PASSED: June 23, A.D. 1982
By-law number 81-109-P

CITY OF KITCHENER

Resolving to adopt amendment No. 8 to the official plan

JAMES WALACE
City Solicitor, Ontario
AMENDMENT NO. 8
TO THE
OFFICIAL PLAN FOR THE
CITY OF KITCHENER PLANNING AREA

This Amendment No. 8 to the Official Plan of the City of Kitchener Planning Area, which has been adopted by the Council of the City of Kitchener, is hereby modified under the provisions of Section 17 of The Planning Act R.S.O. 1980 as follows:

1. That the subsection entitled The Environmental Assessment Act contained within Section 3 - Basis of the Amendment, be deleted.

2. That the following statement be added to Section 5 - Implementation and Interpretation:

   In the event that an undertaking subject to The Environmental Assessment Act is to be carried out in connection with the Huron Industrial Park, the necessary approval shall be obtained under The Environmental Assessment Act prior to proceeding with the undertaking.

As thus modified, this amendment is hereby approved pursuant to Section 17 of The Planning Act, as Amendment No. 8 to the Official Plan for the City of Kitchener Planning Area.

June 7, 1982
Date

[Signature]
Regional Chairman

[Signature]
Regional Clerk
WORKING COPY

Official Plan of the
City of Kitchener Planning Area
Amendment No. 8

The attached map designated Schedule "a", Schedule "b" and explanatory text, constituting Amendment No. 8 to the Official Plan of the City of Kitchener Planning Area, was prepared by the Corporation of the City of Kitchener under the provisions of Sections 13 and 17 of The Planning Act, R.S.O. 1970, on the 2nd day of October, 1981.

MAYOR

CLERK

This Amendment was adopted by the Corporation of the City of Kitchener by By-law No. 81-102, as in accordance with Sections 13 and 17 of the Planning Act on the 2nd day of October, 1981.

MAYOR

CLERK

This Amendment to the Official Plan of the City of Kitchener Planning Area, which has been recommended by the City of Kitchener Planning Committee and adopted by the Council of the City of Kitchener, is hereby approved in accordance with The Planning Act as Amendment No. 8 to the Official Plan of the City of Kitchener Planning Area.

DATE

REGIONAL CHAIRMAN

DATE

REGIONAL CLERK
BY-LAW NUMBER 81-109-6

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to adopt Amendment No. 8 to the Official Plan)

The Council of The Corporation of the City of Kitchener in accordance with the provisions of Sections 13 and 17 of The Planning Act hereby enacts as follows:

1. That Amendment No. 8 to the Official Plan for the City of Kitchener Planning Area consisting of the attached map and explanatory text, is hereby adopted.

2. The Clerk is hereby authorized and directed to make application to The Regional Municipality of Waterloo for approval of Amendment No. 8 to the Official Plan of the City of Kitchener Planning Area.

3. This by-law shall come into force and take effect on the day of final passing thereof.

PASSED at the Council Chambers in the City of Kitchener this 2nd day of June A.D. 1981.

Mayor

Clerk
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AMENDMENT NO. 8 — TO THE OFFICIAL PLAN OF
THE CITY OF KITCHENER PLANNING AREA

SECTION 1 — TITLE AND COMPONENTS

This Amendment shall be referred to as Amendment No. 8 to the
Official Plan of the City of Kitchener Planning Area.

Sections 1 to 5 inclusive of this document and attached Schedules
"A" and "B" constitute this Amendment.

SECTION 2 — PURPOSE OF THIS AMENDMENT

The primary purpose of this Amendment is to expand the boundaries of
the Plan for Land Use to incorporate the lands shown on the attached
Schedules "A" and "B". The lands will be designated "Industrial" and
"Major Open Space" on Map 1 — "Plan for Land Use". As well, those
lands below the Regional Floodline will be so designated on Map 2 —
"Flood Plain and Environmental Areas".

The general alignment of the proposed extension of Strasburg Road
and the proposed realignment of Huron Road will be designated as
"Proposed Secondary Arterial Roads".

As well, beyond the boundaries of the land use addition, the realignment
goal of Huron Road is designated as a "Proposed Secondary Arterial"
road between Strasburg Road and Homer Watson Boulevard.

Specific policies will be added to the text of the Official Plan to:
- protect areas of archaeological significance within
  the boundaries of the Amendment;
- protect existing residential development, particularly
  at the intersection of Westmount and Huron Roads;
- recognize the scale and topographic diversity of this
  Industrial area, as well as the goals of the developers,
  by allowing greater flexibility of land uses within this
  "Industrial" designation;
- further define Regional severance policies for those
  areas remaining within Settlement Pattern Policy
  Area "B", of the Regional Official Policies Plan;
and
- provide for the continuation of the CNR spur line
  from its present terminus east of Homer Watson Boulevard,
  as an underpass beneath Homer Watson Boulevard to serve
  the Trillium and Huron Industrial areas.

SECTION 3 — BASIS OF THIS AMENDMENT

The subject lands were annexed to the City of Kitchener on January 1,
1975 in accordance with boundary changes stipulated within The Regional
Municipality of Waterloo Act. The Official Plan for the City of
Kitchener Planning Area addresses these lands, as well as other areas
which are not contained within the Land Use Plan Boundary of the City
of Kitchener Planning Area by making provisions for amending the
Official Plan to incorporate them as additions to the Plan for Land
Use, following the completion of detailed studies.
The proposed "Huron Industrial Park" is comprised of approximately 600 hectares of land bounded by Bleams Road to the north, Westmount Road to the west, the extension of realigned Strasburg Road to the east and the southern limit of the Strasburg Drainage Basin to the south.

It is located adjacent to the Country Hills West residential community to the north, Strasburg Industrial Park to the west and farmland to the east and south. By virtue of its location, the subject area comprises a natural westerly extension to Kitchener's Industrial Basin.

The subject lands are within the Strasburg Drainage Shed, and can be serviced by gravity sewer to the Doon Sewage Treatment Plan. Based on a need for additional industrial land, which has been identified at both the city and regional levels, these lands constitute the only remaining area of significant size within the city which can be serviced for major industrial development in the short and medium term.

The existing and proposed arterial and primary road system provides a high degree of accessibility to Highway 401, Highway 8 and the Conestoga Expressway. As well, the Industrial Area will be readily accessible from the planned residential communities of Doon South, Pioneer Park, Country Hills, Laurentian and Laurentian West.

Rail Access

The Canadian National Railway spur line located east of Homer Watson Boulevard is capable of being extended westerly to provide direct rail access to potential industrial development. Because the exact location of the spur line is not known until additional, detailed work is done on the Transportation Study and the Secondary Plan, the spur is not identified on Schedule A. Policies are included in this Amendment, however, to recognize the continuation of this spur line across Homer Watson Boulevard to serve the Trillium and Huron Industrial area.

Land Ownership

Application to amend the Official Plan has been made on behalf of 10 property owners, representing approximately 390 hectares of land in the Huron Industrial area. As well, there are approximately 20 other land owners within the area of the Amendment, who own a total of 110 hectares land. These are comprised largely of a 65 hectare farm in the northeast corner of the proposal, 6 single detached homes at the intersection of Westmount and Huron Roads, the 10 hectare Portuguese Canadian Club on Westmount Road, 8 residential properties along Plains and Huron Road and 4 privately owned parcels at the intersection of Huron and Westmount Roads.

Policies have been included in the text of the Amendment to protect the residential properties at the intersection of Westmount and Huron Roads. The remaining properties are incorporated within the "Industrial" designation.

The Regional Official Policies Plan

The proposed Huron Industrial Community is located partially within Settlement Policy Area "A" of the Regional Official Policies Plan. This is a designation to accommodate urban development to the year 2001. However the south westerly half of the subject area is located within Settlement Policy Area E, a designation not intended for major development at this time. This land is also designated as "Agricultural Resource Policy Area B", where agricultural uses "will be the first priority".

Policy 8.36 of the Regional Official Policies Plan does state, however, that it:
"Will permit new non-agricultural development and expansion or consolidation of existing non-agricultural uses within Policy Areas A and B... only when such proposals are deemed to be in the public interest. In such cases, detailed study of need, consideration of alternative locations, priority requirements, staging of the development and public evaluation must accompany any Amendment to an Area Municipal Official Plan and/or Zoning By-law for the consideration of Regional Council."

On December 17, 1979, at the request of the major property owners, Kitchener Council adopted the following resolution, giving support in principle to the processing of an Official Plan Amendment for the subject area.

"That the processing of an Official Plan Amendment in the form of an Official Plan addition be approved in principle to designate the lands generally bounded by Bleam’s Road to the north, Westmount Road to the west, the southern limit of Strasburg Drainage Basin to the south and the extension of realigned Strasburg Road to the east, as Industrial and Major Open Space on Map 1, "Plan for Land Use", where applicable and to Regional Floodline and Ecologically Significant Area on Map 2, "Flood Plan and Environmental Areas", where applicable and further,

That such processing be subject to agreement from the Regional Municipality of Waterloo that the required Area Municipal Official Plan Amendment can proceed under Section 8.36 of the Regional Official Policies Plan and subject to the Amendment Meeting all of the requirements of Section 8.36 of the Regional Official Policies Plan, and further subject to satisfactory servicing arrangements being worked out with the City of Kitchener and a Secondary Plan being prepared and approved."

On April 8, 1980 Regional Council passed the following resolution:

"That the Regional Municipality of Waterloo confirms that Policy 8.36 of the Regional Official Policies Plan is to be used for industrial development purposes only."

Detailed documentation of the need for and alternative locations and staging of this development are contained in the attached appendices. Public evaluation will take place as a function of the circulation and review process of the Official Plan Amendment application.

