

**Regional Municipality of Waterloo
Planning and Works Committee
Addendum Agenda**



Date: Tuesday, December 6, 2022
Regular Session: 11:45 a.m.
Closed Session: 9:00 a.m.
Location: Council Chambers/Electronic

Should you require an alternative format please contact the Regional Clerk at Tel.: 519-575-4400, TTY: 519-575-4605, or regionalclerk@regionofwaterloo.ca

Pages

1. **Call to Order**
2. **Land Acknowledgement**
- *3. **Closed Session**
Recommended Motion:
That a closed meeting of the Planning and Works, Community and Health Services, and Administration and Finance Committees be held on December 6, 2022 at 9:00 a.m., in accordance with Section 239 of the "Municipal Act, 2001", for the purposes of considering the following subject matters:
 1. Receiving information related to security of Regional property
 2. Receiving advice that is subject to solicitor-client privilege related to litigation or potential litigation
 3. Receiving advice that is subject to solicitor-client privilege related to litigation or potential litigation
 4. Receiving advice that is subject to solicitor-client privilege related to acquisition or disposition of lands
 5. Receiving information related to potential acquisition of lands
 6. Education related to Regional development charges
4. **Motion to Reconvene into Open Session**
Recommended Motion:
That the Planning and Works Committee reconvene into open session.
5. **Declarations of Pecuniary Interest under the "Municipal Conflict of Interest Act"**
6. **Presentations**
7. **Delegations**

8.	Consent Agenda	
9.	Regular Agenda	
9.1	Strategic Focus - Thriving Economy	
9.1.1	PDL-ECD-22-011, Microloan Application	4
	Recommended Motion:	
	That the Regional Municipality of Waterloo:	
	(i) Approve a one time contribution up to \$250,000 from the Strategic Investments for Business Supports Fund for a new Microloan program for small business in Waterloo Region as outlined in report PDL-ECD-22-011, dated December 6, 2022, and,	
	(ii) Authorize the Commissioner, Planning, Development and Legislative Services to execute agreements with the Government of Canada in respect of funding received from the Community Economic Development and Diversification fund, and with Wellington-Waterloo Community Futures Development Corporation (WWCFDC) and Waterloo Region Small Business Centre (WRSBEC) for the implementation of the new Microloan Program, as outlined in report PDL-ECD-22-011, dated December 6, 2022, and on terms and conditions satisfactory to the Regional Solicitor.	
9.2	Strategic Focus - Sustainable Transportation	
9.2.1	EES-DCS-22-002, Bleams Road (Regional Road #56) Improvements from Fischer-Hallman Road to Trussler Road	8
	Recommended Motion:	
	That the Regional Municipality of Waterloo:	
	a. Approve the recommended design alternative for the Bleams Road (Regional Road #56) Improvements, from just west of Fischer-Hallman Road to Trussler Road, as outlined in Report EES-DCS-22-002 dated December 6, 2022; and	
	b. Direct staff to file the Notice of Completion for this Class Environmental Assessment Study by means of advertisements in local newspapers and mailings to adjacent property owners, tenants, and agencies, and place the Environmental Study Report on the public record for a period of 30 days.	
10.	Information/Correspondence	
10.1	Council/Committee Tracking List	21
*10.2	Stamm Investments Limited	22

11. Other Business
12. Next Meeting - January 10, 2023
13. Adjourn

Region of Waterloo
Planning, Development, and Legislative Services
Economic Development

To: Planning and Works Committee

Meeting Date: December 6, 2022

Report Title: Microloan Application

1. Recommendation

That the Regional Municipality of Waterloo:

- (i) Approve a one time contribution up to \$250,000 from the Strategic Investments for Business Supports Fund for a new Microloan program for small business in Waterloo Region as outlined in report PDL-ECD-22-011, dated December 6, 2022, and,
- (ii) Authorize the Commissioner, Planning, Development and Legislative Services to execute agreements with the Government of Canada in respect of funding received from the Community Economic Development and Diversification fund, and with Wellington-Waterloo Community Futures Development Corporation (WWCFDC) and Waterloo Region Small Business Centre (WRSBEC) for the implementation of the new Microloan Program, as outlined in report PDL-ECD-22-011, dated December 6, 2022, and on terms and conditions satisfactory to the Regional Solicitor.

