
12	4:48	?
13	4:48	Skelton Truck Lines
14	4:48	?
15	4:49	Progressive Recycling

Tuesday, February 10, 2015 from 9:50am-10:50am (1 Hour)

No.	Time	Who?
1	9:50am	Penske
2	9:51	Petro-Canada
3	9:54	? (Unknown/Unclear/Going Too Fast)
4	10:01	Manitoulin Transport
5	10:02	?
6	10:10	Beyond Transportation
7	10:13	Essroc Ready Mix
8	10:15	?
9	10:15	Go JIT
10	10:16	Alpine
11	10:21	?
12	10:24	"OVERSIZED LOAD"
13	10:31	Compressed gas
14	10:34	?
15	10:35	?
16	10:38	Bill's Trucking
17	10:41	?
18	10:43	Stotesbury
19	10:49	Lay's

Monday, February 9, 2015 from 8:45am-9:45am (1 Hour)

No.	Time	Who?
1	8:46am	? (Unknown/Unclear/Going Too Fast)
2	8:46	“OVERSIZED LOAD”
3	8:47	Erb
4	8:50	Atlantic
5	8:51	?
6	8:55	Western Logistics
7	9:01	?
8	9:08	?
9	9:17	Cargill
10	9:18	OMEX
11	9:22	Dawn Lee Trucking
12	9:22	?
13	9:27	?
14	9:27	Progressive Recycling
15	9:29	Client Transport Inc.
16	9:36	K-Dac
17	9:38	Essroc Ready Mix
18	9:39	Essroc Ready Mix
19	9:45	Day & Ross

Saturday, February 7, 2015 from 3:39am-3:53am (14 Minutes)

No.	Time	Who?
11 Trucks	3:39am-3:53am	? (Unknown/Unclear/Going Too Fast)

Saturday, February 7, 2015 from 3:39am-5:06am (1 Hour, 27 Minutes)

No.	Time	Who?
34 Total Trucks	3:54am-5:06am	? (Unknown/Unclear/Going Too Fast)