A policy has been added to the text of the Amendment, made necessary by the location of a portion of these lands in Settlement Policy Area E of the Regional Official Policies Plan:

Section IV.1.i.x of the Kitchener Official Plan now states:

"In those rural areas of the City of Kitchener within Settlement Policy Area E in the Regional Official Policies Plan, development control policies in the Regional Official Policies Plan for rural settlement, expansion of existing settlement, establishment of new settlements and creation of new lots, which are deemed to be City Official Plan policies for application in the above-noted area, shall apply."
It will be necessary to amend this policy as it applies to lands within the boundary of Huron Industrial Park, specifically as it relates to the creation of new lots. Regional policies for the severance of land in rural areas would not apply.

**Industrial Land Use**

At the present time, the "Industrial" designation of the Kitchener Official Plan permits a wide variety of industrial uses such as "manufacturing, processing of raw materials or goods, repairing and servicing operations, warehousing, storage of bulk goods and transport terminals". Complementary uses such as "parks and open space, public and institutional uses, commercial recreation facilities and those commercial uses which directly serve the industries or employees" are permitted "provided they do not interfere with nor are detrimental to the development of the primary intended uses". Offices are permitted as "complementary uses ... accessory to the industrial land use" within planned industrial parks.

Larger scale commercial facilities appealing to a wider market, and free standing office buildings, have not traditionally been permitted within the industrial designation for the following reasons:

- to preserve industrial land for industrial development;
- to preserve the viability of Kitchener's downtown core by ensuring that it remains the focus for office development; and
- to protect the viability of existing and designated neighbourhood and community commercial facilities within the overall context of the approved Official Plan.

The proponents of the Huron Industrial Community have requested that uses beyond those traditionally permitted in an "Industrial" designation be considered in the Huron area. These uses would include a wider variety of commercial, office and service component.

It is recognized that due to the topographic diversity and large size of the Huron Industrial area, some latitude is required in the siting of buildings and the uses permitted. As well, it is recognized that industrial buildings, which may have the appearance of a free-standing office building, are being used for such growing industries as research and development and data processing. And a wider variety of quasi-industrial uses such as decorating, auto servicing, etc., are locating on the periphery of industrial areas in industrial mall settings.

While the City cannot support free-standing office buildings, service commercial and large retail commercial plazas throughout the "Industrial" designation for the reasons stated above, the following uses are specifically added to permit them to within the Huron Industrial area:

- research and development facilities, scientific and technological facilities
- engineering, surveying and design firms and enterprises
- computer, electronics and data processing firms
- showrooms and limited factory outlets.

As well, due to the size of this Industrial Community, it is envisaged that one or more "Industrial Service" centres could be designated through the secondary plan process. These service centres would contain a range of commercial and support services primarily serving the industrial community. These more wide-ranging commercial uses would be restricted to the service centres. The size, scope, range of services and location of Industrial Service centres would be determined through the Secondary Plan.
Areas of Archaeological Significance

The former village of New Aberdeen is located along Huron Road within the Huron Industrial area. This village, which was established around 1840, flourished for approximately 35 years. It contained a maximum population of approximately 150 persons, and the village's activity was centered around its flour and saw mills. There were 27 to 30 structures, including 3 churches, 2 general stores and a hotel. None of these structures have survived.

Work undertaken for the Ministry of Culture and Recreation states that New Aberdeen is important "in that it stood on Huron Road and witnessed much of the early development associated with the colonization of that road".

As well as this settlement, it is expected that there are a number of former Indian villages and burial grounds in this area.

Section 14.8 of the Kitchener Official Plan now states that an Environmental Analysis will be required where a change in the legal use of land is proposed in, or contiguous to, an Environmentally Sensitive Policy Area or an Ecologically Significant Area, and that this analysis shall have regard for "buildings and structures of historical or cultural merit and/or architectural uniqueness and archaeological sites". Due to the potential archaeological significance of this area, and to the requirements of the Ontario Heritage Act, a policy is being added to the text of the Official Plan to ensure the protection of archaeological sites and artifacts throughout the development of Huron Industrial Park.

Secondary Plan

Prior to the development of Huron Industrial Park, a Secondary Plan outlining servicing and staging, drainage policies, aggregate extraction, transportation patterns, protection of residential, historic, archaeological significant, wooded and floodplain areas, identifying an open space system and providing more detailed land use policies will be adopted by resolution of Kitchener City Council.

A major component in the development of the Secondary Plan will be the undertaking of a transportation study to determine the location of major roads and rail connections and to assess the impact of this development on peripheral and adjacent roads. The alignment of the extension of Strasburg Road and an east-west arterial road (realigned Huron Road) will be determined through this study.

At the present time, Schedules A and B of this Amendment show an east-west realigned Huron Road north of the existing alignment of Huron Road, intersecting with Westmount Road in a general location north of the residential settlement at Westmount and existing Huron Roads.

Policies are being added, through this Amendment, to recognize that locations of these proposed Arterial Roads as shown on Schedules A and B are general in nature, pending the determination of the exact alignments through the Transportation Study and Secondary Plan. It is further noted that the location of the new east-west arterial between Strasburg and Westmount Roads could, in whole or in part, be coincident with the alignment of existing Huron Road.

The Environmental Assessment Act

It is recognized that certain works such as the construction and/or widening of roads in this area may be subject to the requirements of the Provincial Environmental Assessment Act. The detailed analysis of which, if any, works will be subject to the requirements of the Act and which works will be exempted will be undertaken as part of the Transportation Study referred to above. These matters will be resolved prior to Regional approval of this Amendment.
SECTION 4 - THE AMENDMENT

The Official Plan of the City of Kitchener Planning Area is amended as follows:

1) Map 1, "Plan for Land Use" is amended as shown on attached Schedule "A";

2) Map 2, "Floodplain Plain and Environmental Areas" is amended as shown on attached Schedule "B";

3) Policy IV.10.xxxi is added, and shall read:

"The general alignment of the proposed realignment and extension of Strasburg Road is shown as a Proposed Secondary Arterial Road on Maps 1 and 2 of this Plan. As well the general alignment of a new Secondary Arterial Road is shown as a major connection between Westmount Road and the realigned Strasburg Road within Huron Industrial Park. It is recognized that the locations of these proposed roads are general in nature, and that the exact alignments will be determined as part of a Transportation Planning and Engineering Study and a Secondary Plan for the Huron Industrial Park. It is also recognized that, pending the results of these studies, the alignment of the proposed Secondary Arterial Road between Strasburg and Westmount roads could be coincident with the existing alignment of Huron Road."

4) Policy IV.11.xxxv is added, and shall read:

"The following policies will apply to the development of Huron Industrial Park:

a) Requires that industrial development in the Huron Industrial Park be buffered from designated residential areas and from the existing residential settlement at the intersection of Huron Road and Westmount Road. This buffering will be by means of building setback, berms, land use, open space and landscaped screening. Industrial development adjacent to residential areas will be limited to non-obnoxious industries such as those which do not involve metal smelting, refining, stamping or forging, chemical processes, animal products, beverage processing, the processing or manufacturing of leather, pelts, rubber or plastic products, petroleum or non-metal mineral products and truck transportation terminals.

b) Allows for the continuation of the Canadian National Railway spur line from its present location east of Homer Watson Boulevard, west to serve the Trillium and Huron Industrial areas by way of an underpass of Homer Watson Boulevard north of Huron Road.

c) Subject to the adoption of a Secondary Plan for Huron Industrial Park, Policy IV.1.1.x of this Plan shall not apply to those portions of Huron Industrial Park within Settlement Policy Area E of the Regional Official Policies Plan."
d) Recognizes the presence of potentially significant archaeological sites within the boundaries of Huron Industrial Park, and makes provision for the study and possible designations of such sites under the provisions of The Ontario Heritage Act prior to development taking place.

e) Recognizes the varied topography and vegetation, the size of the future industrial park and the trend toward a wider range of land uses within planned industrial areas. Uses such as research and development facilities, scientific and technological facilities, computer, electronic and data processing enterprises, showrooms, factory outlets and firms involved in surveying, engineering and design, industrial administrative offices and commercial/industrial developments will be permitted. As well, complementary uses will be permitted in, and restricted to Industrial Service Centres. These Industrial Service Centres will contain a range of convenience and other commercial uses primarily serving the needs of the industrial community.

Policies and designations to establish the location, size and scope of Industrial Service Centres will be determined at the time of the Secondary Plan.

5) Policy IV.11.xxxvii is added and shall read:

"In addition to the provisions of Policy IV.11.xxxv, particular attention will be given to buffering the major industrial uses in Huron Industrial Park from the existing and future residential development north of Bleams Road. Such buffering will consider the lands immediately south of Bleams Road between the Major Open Space designation and realigned Strasburg Road as a transition area. Buffering within this transition area will be by means of building setback, berming, land use, i.e. Industrial Service Centre, open-space and landscaped screening. The size of the transition area and the type of buffering uses contained therein will be defined in the Huron Industrial Secondary Plan."

SECTION 5 - IMPLEMENTATION AND INTERPRETATION

The provisions of the Official Plan of the City of Kitchener Planning Area regarding the implementation and interpretation of that Plan shall apply in regard to this Amendment.
SCHEDULE 'A': AMENDMENT TO THE OFFICIAL PLAN

PLAN FOR LAND USE

AREA AFFECTED BY THIS AMENDMENT "ADDED TO THE PLAN FOR LAND USE AND DESIGNATED "INDUSTRIAL AND MAJOR OPEN SPACE."

BOUNDARY OF THE PLAN FOR LAND USE

MAP 1 is also amended to show a new proposed Secondary Arterial Road between Homer Watson Blvd. and realigned Strasburg Road.