2. Purpose / Issue:

As a result of the pandemic, start-ups and small businesses in Waterloo region are experiencing challenges, accessing funding to support capital costs. If approved, the Region will contribute a one time amount up to \$250,000 to support an application to the Federal Economic Development Agency for Southern Ontario (FedDev Ontario) for funding to establish a new micro-loan program.

3. Strategic Plan:

This update aligns with Strategic Objective 1.1 of Thriving economy to create a competitive business-supportive community and specifically 1.1.1 to work with area municipalities on economic cluster development initiatives.

4. Report Highlights:

- Start-ups and small businesses in the Waterloo Region continue to be impacted by the pandemic, however, COVID--19 grant programs have slowed, leaving businesses struggling to find funding to recover, start, continue and expand operations.
- The federal government is accepting applications for the Community Economic Development and Diversification fund. Projects can receive funding for \$250,000 to \$5 million that they are not required to repay. The Community Economic Development and Diversification fund aims to develop, diversify and transform local economies by promoting small business development, community innovation, and strategic collaborations. The program aims to support businesses rebounding from the impacts of the pandemic.
- Through a partnership between Wellington-Waterloo Community Futures Development Corporation (WWCFDC), Waterloo Region Small Business Centre (WRSBEC), the Region of Waterloo, and area municipalities, the Region of Waterloo has submitted an application for \$3 million dollars to fund a new microloan program which will provide scale-up and start-up sized businesses with loans of \$3,000 to \$30,000 across Waterloo region
- If approved, the Region of Waterloo will contribute a one time payment of \$250,000 towards the overall project costs for marketing and administration of the microloan project. The funding will come from the Strategic Investments for Business Supports fund approved by the council in March 2021 to support pandemic recovery. The program will be administered by WWCFDC and run from 2023 to 2026 providing financing opportunities to 200-300 small businesses

5. Background:

FedDev Ontario has created a new application for a non-repayable grant that aims to develop, diversify and transform local economies by promoting small business development, community innovation, and strategic collaborations. Staff from the City of Cambridge, Township of Woolwich, and the Waterloo Region Small Business Centre approached Regional staff to partner with, and lead a region-wide application for \$3 million to start a microloan program in Waterloo Region. The \$3 million microloan program is a revolving loan program that has perpetuity as loan recipients are expected to repay loans plus interest.

Scale-up and start-up-sized businesses, with fewer than ten employees, and start-ups, are struggling to get loans from traditional lenders due to prerequisites such as having a history of strong financial performance. In addition, conventional lenders like banks have moved away from smaller loans due to low returns on investment. This shift for

banks is one of the impacts from the pandemic and is a structural shift in the lending market. This leaves a significant gap in funding, which puts scale-up, and start-up-sized businesses that need access to microloans at a disadvantage.

The proposed \$3 million microloan program will aim to fill this gap in Waterloo Region by providing scale-up and start-up-sized businesses with access to essential funding that is otherwise unattainable through traditional lending mechanisms. Providing additional support for this portion of the business community as the economic recovery continues is especially important. The impacts of the pandemic continue to be felt, however, COVID--19 grant programs have slowed, leaving businesses struggling to find funding to start, continue and expand operations.

In addition to pandemic impacts, business owners from equity-deserving groups also experience additional struggles in obtaining loans, as they often do not meet traditional lending outlet prerequisites such as a history of strong financial performance. This program helps businesses access conventional loans in the future by allowing them to create proof of strong financial performance with the microloans and gain a good credit rating. The microloan program will support equity-deserving business owners with growing or starting a new venture by creating a new sustainable source of income. The microloan program will prioritize equity-deserving groups when selecting loan recipients.

Over the next three years, 2023-2026, the microloan program will provide financing opportunities to 200-300 small businesses, supporting the Waterloo Region business community with new funding that will directly assist with the creation of economic diversification, integration and transformation.