MAJOR OPEN SPACE
INDUSTRIAL
LOW DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL

POLICY FOR SPECIFIC AREA:

SCALE: 1" = 2000
DATE: DEC. 1/80
REV: MARCH 1981

KITCHENER, DEPARTMENT OF PLANNING AND DEVELOPMENT
SCHEDULE 'B': AMENDMENT TO THE OFFICIAL PLAN

FLOOD PLAIN AND ENVIRONMENTAL AREAS

AREA AFFECTED BY THIS AMENDMENT "ADDED TO THE PLAN FOR LAND USE AND DESIGNATED INDUSTRIAL AND MAJOR OPEN SPACE"

BOUNDARY OF THE PLAN FOR LAND USE

MAP 2 is also annexed to show a new proposed Secondary Arterial Road between Homer Watson Blvd, and realigned Strawbery Road

REGIONAL FLOODLINE

ENVIRONMENTALLY SENSITIVE POLICY AREA

PRIMARY ROADS

PROPOSED SECONDARY ARTERIAL

SCALE: 1/" = 2000
DATE: DEC. 1/80
REV. MARCH 1981

KITCHENER, DEPARTMENT OF PLANNING AND DEVELOPMENT
APPENDIX "A"
Agency Circulation Comments

August 14, 1980 - from M. McColl, Corridor Control Technician, for D. E. Turner, Corridor Control Officer, Ministry of Transportation and Communications, P. O. Box 5333, 629 Erie Road, London, Ontario, N6A 3H2 to Ms. Judy McLeod, Senior Planner, City of Kitchener - "We have reviewed the above-noted subject and it is outside our area of control for comment."

August 27, 1980 - from Donald E. Greer, Municipal Planner, Resource Planning Division, Grand River Conservation Authority, 400 Clyde Road, Box 729, Kitchener, Ontario, N2G 3W6 to Ms. Theresa Lamb, Planning Technician, Regional Municipality of Waterloo, 20 Elgin Street, Kitchener, Ontario, N2K 4G7 - "We have now had the opportunity of reviewing the above-noted proposal. The textual references and schedule relating to the floodlands of Strasburg Creek appear satisfactory.

We would suggest that the text of the document contain a reference to the storm drainage system of this area being developed in accordance with the provisions of the City of Kitchener "Urban Drainage Policy".

We hope this information is of assistance."

September 2, 1980 - from M. E. Huntington, M.D., D.P.H., Associate Medical Officer of Health, Department of Health and Social Services Health Unit Division, 850 King Street West, Kitchener, Ontario, N2H 1B5 to Ms. Judy McLeod, Senior Planner, City of Kitchener - "The Waterloo Regional Health Unit has reviewed and assessed the above plan. It is noted that this area can be serviced by municipal sewers and water. Therefore, we have no objection to this amendment."

September 3, 1980 - from D. Suzuki, P.Eng., Director of Engineering, to Judy McLeod, Senior Planner - "This is to advise that the Operations and Engineering Divisions of the Department of Public Works have no comments to submit on the above."

September 15, 1980 - from J. G. Marshall, Manager, Industrial Development, CN Rail, Room 215, Union Station, Toronto, Ontario, M5J 1G7 to Theresa Lamb, Planning Technician, Regional Municipality of Waterloo, City of Kitchener, Judy McLeod, Senior Planner - "We have examined the above Amendment Application and can now advise that we have no objections to the amendment as proposed, from a Railway standpoint."

September 16, 1980 - from John McBride, Traffic Analyst, Traffic & Parking Services and Victor G. Bridle, Manager, Traffic & Parking Services to Judy McLeod, Senior Planner - "We have examined the above application and have no comments at this time with regard to amending the Official Plan. However, when an internal street system has been developed and more information on the types and sizes of industries to locate in this area are known we will comment further."

September 29, 1980 - from F. C. Krueger, Assistant to the Superintendent of Business and Finance, Waterloo County Separate School Board, 91 Moore Avenue, Kitchener, Ontario to Ms. Judy McLeod, Senior Planner, City of Kitchener - "In reply to your letter of August 6th, we offer the following comment:
Some time ago we selected a location at the intersection of Biehn Drive and Black Walnut Drive as a tentative site for a future separate school. We are concerned that the "Huron Industrial Park" could be a definite factor on whether our Black Walnut - Biehn Drive location is correct or incorrect.

Perhaps a meeting could be arranged for representatives of both school boards to meet with your department to get a better understanding as to future possible development in this general area of the city."

October 8, 1980 - from E. A. Johnston, Fire Chief to Judy McLeod, Senior Planner - "Further to our telephone discussion of this morning, the response times to the above areas are the three (3) to five (5) minute zones, (one and one-half to three miles) of the nearest fire sub-station.

The Canadian Insurance Underwriters recommended response to "mixed construction" or where a significant conflagration hazard exits, that the running distances shall not be more than one and one-half miles.

In view of the pending Fire Station location plan study which is about to take place in the City of Kitchener, I would recommend that the above-mentioned areas be included in the PSP location study in regards to Fire Demand Zones."

October 17, 1980 - from A. B. Forler, Executive Assistant to the Superintendent of Operations, the Waterloo County Board of Education, Corporation Square, Duke and Ontario Streets, Box 66, Kitchener, Ontario, N2G 3X5 to Mr. S. Klapan, Commissioner of Planning and Development, City of Kitchener - "This plan has been examined by this Office on behalf of the Waterloo County Board of Education. The Board offers no objection to this plan."

October 21, 1980 - from Wendy Wright, Senior Planner, The Regional Municipality of Waterloo to Mr. J. R. H. Stanley, Director of Planning, City of Kitchener - "Further to your request, we have circulated the above-noted official plan amendment to Regional and Municipal agencies. The following comments have been prepared in response to that circulation.

1. The proposal to amend the City of Kitchener Official Plan land use map would add approximately 1 500 acres for industrial development to the Kitchener settlement area. Only approximately half of the area falls within Settlement Policy Area A of the Regional Official Policies Plan. The amendment to the Kitchener Official Plan for that portion (approximately 750 acres) within the Kitchener Settlement Area as shown on the Regional Official Policies Plan conforms to the Regional settlement policy.

2. The remainder of the Huron Industrial Area lies within Settlement Policy Area E and Agricultural Policy Area B. Policy 8.36 in the Regional Official Policies Plan provides that Regional Council "will permit new non-agricultural development and expansion or consolidation of existing non-agricultural uses within Agricultural Policies A and B as shown on Map 2, only when such proposals are deemed to be in the public interest."

3. A report prepared under Policy 8.36 for the area outside of Settlement Policy Area A should address the proposal from both a regional and an area perspective. It should generally address questions on justification of need, site location, and cost/benefit. Specifically, Regional concerns would focus on provision of an adequate infrastructure and the related costs and benefits.

The proposal at this stage raises a number of unanswered questions which would need to be addressed:

(i) Need for the Huron Industrial area outside Settlement Policy Area A should be justified from a City and Regional perspective. This should include consideration of need along with potential supply of industrial land both within and outside of Settlement Policy Area A.
(iii) Advantages and disadvantages of the location of the Huron Industrial Area compared with other industrial areas, from a locational, servicing and transportation network point of view. This would include an analysis of any costs to the Region.

(iv) Assessment of site development costs and whether the availability and selling price of land would attract employment and thereby justify public expenditure if any.

(v) Consideration of whether the topography and location would limit the type and size of industry which would be attracted to the Huron Industrial area.

(vi) Review of the impact of the development of the road network and costs to upgrade it if necessary.

4. Based on any report that is formally submitted, we will prepare a report for Regional Council for their decision on conformity to Policy 8.36. The information included in the Appendix of the preliminary amendment is not sufficient to address the questions raised above.

5. During April 1980, Regional Council confirmed that Policy 8.36 could be used for industrial uses only. This interpretation may limit the extent of Service Commercial uses which would be permitted under Policy 11.xxxii at the intersection of Strasburg Road and Huron Road.

6. The Ministry of the Environment have noted your acknowledgement of the compatibility between residential and industrial uses through proposed Policy 11.xxxiii to be added to the Official Plan Section IV. They have suggested that the policy be modified as follows in order to clarify and make more specific the intent of the policy:

"shall be limited to non-obnoxious industries such as those which do not involve metal smelting, refining or forging, chemical processes or animal products."

7. The Ministry of the Environment pointed out that normally for an industrial area their office does not comment on water supplies. They did note, however, that with the shortage of water already within the Kitchener area, they would anticipate that any industry locating on the subject property would be of a dry type. Policies in the Regional Official Policies Plan and the City of Kitchener Official Policies Plan would already provide for this limitation.

8. The Regional Director of Water Supply has indicated that industrial growth in this area can be adequately served with water from extensions of existing large diameter water mains in the existing industrial park area. However, at one location in the extreme westerly edge of the proposed development, the land elevation reaches 1170 feet. If a major industry were to be located at this elevation, relatively poor static water pressures would be provided and perhaps extra pumping would be required for industrial use and in-plant firefighting. This is a relatively isolated area and any such extra equipment would have to be provided at no expense to the Region.

9. The Ministry of the Environment concur that this area is capable of being serviced by gravity sanitary sewers to the Pioneer Park Pumping Station located on Pioneer Drive. They have indicated that there is presently sufficient capacity at the Kitchener Water Pollution Control Plant to handle any sewage that may be generated by this property.
10. The Ministry of the Environment and the Grand River Conservation Authority have both suggested that the text of the document contain a reference that the storm drainage system will be developed in accordance with the provisions of the City of Kitchener "Urban Drainage Policy". It is the Regional staff opinion that since this proposal is an official Plan Amendment, the policies already included in the Kitchener Official Plan are sufficient. Specifically, Section IV, Policy 12(iii) provides for conformity to the Kitchener Urban Drainage Policy.

It may be appropriate, however, to include specific reference to the Urban Drainage Policies in the Implementation Plan.

The Regional Department of Engineering have indicated that a storm water management scheme must be submitted for approval at the Implementation Plan Stage.

11. The Ministry of the Environment has indicated that the proposals for road extensions and widenings and a new collector road, as well as municipal involvement in other components of the industrial park may be subject to the provisions of the Environmental Assessment Act, 1975, through the Municipal Regulation proclamed under the Act on June 3, 1990. They have suggested that you contact Mr. V.M. Rudik, Assistant Director, Environmental Approvals Branch (phone 416-965-3980) to discuss the matter.

12. Comments related to Regional Transportation indicate that in the preparation of secondary plans for this area a 30 metre right-of-way for Homer Watson Boulevard would be considered appropriate.

Access to the community via Homer Watson Boulevard and a new Huron Road connection is an issue which is being studied in detail by the Region's consultant in the Preliminary Design Study for the Homer Watson Corridor from Bloom Road to Highway 401. It is recognized that an upgraded connection will be necessary.

Proposals to possibly realign Strasburg Road and Huron Road to provide adequate arterial and/or collector roadways to serve the community do not directly involve Regional roads and should be dealt with at the municipal level after detailed engineering studies have been carried out to determine route location and feasibility. We are in agreement that these facilities require upgrading to adequately serve a development of this size.

Access to the Huron Industrial Area via Westmount Road should be limited to a few public road intersections as possible in order to maximize the traffic service function of the primary road facility. Direct access should be discouraged. Until such time as more detailed plans have been prepared no further comments are offered.

It is noted that Schedule A shows the realigned Huron Road (or new Collector Road) connecting to Westmount north of existing Huron Road. Investigations as to the possibility of connecting the new road to the existing Huron Road should be undertaken.

13. The Ministry of Natural Resources have pointed out that the area may be underlain by aggregate material which could be extracted prior to development. They have identified part of the area near Strasburg as kame gravel but have no information on the quality or depth of material. Detailed test pitting or drilling would be the only way to determine this. They encourage that the City of Kitchener ensure that an evaluation of the aggregate potential be undertaken prior to development and have indicated that test pitting would be adequate to determine the preliminary extent of the resource.

14. The Ministry of Natural Resources has noted that a Secondary Plan will be prepared for the subject area and they would wish the opportunity to review such a plan.
15. The Ministry of Housing has declined to comment on the amendment until the formal amendment is submitted.

16. Canadian National Rail have advised that they have no objections to the amendment as proposed from a Railway standpoint.

We would be pleased to discuss the above-noted comments with you.

November 10, 1980 - from Peter Wetherup, Property Officer/Parks Planner to Judy McLeod, Senior Planner - "We have reviewed the proposal and have the following comments.

1. The open space areas provide east-west connections for future pedestrian links. In conjunction with these we would like a north-south connection included to provide the possibility of better pedestrian movement, both within the area and between this area and the surrounding areas."

February 25, 1981 - from Victor Cote, Senior Planner, Planning and Transportation, The Regional Municipality of Waterloo to Mr. J. Brock Stanley, Director of Planning and Development, City of Kitchener - "We have now completed the internal circulation of the above preliminary Official Plan Amendment and offer the following comments for your consideration.

In the Official Plan Amendment, Appendix "C" outlines "Industrial Land Needs" making reference to the Regional Report "Industrial Land Needs and Supply 1976-2001". This report indicated a need for additional industrial lands in Kitchener in the short and long term. The "need" established in this report referred not only to an increase in total industrial acreage, but also to an increase in industrial land supply that would meet a variety of specific site requirements.

The Huron Industrial site has topographical restrictions which limit its ability in fulfilling industrial land needs which require larger industrial sites. In addition, even for smaller sites substantive grading could make the cost of such land uncompetitive within the Province.

In the "Industrial Land Needs and Supply" report, seven alternative sites located within the three cities were evaluated against industrial location criteria, and ranked according to their suitability. This evaluation was undertaken by all of the Area Planners at the time. In this report, the Huron industrial site (south-west Kitchener) ranked last. Since this report was written, the Breslau industrial site has been deleted as an industrial location and a 400 acre site in Waterloo, north of Northfield Drive, has been included. Using the same criteria and replacing the Breslau site with the Waterloo site, regional staff evaluated the seven sites again. The Huron Industrial site on this evaluation now ranks fifth. This low ranking is exclusive of its topographical constraints on development. This does not rule out Regional support of this development area, we recognize that the site has long-term potential to satisfy specific industrial needs.

We recognize the need for additional industrial lands in Kitchener. However, since Regional funds are proposed by the City to service this site, we must make Regional Council aware that the site cannot be expected to meet all of Kitchener's or the Region's general industrial land needs. In this respect industrial lands in Waterloo and Cambridge will be complementary to this industrial park. Often however, a company's location alternatives is between cities within the Province rather than between regions.
In discussions with representatives of the land owners, it has been brought to our attention that some land owners have shown a preference for greater commercial and perhaps residential development in this "industrial park". Such proposals could be considered in the area within Settlement Policy Area "A" only. Regional Council passed a resolution April 9, 1980, interpreting Regional Official Policies Plans policy 8.38, which limits development outside of Settlement Area "A", to apply for "industrial development purposes only". Commercial and/or residential development in this area would only be supported if the boundary of Settlement Policy Area "A" were to be extended by amendment to the Regional Official Policies Plan.

Regional staff encourage the development of the Huron Industrial Park as primarily an industrial area. We recognize the need for a limited amount of commercial development, which can be located in Settlement Policy Area "A". There is a large inventory of approved but as yet unbuilt residential land in Kitchener, particularly in the communities surrounding the Huron Industrial Park. As staff, we would discourage development of this area for any residential purposes. Proposed commercial uses would have to be established in detail for development prior to processing this Regional Official Plan Amendment through Regional Council. As staff, we would recommend a very limited amount of commercial development in this area and no residential development.

On February 9, 1981, Kitchener's Finance Committee approved the oversizing of trunk sewer facilities to the Huron Industrial Park to service lands to the south of this industrial site. To clarify, the Region has made no capital commitments for the development of this area outside of Settlement Policy Area "A". Processing of the Huron Industrial Park Amendment should be viewed as a Regional commitment for development of that site only.

The approval of capital works to serve lands outside the area designated for urban development in the Kitchener and Regional Official Plans is not in conformity with provision of these Plans.

In Appendix "C" of the Amendment, a cost sharing arrangement between the City, the Region and the developers for developing services to the site is presented. A total Regional commitment of $3,306,000 is presented with $2,756,000 attributable to the development of the Huron Industrial Park. The transportation commitments outlined pertain only to roads adjacent to the Huron Industrial Park. Although no definite statements on traffic volumes can be made without knowing the exact industrial activities, a preliminary analysis shows that the impacts of the Huron Industrial Park on traffic volumes in this area may be far reaching.

The timing of sectional widenings, established in the Transportation Plan Review, along Homer Watson Boulevard (to 4 lanes in the 1984-1989 period and six lanes in the 1989-2001 period), Belmont Avenue extension to Homer Watson (to 4 lanes in the period 1984-1989 and six lanes in the period 1989-2001) must be reviewed because of the Huron Industrial Park. The planned timing of the extension of Fisher Road to Westmount Road (1989-2001) and extension of Bleams Road to connect with the River Road Extension (1989-2001) may also be affected by this development. In addition, the extent of sectional widenings of Westmount Road, which were not anticipated in the Transportation Plan Review, must also be determined. A further possibility is that this development may require improvements, both lacing and interchange, to the Conestoga Parkway.

All of the above comments have dealt with section widening of the particular roadways. Given the potential traffic volumes, some of the severest impacts may be felt at the intersections of the major roads. The intersections of concern would at least include: Bleams/Westmount, Bleams/Homer Watson, Bleams/Manitou, Westmount/Fisher, Westmount/Huron Road, Huron Road/Homer Watson, Homer Watson/Beasley, Conestoga Parkway/Fisher, Conestoga Parkway/Homer Watson and Manitou/Fairway.

No funds are included in the Regional Roads 5 year capital forecast for improvements to Westmount or the proposed Huron Road/Homer Watson interchange. This will require a decision by Regional Council to change priorities in this capital works forecast. A decision which
can be undertaken after the Transportation Plan Review has been updated in 1981. This is necessary in order that staff can provide Regional Council with recommended Regional priorities in each of the time periods.

The possible extent of Regional road improvements must be ascertained in the secondary plan stage at full cost to the developers. For purposes of processing the Official Plan Amendment, Regional Council will be made aware of the possible extent of these undertakings. Regional Council's approval of the Official Plan Amendment, should not be construed as a commitment to undertake these improvements or to agree to the cost sharing arrangement put forward in Appendix "C".

The watermain capital cost outlined in Appendix "C", also proposes a cost sharing arrangement. Under current Regional policy, the Huron Trunk Watermain (1984) and the Westmount Trunk Watermain (1986) between Bleams Road and Huron Road, are not Regional responsibility. The other watermains - Strasburg 24", Bleams 30" and Westmount 30" between Bleams - Williamsburg and Ottawa - Williamsburg - will be Regional watermains. The timing of the development of these watermains must be determined by the Regional five year capital forecast.

The Huron Industrial Park contains several woodlots, some of which the Ministry of Natural Resources ranks as having a high commercial potential. We suggest that evaluation of these woodlots be undertaken in developing the secondary plan for this area and that the Region and the City work towards preserving these woodlots.

The proposed Official Plan Amendment as presented to us is acceptable, and at this time we do not see any need for modification with respect to Regional responsibilities and interests.

Should you require any clarification of our comments, please feel free to contact our office.

April 1, 1981 - from P. W. Scott, Co-ordinator Land Development, Ministry of Housing, 60 Bloor Street West, Toronto, Ontario, N4N 3K7 to Mr. McLeod, Senior Planner, City of Kitchener, Planning and Development Department - "I am writing in regard to the proposed Official Plan Amendment for Huron Industrial Park located south of the Country Hills West Community.

At the Planning Committee Meeting held on March 30, 1981, the representative for the major land owners made suggestions with respect to land use and buffering from residential uses.

With respect to land use, we can appreciate the flexibility the land owners are seeking for the future development of a project this size and that commercial office space would compliment the proposed development. However, I was concerned with the other statement with respect to landscape buffering adjacent to residential uses and the suggestion that some form of land use could be used as buffer. As this point was not expanded on, we would appreciate being advised of any proposals that are put forward with respect to buffering adjacent to residential uses."

April 22, 1981 - from Mr. Peter C. Diebel, Chairman, Downtown Improvement Area Board of Management, 67 King Street East, Second Floor, Kitchener, Ontario, N2G 2H4 to Mayor Morley Rosenberg, Members of Council, The Corporation of the City of Kitchener -
"It has come to our attention that the Region is considering zoning for the Huron Industrial Park, that will permit office space. With the overload of office space in the Kitchener core and the pressing need for industrial land, we cannot condone this mixed use.

We would hope that Council would also support this position in presentation, at a Regional level. The Board has expressed a great concern that industrial lands not be used for office space.

We have also expressed our position via letter, to Regional Chairman, Mr. J. E. Gray."
APPENDIX "B"

Public Response

September 15, 1980 — from Eldon D. Weber, 106 Maplewood Place, Kitchener, Ontario, N2N 4G5 to Director of Planning, City of Kitchener — "This letter is written in response to the advertised intention to designate certain lands bounded by Westmount Road and a re-aligned Streetsburg Road between Bram's Road and the limits of the Streetsburg Drainage Basin, as Industrial and Major Open Space.

These lands, part of the original purchases made in the process of the continuing subdivision of what was later, and now is no longer, known as Block 42 of the Indian Lands or Waterloo Township, certain within the noted boundaries two continuously occupied log houses on Bram's Road, which along with other aspects of these lands should be excluded from the proposed designation.

I appeal to you to have this aspect of the lands given a full hearing before any blanket designation becomes established."

September 25, 1980 — from Peter D. Kruse, Kruse, Lawson & Haller, P. O. Box 2215, 289 Frederick Street, Kitchener, Ontario, N2N 6N1, to Judy McLeod, Senior Planner, City of Kitchener — "We are writing to you on behalf of Mr. and Mrs. Bogla of 391 Plains Road, Kitchener, who would fall within the property area which is part of the amendment sought to the official plan. In the comments supplied to our clients, we find in the various areas of concern such as industrial land supply, alternative locations, environmental considerations that a brief comment is made regarding existing residences under the heading of Land Use Compatibility. Although my clients admit the relative importance and necessity of most of the area, their concern is that due consideration be given to all existing residences in the area prior to approval of the amending proposal.

Our clients feel that any industrial development is going to have a severe impact on the residential use and enjoyment of their property and, therefore, object to an amendment on such scale unless satisfactory safeguards can be implemented to protect the existing residential use or in the alternative work out an acceptable formula for compensation.

We submit this letter to you for your perusal and expect to be notified of any and all future steps, since my clients intend to have some input into the application and amendment process. Please direct all future notices and correspondence to the writer in addition to notices that you will send to our clients."

September 25, 1980 — from J. Wm. Van Cordt, 770 Huron Road, R. R. 1, New Dundee to City of Kitchener — "We are not interested in this development."

September 26, 1980 — from Mrs. H. Van Cordt, 760 Huron Road, Kitchener, N2B 2G0 to City of Kitchener — "I have been asked to give my comments on changing this District to an Industrial Park. My comment is, that I don't care for the Development."
CITY OF KITCHENER
PUBLIC NOTICE
To Kitchener Residents Regarding An
APPLICATION TO AMEND
THE KITCHENER OFFICIAL PLAN

A proposal has been received to add approximately
600 hectares (1500 acres) of land within the Boundary
of the Land Use Plan of the Kitchener Official Plan.
This land, bounded by Westmount Road to the west,
Elemos Road to the north, the realignment of
Strasburg Road to the east, and the southern limits of
the Strasburg Drainage Basin to the south, would be
designated

INDUSTRIAL
and
MAJOR OPEN SPACE

As well, Map 2 of the Kitchener Official Plan would be
amended to recognize property below the Regional
Floodline, and the following special policies would be
added to the text of the Official Plan:

Section IV, 10.XX - The general alignment of an
extended Strasburg Road is hereby designated as
a Secondary Arterial, as shown on Schedules "A"
and "B" attached. The general alignment of a new
Collector Road connection between Homer Wal-
son Boulevard and Westmount Road is hereby
designated as a proposed Collector Road, as
shown on Schedules "A" and "B" attached. The
alignment of these Roads will be determined as
part of a Transportation Planning and Engineering
Study.

Section IV, 11.XXII - Notwithstanding the
designation of industrial, at the proposed in-
section of Strasburg Road and Huron Road,
Service Commercial Uses will be permitted
subject to other Policies of this Official Plan, and
the identification of final location, shape and site
of such Service Commercial Uses in the Huron
Industrial Secondary Plan.

Section IV, 11.XXXII - Requires that Industrial
development in the Huron Industrial Park be
buffered from designated Residential areas by
means of building setback, open space and/or
landscaped screening. Also, Industrial develop-
ment adjacent to designated Residential areas
shall be limited to non-obnoxious industries.

If approved this would allow the development of
"Huron Industrial Park".

Any comments or inquiries should be directed to
the Director of Planning,
Department of Planning and Development,
City Hall, Kitchener.
Telephone: 855-7260

SUBJECT AREA TO BE MORE
WITHIN THE BOUNDARY OF THE LAND
USE PLAN - DESIGNATED "INDUSTRIAL"
& "MAJOR OPEN SPACE"

Wednesday - August 20, 1980
Thursday - August 21, 1980
Friday - September 5, 1980
KITCHENER PLANNING COMMITTEE

Notifies RESIDENTS AND PROPERTY OWNERS IN THE CITY OF KITCHENER to attend a PUBLIC MEETING to discuss an application to AMEND THE KITCHENER OFFICIAL PLAN for the proposed HURON INDUSTRIAL PARK

If approved, this Official Plan Amendment would add 1800 acres of land bounded by Westmont, Bralan’s and resigned Grassing roads and the southern boundary of the city to the Official Plan. The land would be designated for Land Use, "Manufacturing and Industrial Open Space." The Amendment would permit the implementation of a major new industrial area southwest portion of the City of Kitchener.

THE PUBLIC MEETING WILL BE HELD:
WEDNESDAY, JANUARY 14, 1981
AT 7:30 P.M.
UPPER FLOOR OF KITCHENER PARKERS MARKET

For further information, contact the Kitchener Department of Planning and Development at 866-7263 or 866-7122.

January 3, 1981
January 7, 1981
January 10, 1981
Proceedings of the Public Meeting
Official Plan Amendment - Huron Industrial Park
Held 7:30 p.m.
January 14, 1981
Kitchener's Farmers Market

In attendance were:

Members of Planning Committee and Council:
Mayor Horley A. Rosenberg
Alderman Judy Balmer - Chairman of Planning Committee
Alderman Richard Christy - Vice-Chairman of Planning Committee
Alderman J. Siegel - Ward Alderman
Mr. Peter Kruse - Member of Planning Committee
Mr. Ron March - Member of Planning Committee
Mr. Mike Hiscott - Member of Planning Committee
Alderman Gary Leadstone

Representatives of the Major Property Owners:
Ron Sills, O.C.
Ian MacNaughton - MacNaughton Hermann Planning Limited
Bernie Hermann - MacNaughton Hermann Planning Limited
Richard Hardy - R. R. Higgins and Associates
Bill Green - Proctor and Redfern Limited
Larry Mason - Proctor and Redfern Limited
Paul Dietrich - Major Holdings and Development Limited

Kitchener City Staff:
Sam Klopman - Commissioner of Planning and Development
Brook Stanley - Director of Planning
Judy McLeod - Senior Planner
Tim McCabe - Planner
Vic Bridle - Traffic Co-ordinator
Hugh Flood - Commissioner of Public Works
Jim Darrah - City Commissioner

Approximately 55 area residents and property owners attended this meeting.

Alderman Judy Balmer, Chairman of Planning Committee, chaired the meeting. She opened it by welcoming those present and introducing Members of Council, Planning Committee and Staff. She then introduced Judy McLeod of the Kitchener Planning Department who made a brief presentation on the purpose and scope of the Amendment.

Ms. McLeod began by stating that the purpose of the meeting was to determine the future of approximately 1,500 acres of land bounded by Westmount Road to the west, Bleas Road to the north, the realignment of Strasburg Road to the east and the southern limits of the Strasburg Drainage Shed to the south. At the present time, these lands are not included in the Plan for Land Use of the City of Kitchener and, as such, have no City Planning Policies applying to them. Ms. McLeod stated that in December of 1979, Mr. Ron Sills, on behalf of ten of the property owners, approached the City of Kitchener to have the subject land included in the Plan for Land Use and to have "Industrial" designation applied to it. This would mean that in the future, the land would be developed in a variety of industrial land uses.
On December 12, 1979, Kitchener City Council passed a resolution approving the proposal in principle, subject to an Official Plan Amendment being approved, and Secondary Plan and other servicing and transportation questions being resolved. Mr. McLeod noted that the major policy question of the Official Plan designation was being considered at this time.

Mr. McLeod noted that approximately one-half of the land in beyond the limit of development to the year 2001 which is set out in the Regional Official Policies Plan. It was not, therefore, intended by the Regional Plan that much of this land would be developed at this time. The Regional Plan does, however, contain a clause which states that such development could take place if it was proven to be within the public interest. Regional Council has therefore, passed a resolution stating that industrial development only could be considered to be within the public interest, and could be approved at this time.

A Map was displayed which showed the context of the proposed Industrial Community, showing surrounding residential communities and the location of this area as a natural easterly extension of the Kitchener Industrial Basin. Road access via Homer Watson Boulevard to Highway 401 and the Conestoga Expressway, as well as the future extension of Strasburg Road to an interchange with Highway 401 and Highway 97 and future links of Bioems Road to Highway 8 were also shown. Mr. McLeod then displayed an additional Map which showed the way the proposed Official Plan Amendment would look. A large portion of the 1500 acres was shown in an "Industrial" designation. As well, areas which were identified as being below the Regional Floodline were designated as being within "Major Open Space" designation. No development would be permitted to take place within these open space areas. Mr. McLeod noted that the designation does not cover properties at the intersection of Northmount Road and Huron Road. This area would not be included in the Industrial designation. It was noted, however, that properties near the intersection of Huron and Plains Road would be included within the Industrial designation, and that the future use of these properties and/or the protection of the residential properties could be worked out in detail at the time of the Secondary Plan.

Regarding the further processing of this Amendment application, Mr. McLeod noted that the application would go to Kitchener Planning Committee for consideration and Kitchener City Council for final adoption. Following approval by the Regional Municipality of Waterloo, the Official Plan would be amended to permit the industrial land use as in this area.

Following the adoption of the Official Plan Amendment, Staff of the Department of Planning and Development, in conjunction with representatives of the property owners, will begin work on a "Secondary Plan" which will establish the details of land use, zoning, servicing by sewer and water as well as storm drainage, detailed collector and local road patterns, details of rail access, protection of environmentally sensitive and archeologically significant properties and the protection and screening of residential areas, among other things. It was noted that residents of the area would be invited to participate in this planning process.

Mr. Ron Sills, O.C., made a brief presentation on behalf of ten of the property owners within the proposed Huron Industrial Area. He outlined potential advantages of such an Official Plan Amendment, indicating that an estimated 10,700 jobs would be created by such development. This could create another 13,000 "spin-off" jobs, bringing a substantial economic benefit to the community. Mr. Sills also outlined locational advantages of this proposal, reiterating the transportation linkages and potential for rail access. He stated that the owners of the property have been encouraged by the City to proceed with an Industrial Official Plan Amendment, and that they were proceeding enthusiastically. He noted that commitments would be required from the City to allow the industrial development to proceed, and noted that more details would be determined through the Secondary Plan process.
Mr. Sills stated that the owners were committed to a business community which would be located in a "park-like" setting utilizing the natural features of the site to their best advantage.

Following these presentations, Alderman Judy Balmer opened the meeting for questions and discussion.

Mr. Michael Scott of 250 Huron Road asked for further information on the proposed protection for existing residential areas from industrial development. In response, Mr. McLeod outlined a special policy in the proposed Official Plan Amendment which would require screening, and the requirement for 30 feet setbacks within the roadway. The possibility of special screening and landscaping as well as the requirement of site plan approval for each additional industrial property.

Mr. Scott also asked what would happen to existing Huron Road. Mr. Stanley replied that the new realigned Huron Road would be to handle industrial traffic, and the City would endeavor to ensure that existing Huron Road remains in place, but would not be used as a main arterial road.

Mr. Bob Pearce of 1550 Strasburg Road asked if properties along the existing alignment of Strasburg Road would continue to be addressed by this road. Mr. Stanley replied that Strasburg will be maintained as an existing local road and all residents along the road will continue to obtain legal access from it. Mr. Pearce also asked what effect the proposed Official Plan Amendment would have on his taxes. Alderman Balmer replied that taxes are based on market value, but it is difficult to answer such a question specifically. Mr. Darrah concurred with this statement, but stated that the City has been setting aside approximately $4 million a year for such development. The servicing will take place over the next five years, and Mr. Darrah stated that the overall development should not have an adverse impact on property taxes in general.

Mr. Ron Sills stated that the development process will take approximately eight to ten years, with adjustments being accounted for on the basis of the existing economic climate at the time. He stated that it was the hope of the developers that the Huron Industrial Area would be aesthetically pleasing, and that the traditional industrial sector would not evolve. He stated that financing will be spread over time, and hopefully investment will adversely affect the tax base.

Mr. Wilfred Erb of 74 Huron Road asked what the realignment of Huron Road would look like and what the status of it is. Mr. Stanley replied that probably existing Huron Road would be cut off just before the intersection of Huron and Strasburg Road. This would remove the existing, dangerous intersection. The new aligned Huron Road would be to the north of this, and Old Huron Road would probably connect with the new alignment via Trillium Drive. This would allow access to existing residents along Huron Road and improve the safety of the intersections. A "turnaround" would be provided at the end of Huron which will be terminated just prior to Homer-Watson Boulevard. Mr. Stanley stressed, however, that no detailed engineering studies have yet been done to determine the exact location of these realignments.

Mr. Glenn Law of 7 Plains asked what would happen to the 7 houses along Huron and Plains Road which would be included within the Industrial designation. He asked if they would be gradually taken into industrial land uses. Mr. Stanley stated that there was no intention on the part of the City to expropriate these properties for industrial uses, unless the properties were required for the realignment of the road or essential services. It would seem unlikely that this would be the case. These properties could, therefore, remain in their existing residential uses as long as the property owners wish to remain there.
Mr. Stanley stated that the only way that industrial uses would come into the area would be if some of the owners wanted to sell their properties and the new purchasers wanted to establish an industrial land use. He stated, however, that in such a case, a zone change would be required and provisions could be added to the zone change to require additional buffering. It was noted that the details of the future of such residential areas would be studied and determined at the time of the Secondary Plan and zone change processes. It was reiterated that R3 zoning now requires that in an Industrial zone abutting a Residential zone, all uses, including storage must be setback 50 feet from the property line and some form of screening must be provided. The City will ensure that obnoxious uses would not be permitted.

Mr. Richard Egmont, 325 Country Hill Drive, stated that traffic would certainly be generated from this area, and asked how long it would take to have arterial roads completed. Mr. Stanley stated that probably the first road to be completed would be the link up of new Huron Road to Homer Watson Boulevard. This would provide a direct link to Highway 401 and into the City. He stated that it was likely that a link to Highway 97 and Highway 401 was a long way off. The link from Westmount Road to New Dundee Road and Highway 401 is already in place. Larry Mason of Proctor and Redfern Limited verified that the Huron-Strasburg-Homer Watson Boulevard link would take place very early in the development of the industrial park; probably within the first two years of development. Mr. Mason went on to state that there are two main types of traffic which have to be planned for. First, there is truck traffic which, in large proportion, will be directed to the City of Kitchener, as well as to Highway 401. Secondly, commuter traffic will be directed primarily to Kitchener's residential areas as well as to the City of Cambridge, Homer Watson Boulevard will, therefore, be an important link.

Mr. Egmont stated that Homer Watson Boulevard is now, in places, in a very poor state of repair. Mr. Mason replied, however, that Homer Watson Boulevard is now under study by the Regional Municipality of Waterloo and this study will dictate improvements which will take place. A detailed traffic and transportation study, in conjunction with the Secondary Plan, will take place prior to any development.

Mr. Mike Hiscott expressed the opinion that industries will not locate in this area if the roads to accommodate them are not in place.

Mrs. Lynn Duley stated that she will soon be moving to Southwood Drive which backs onto an existing industrial area south of Glen's Road. She asked what the buffers would consist of and who will have say in determining the form of these buffers. Mr. Stanley replied that the City intends to re-examine the Country Hills Community Plan based on the knowledge that there will be industrial development across the road. As well, Planning Committee has requested the Department of Planning and Development to undertake a study of Industrial and residential land use buffers. He reiterated his earlier remarks regarding setbacks and screening.

Stewart Trussler of 1925 Huron Road asked if there would be any restrictions on agriculture in the surrounding areas. It was noted that there would be no restrictions on agriculture beyond the limits of the Amendment as a direct result of this official plan change.

As there were no further questions, Alderman Judy Balmer adjourned the formal portion of this meeting. Coffee was served and those in attendance discussed the application with Staff members on an informal basis.

Judy McLeod
Senior Planner
APPENDIX "C"

Background Information

In keeping with the requirements of Section 8.16 of the Regional Official Policies Plan, the following information constituting a study of need, consideration of alternative locations, priority requirements and staging of development. It has been prepared by MacNaughton Herman Planning Consultants on behalf of the following property owners:

- Major Holdings and Developments Ltd.
- Community Expansion Inc.
- Paul Tuerr Construction Ltd.
- Rothstar Corporation
- H. Rosenberg et al
- D. I. Webster
- High Street Construction Ltd.
- Breslau Farms Ltd.
- Dorar Investments Ltd.
- Candarand Investments Ltd.
- Peck, Rotmensch et al

INDUSTRIAL LAND NEED

The present status of vacant industrial land in Kitchener, is as follows (1980):

1.) A total of 914 acres of vacant industrial land are designated in the Kitchener Official Plan.

2.) Of this total, only 119 acres are zoned for industry and serviced (numerous small parcels).

3.) An additional 319 acres are zoned and unserviced (includes Bridgeport and west of Trillium).

4.) The remaining 476 acres are neither zoned for industrial use or serviced (Bridge Street, Victoria Street, west of Trillium).

The experience of local and Provincial Industrial Marketing Agencies would indicate that the supply of marketable industrial land in Kitchener is becoming increasingly limited.

A 1978 Regional analysis of "Industrial Land Needs and Supply, 1976-2001", identified a serious medium and long term shortage of industrial land, and further:

"In the case of Kitchener, the crisis comes much sooner as even with the supply indicated, these lands if fully serviced in time would still be insufficient to meet this City's traditional growth rates."

The following Table provides a comparison of the existing supply of industrial land with the Region.

To reaffirm Kitchener's traditional role as a prosperous community built upon an impressive industrial base, it is necessary to designate, to comprehensively plan, and to service additional industrial lands.

**Is from "Proposed Industrial Community - Kitchener, Ontario" Report dated September 1980**
### Projected Existing Supply of Industrial Land That Is Serviced or Serviceable by Time Periods in Gross Site Acres

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<thead>
<tr>
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<tbody>
<tr>
<td><strong>WATERLOO</strong></td>
<td>426 acres (about 311 ac. at present)</td>
<td>108 acres</td>
<td>300 acres</td>
<td>0 acres</td>
</tr>
<tr>
<td><strong>CAMBRIDGE</strong></td>
<td>1222 acres (about 400 ac. at present)</td>
<td>Need not bring on any further land but if necessary could bring on 360 acres more.</td>
<td>Based on 70 acres per year will need to bring on further land for the years beyond 2001. Could bring on 314 ac. more in this period.</td>
<td>Note: Data for Kitchener subject to update as per Page 1 of this report.</td>
</tr>
<tr>
<td><strong>KITCHENER</strong></td>
<td>279 acres (about 125 ac. at present)</td>
<td>270 acres</td>
<td>395 acres</td>
<td></td>
</tr>
<tr>
<td><strong>NORTH DOMFRIES</strong></td>
<td>902 acres (septic tank)</td>
<td>Sufficient from 1977-1981 period for this period as well.</td>
<td>Sufficient from 1977-1986 periods for this period as well.</td>
<td>0 acres</td>
</tr>
<tr>
<td><strong>WILMOT</strong></td>
<td>92 acres (New Hamburg, Boden)</td>
<td>54 ac. (New Hamburg, Boden)</td>
<td>0 acres</td>
<td>0 acres</td>
</tr>
<tr>
<td><strong>WELLESLEY</strong></td>
<td>10.2 ac. (septic tank)</td>
<td>38 acres (18.5 ac. septic tank)</td>
<td>0 acres</td>
<td>0 acres</td>
</tr>
<tr>
<td><strong>WOODBURY</strong></td>
<td>260 acres (Elma)</td>
<td>224 ac. (septic tank) (Elma, Breslaw)</td>
<td>190 ac. (septic tank) (St. Jacobs, Elma)</td>
<td>0 acres</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2108 acres</td>
<td>792 acres (278 ac. septic tank)</td>
<td>955 acres</td>
<td>314 acres</td>
</tr>
</tbody>
</table>

At present time, there is less than listed serviced. Some of this (and that which is serviceable in Kitchener and Waterloo) is small holdings and that portion in private hands not easily acquirable due to price, lease policies, location, etc.

**Acres in brackets are included in the total immediately above.

***Septic tank is broad term for various sewage systems available for rural areas and acreages shown are in addition to the serviced acres.

BENEFITS OF INDUSTRIAL GROWTH

- Municipalities have traditionally viewed industrial growth as a benefit to balance the assessment base.
- Taxes accruing from industrial development are important:
  1. In meeting payments on debentures for initial servicing costs.
  2. For maintaining municipal services to the industrial area.
  3. For contributing to other municipal projects.
- However, the greatest benefits of industrial growth are realized in a healthy local economy including:
  1. Increased employment opportunities.
  2. Increased cash flow into and within the community.
- The potential long-term benefits of the proposed industrial community are presented in the following table:

LONG TERM BENEFITS OF INDUSTRIAL COMMUNITY

1. Number of workers per acre = DIRECT BASIC EMPLOYMENT = 10,700 JOBS
   \( (9) \times \text{number of gross site acres} \times (1,188) \)
   \( (1,188) \)
2. Assume basic: Non-basic ratio of 1.00:1.25, \( (10,700 \times 1.25) \)
3. Direct employment (10,700) X average annual net income (after taxes) = SPIN-OFF EMPLOYMENT = 13,400 JOBS
4. Total employment = 24,100 JOBS
5. Industrial park annual = $112.0 million
   Net Payroll
6. Assume recirculation of industrial park payroll in community twice in one year (i.e. $112.0 million X 3)
7. Total employment = 24,100 X 1.97 persons per employee
   POPULATION SUPPORTED = 45,800

NOTES:
1. Estimated developable acreage (1,320 ac.) - 10% for roads = Gross Site Acreage (1,188 ac.)
2. Basic Employment - employment which produces goods and services for export outside of the Regional area (i.e. this activity brings new money into the Community).
3. Non-basic employment - employment which provides goods and services secondary to and supportive of "basic" activities (i.e. retail, office, construction, etc.).
5. Based on 1980 Employment Canada Industrial Wage Composite for Kitchener Area of $25.2, per week = $13,100 per year - taxes = $65,500.00 per year (approximate).
6. Payroll re-circulation estimate provided by the Ministry of Industry & Tourism.
7. Population Multiplier = 1979 Kitchener Population = 126,100
   1979 Kitchener Labour Force = 70,000 X 1.9
LOCATION ADVANTAGES

1.) GRAVITY SERVICING
* The subject area is located within the Strasburg Watershed which is serviceable by gravity sewer to the pumping station on Pioneer Drive.
* Present commitments to expand the Schneider Creek Trunk Sewer by tunneling to the sewage treatment plant, will eliminate the Pioneer Park Pumping Station. This will enable the entire lands to be serviceable by gravity directly to the sewage treatment plant.
* The subject area is the only remaining lands of significant acreage located within the City of Kitchener boundaries, which can be serviced by gravity sewer and developed for industrial use in the short and medium term.
* The majority of other areas on the periphery of the built-up edge of Kitchener (within the gravity servicing shed) have been designated and planned for residential use.

2.) EXTENSION OF TRILLIUM INDUSTRIAL PARK
* The proposed industrial park constitutes a natural westerly extension of the existing Trillium Industrial Park.

3.) LAND USE COMPATIBILITY AND AREA SIZE
* The study area is characterized by its large square shape. It is a relatively undeveloped area and this provides advantages for:
  a - The preparation of a comprehensively planned industrial park.
  b - Minimizing land use conflict.
* The Country Hills West Residential Community to the north is separated from the study area by Bleams Road. The Pioneer Park West Community to the southeast would be separated from the industrial area by realigned Huron Road, and extended Strasburg Road.
* There are two main clusters of residential use in the study area, consisting of 6 residences each, located at the corner of Huron and Westmount and Huron and Plains Road. Based on discussions with Staff, it has been concluded the cluster at Huron and Westmount will not form part of the Official Plan Amendment. However, the cluster at Huron and Plains Road will be part of the Amendment, given its location in the centre of the subject area.

4.) ROAD ACCESS
* Access to Highway No. 401 via Homer Watson Drive. A second access to Highway No. 401 is possible with development of Strasburg Road to Reidel Drive, which connects to the Highway 97/401 interchange.
* Access to Highway No. 8 via Bleams Road or Manitou to Fairway Road interchange.
* East-west routes may improve at such time as River Road is connected with Bleams Road (Third Priority Regional Transportation Review).
* Access to Conestoga Expressway via Homer Watson Boulevard and via Westmount Road to Fischer Drive interchange (extension of Fischer Road to Westmount will improve this westerly connection).
5. RAIL ACCESS
*
The CNR spur line terminates east of Homer Watson Drive. At this location, Homer Watson is elevated. A rail bed has been cut in order to allow the extension of the CNR line under Homer Watson and westerly into the subject area.
*
The Staff of the Industrial Development Branch of the Canadian National Railway have provided background standards and information to assist in planning a rail extension to this area.

6. PROXIMITY TO LABOUR FORCE
*
The subject area is situated in close proximity to existing planned residential communities.
*
The southern communities of Lower Doon, Pioneer Park, Pioneer Park West and Doon South would eventually accommodate 26,600 persons.
*
The western communities of Country Hills West, Laurentian West, Forest Heights West and Forest Heights, will eventually accommodate 51,400 persons.
*
In an era of energy conservation, and the provision of quality lifestyles for employees, the proximity (yet separation) of these planned residential communities is viewed as an industrial attraction.

PRELIMINARY CONCEPT PLAN

1. DESIGN CONSIDERATIONS
*
An existing hydro electric power corridor crosses the subject area on a diagonal alignment. Also, a Bell Canada line and gas line cross through the area. These existing utility lines shall require detailed consideration in the Secondary Plan and Subdivision Plan stages.
*
The Strasburg Water Shed is divided into three (3) sub-sheds, each of which have their own drainage routes.
*
Open space areas would include the Regional Floodplain and low marshy areas. (Equals 156 acres equivalent to 10 per cent of the area.)
*
There are no Regional Environmentally Sensitive Policy Areas in the study area.
*
Bruce Brown and Associates have completed an Environmental Analysis of the study area. These findings will serve as background to the Secondary Plan.
*
M. M. Dillon Limited, has been retained by the City of Kitchener to review the Strasburg Water Shed to determine storm water management requirements.
*
The intent is to create an industrial community sensitive to the area’s natural features, resulting in attractive sites located in a park-like setting.

2. ROAD SYSTEM
*
The area can be viewed as a “super block” bounded by three (3) arterial roads; to the west (Westmount), north (Bleams) and east (Homer Watson).
*
In order to facilitate internal industrial traffic, two (2) internal collector roads are proposed;
  a - An east/west collector to connect Homer Watson to Westmount Road.
b - The southerly extension of a realigned Strasburg Road from Bleams Road south to Reidel Drive at Stauffer. (Reidel connects to Highway No. 401/97 interchange.)

Both of these collector road alignments will be the subject of a detailed transportation review as part of the Secondary Planning process. Proctor & Redfern have submitted proposed Terms of Reference to City and Regional Staff in this regard.

2.) CANADIAN NATIONAL RAILWAY

- A potential alignment for the extension of a rail line westerly into the industrial park, has been reviewed on a preliminary basis with Canadian National Railway Staff, and City Engineering Staff. The concept indicates how the rail could be extended into the industrial park.

- A potential strategy is to plan for and include the rail easements and relate the timing of construction of the rail line to industrial demand.

4.) INDUSTRIAL LAND USE

- The concept plan indicates approximately 1,320 acres of potential industrial land (after open space is subtracted).

- The proposed Official Plan Amendment requires the buffering of industrial uses from designated residential areas by means of building setback, open space or landscaped screening. Also such development would be limited to non-noxious industries.

- The intent is to create a comprehensively planned industrial community, offering a range of industrial lot sizes. The natural features of the subject area provide the opportunity to create attractive industrial sites, located within a park-like setting.

STAGING AND COST OF TRUNK SERVICES

- The following Table presents a possible Staging Programme for extending trunk sewer and water services, and main roads, into the proposed industrial area.

- The proposed Staging period would extend from 1981 to 1987+. This staging may be shortened or extended, depending upon industrial demand from year-to-year.

- In addition to the costs for trunk services outlined in this Table, there would be other development costs for lot grading and internal streets and services. Such additional development costs would be the responsibility of the developer.

- The proposed cost breakdown for trunk services and main roads is based upon the following principles:

1.) That the City pay for trunk sewers in accordance with their practice for residential areas.

2.) That the Region provide trunk water mains with one-half of the cost of a twelve (12) inch diameter main assessed as a developer cost for each side of the main abutting the Industrial Community.

3.) That the City assume the full cost of back-lotted City roads.

4.) That the developer assume the full cost of the first two (2) lanes of front-lotted City roads with the cost of providing additional lanes paid by the City.

5.) That the Region assume the full cost of improvements to Regional Roads.
6.) That should a railway not assume the extra cost of a structure for a grade separation between Homer Watson Boulevard and the proposed railway spur, this be a City cost.

7.) That the extension of the railway be a cost to the benefitting land holders.

The Table indicates that the cost of providing services to the proposed Industrial Community will also benefit other areas:

1.) The Schneider Trunk Sanitary Sewer benefits new development in the entire City.

2.) The Pioneer Drive Relief Sewer benefits residential as well as industrial development.

3.) The lower sections of the North and Middle Branches of the Strasburg Trunk Sewer pass through and service areas planned for residential development on their way to the Industrial Community.

4.) Residential lands to the north of Blemis Road will benefit from the Blemis Road improvements and trunk watermain.

5.) Unplanned lands to the west of Westmount Road will benefit from improvements to the road and construction of the trunk watermain along it. These lands will also benefit from extra capacity built into the trunk sanitary sewers to permit their possible future development.

The proposed 1982 stage would bring approximately 30 acres of City-owned land on-stream and permit the westerly extension of Trillium Industrial Park.

The return on the proposed Municipal cost of providing trunk services is as follows:

1.) Assessment accruing from increased industrial development.

2.) The general benefit in jobs, cash flow, and population accruing to the community.
<table>
<thead>
<tr>
<th>Const. Year</th>
<th>Item</th>
<th>City</th>
<th>Region</th>
<th>Developer</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1981</td>
<td>1) Schneider Trunk Sanitary Sewer</td>
<td>3,572,000</td>
<td>290,000</td>
<td>77</td>
<td>- 1980 commitment by City to project. Cost proportioned on the 8 that the Proposed Industrial Community is of the total additional area made serviceable by the Strasburg alternative route.</td>
</tr>
<tr>
<td></td>
<td>2) Pioneer Drive Relief Sewer</td>
<td>500,000</td>
<td>205,000</td>
<td></td>
<td>- Outlet required for all areas in Huron Park. Industrial Community in 41% of total area within shed.</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td><strong>4,072,000</strong></td>
<td><strong>495,000</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1982</td>
<td>1) North Strasburg Trunk Sewer D to P</td>
<td>225,000</td>
<td>128,000</td>
<td>106</td>
<td>- Services City land. Relieves sewage capacity constraint in Herr/Immunity Expansion Triam Subdivision. Route through residential area fixed in 1981. Sewer through residential area considered residential cost.</td>
</tr>
<tr>
<td></td>
<td>2) Huron Trunk Watermain - Manitou to Westmount</td>
<td>349,000</td>
<td>265,000</td>
<td>306,000</td>
<td>- Port of trunk watermain network for City. Initial major water supply. Prepare for development of potential larger lots near Huron &amp; Westmount. Equivalent cost of 12” main to developers.</td>
</tr>
<tr>
<td>Cost'n Year</td>
<td>Item</td>
<td>City</td>
<td>Region</td>
<td>Developer Gross Acres Serv.</td>
<td></td>
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<tr>
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</tr>
<tr>
<td></td>
<td></td>
<td>Total Commitment</td>
<td>Attributable to Ind. Com.</td>
<td>Total Commitment</td>
<td>Attributable to Ind. Com.</td>
</tr>
<tr>
<td>1983</td>
<td>1) Middle Strasburg Trunk Sewer D to L</td>
<td>542,000</td>
<td>138,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2) Baron Road - Trillium to Old Baron</td>
<td>777,000</td>
<td>777,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>= 1,319,000</td>
<td>915,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments:
- Provide arterial route for development occurring in N.E. Baron Park and N.W. Trillium Park. One-half cost residential benefit.
- Required for Baron Road and Baron/Snow Watson intersection.
- Services portion of Robison, Century, and Major Holdings lands. Route through residential areas fixed by end of 1982. Sewer through residential area considered as residential cost.
- Major collector for most of Proposed Industrial Community. Traffic to use Trillium Drive until extension to Baron Watson. Baron Road staged to allow time for design, land purchase and to spread expenditure.
<table>
<thead>
<tr>
<th>Const'n Year</th>
<th>Item</th>
<th>City Total Commitment</th>
<th>Attributable to Ind. Com.</th>
<th>Region Total Commitment</th>
<th>Attributable to Ind. Com.</th>
<th>Developer Acres Serv.</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1984</td>
<td>1) North Strasburg Trunk Sewer P to K</td>
<td>74,000</td>
<td>74,000</td>
<td></td>
<td></td>
<td>283</td>
<td>Permits servicing and construction of Strasburg Road. Permits abandonment of Country Hills sewage pumping station.</td>
</tr>
<tr>
<td></td>
<td>2) South Strasburg Trunk Sewer K to P</td>
<td>168,000</td>
<td>168,000</td>
<td></td>
<td></td>
<td></td>
<td>Outlet for Major Holdings.</td>
</tr>
<tr>
<td></td>
<td>3) Strasburg Trunk Watermain - Huron to Bleams</td>
<td>238,000</td>
<td>238,000</td>
<td></td>
<td></td>
<td>208,000</td>
<td>Permits servicing and construction of Strasburg Road. Step towards key water supply from Westmount &amp; Ottawa. Equivalent cost of 12 inch main to Developers.</td>
</tr>
<tr>
<td></td>
<td>4) Huron Road - Trillium to Huron Watson</td>
<td>1,410,000</td>
<td>1,410,000</td>
<td>600,000</td>
<td>600,000</td>
<td></td>
<td>Most important outlet for industrial traffic. Key entrance to Huron Park for traffic and marketing purposes. Region cost for portion of interchange. City cost includes railway grade separation.</td>
</tr>
<tr>
<td></td>
<td>5) Strasburg Road - Huron to Bleams</td>
<td>512,000</td>
<td>512,000</td>
<td></td>
<td></td>
<td>696,000</td>
<td>Front lot development for cost of length. Provides major loop between Bleams &amp; Huron.</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>2,164,000</td>
<td>2,164,000</td>
<td>838,000</td>
<td>838,000</td>
<td>904,000</td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Item</td>
<td>Cost</td>
<td>Comments</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1985</td>
<td>1) North Strasburg Trunk Sewer G to I</td>
<td>$87,000</td>
<td>Completes trunk servicing of North Strasburg grid. Opens additional large lot potential. Eliminates need for/qr permits abandonment of WBC sewage disposal station.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2) Middle Strasburg Trunk Sewer L to M</td>
<td>$183,000</td>
<td>Extends servicing to Rockstar, Donor.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>3) Bleans Trunk Watermain - Westmount to Strasburg</td>
<td>$410,000</td>
<td>Completion of main water feed from Otsego Street.</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>4) Westmount Trunk Watermain - Bleans to Williamsburg</td>
<td>$365,000</td>
<td>Completion of main water feed from Otsego Street.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5) Huron Road - Strasburg to Westmount</td>
<td>$633,000</td>
<td>Front lotting assumed for each of length. Permits servicing of Huron Road.</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>6) Strasburg Road - Huron Road to 1st Industrial Access Road South</td>
<td>$528,000</td>
<td>Provides second access to Major Holdings industrial lands.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$1,491,000</strong></td>
<td><strong>$1,197,000</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1986</td>
<td>1) Middle Strasburg Trunk Sewer M to N</td>
<td>$152,000</td>
<td>Completes trunk to Westmount Road and provides outlet for all properties in the Middle Strasburg Creek area.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contract Year</td>
<td>Item</td>
<td>CITY</td>
<td>Total Commitment</td>
<td>Ind. Com.</td>
<td>Region</td>
<td>Total Commitment</td>
<td>Ind. Com.</td>
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</tr>
<tr>
<td>1987 or Later</td>
<td>1) Strasburg Trunk Sewer P to Q</td>
<td>91,000</td>
<td>91,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2) Westmount Trunk Watermain Ottawa to Williamsburg (Fisher Road)</td>
<td></td>
<td></td>
<td></td>
<td>307,000</td>
<td>177,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3) Westmount Road - Huron Road to Bleams Road</td>
<td></td>
<td></td>
<td></td>
<td>1,123,000</td>
<td>561,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4) Strasburg Road - 1st Industrial Road to Stauffer</td>
<td>1,061,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>1,153,000</td>
<td>91,000</td>
<td></td>
<td>1,430,000</td>
<td>738,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GRAND TOTAL</td>
<td>12,805,000</td>
<td>6,292,000</td>
<td></td>
<td>3,806,000</td>
<td>2,706,000</td>
<td></td>
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