Partnership Breakdown:

The WWCFDC will contribute \$40,000 and will manage the loan portfolio. They will act as the administrator for the program, provide the final approval of the business plans, disburse loans, collect payments, and document the client reports.

Approximately \$63,000 from the WRSBEC will promote the program through its current channels. They will review applications from businesses, provide advisory services and conduct site visits. They will review applications with a volunteer loan review committee and forward the application to Wellington-Waterloo Community Futures Organization. They will provide ongoing advisory services to monitor the progress of the loans and collect application fees to support all administration services.

If approved, the Region of Waterloo will contribute \$250,000 to the program, which will be used for administration and marketing. The Region of Waterloo will promote the program through existing channels and contribute money to create a marketing push. They will also use their contacts to promote the program to equity-deserving groups.

Area Municipalities, the Region of Waterloo, WWCFDC, and the WRSBEC will support

outreach to start-ups and small businesses. All partners will use their networks to promote the program across Waterloo Region.

Area Municipality Communication and Public/Stakeholder Engagement:

Wellington-Waterloo Community Futures Organization, Waterloo Region Small Business Centre, Area Municipalities and the Region of Waterloo have all collaborated on the microloan application. Given this initiative is Region-wide, the Region of Waterloo will lead the application to FedDev Ontario and administer the program delivery with partners.

Public/Stakeholder Engagement:

Nil

6. Financial Implications:

As part of the 2021 budget, Regional Council approved \$3 million for the Strategic Investment in Business Supports in order to help businesses with programs designed to help them through the pandemic. This investment is funded through Safe Restart Funding. Of the \$3 million, \$1.8 million has been spent or committed leaving sufficient funds for the marketing and administration costs as outlined in this report.

7. Conclusion / Next Steps:

Staff will provide an update to Council following the results of the FedDev Ontario application.

8. Attachments:

Nil

Prepared By: Laura Philippe, Manager, Economic Development

Rachel Wagner, Senior Economic Development Business Officer

Reviewed By: Matthew Chandy, Director, Innovation & Economic Development

Approved By: Rod Regier, Commissioner, Planning, Development and Legislative Services

Region of Waterloo
Engineering and Environmental Services
Design and Construction

To: Planning and Works Committee
Meeting Date: December 6, 2022
Report Title: Bleams Road (Regional Road #56) Improvements from Fischer-Hallman Road to Trussler Road

1. Recommendation

That the Regional Municipality of Waterloo:

- a) Approve the recommended design alternative for the Bleams Road (Regional Road #56) Improvements, from just west of Fischer-Hallman Road to Trussler Road, as outlined in Report EES-DCS-22-002 dated December 6, 2022; and
- b) Direct staff to file the Notice of Completion for this Class Environmental Assessment Study by means of advertisements in local newspapers and mailings to adjacent property owners, tenants, and agencies, and place the Environmental Study Report on the public record for a period of 30 days.

2. Purpose / Issue:

Seek Council approval for the design alternative as prescribed by the Environmental Assessment Act and proceed to detailed design and construction, pending budget approval.

3. Strategic Plan:

This project supports Strategic Focus Area 2—Sustainable Transportation. It will offer residents more choice in active transportation and improve road safety with a new multi-use trail and interconnections for pedestrians and cyclists.

4. Report Highlights:

The recommended design alternative for Bleams Road from Fischer-Hallman Road to Trussler Road meets the following Regional strategic priorities:.

- supports Active Transportation with multi-use trails on both sides of Bleams Road and interconnections for pedestrians and cyclists;
- provides access to new developments to support new homes;

- adds capacity for the travelling public;
- fulfills the asset management plan by addressing the poor road condition;
- improves storm water drainage and protects the groundwater aquifer by diverting run off to a controlled storm water facility;
- provides value for money by optimizing the life cycle cost of the asset;
- provides an opportunity during road construction to include redundancy for water pumped from the Grand River Hidden Valley Reservoir to the Mannheim Water Treatment Plant, which provides up to 25% of the Region's drinking water.

In addition to multi-use trails on both sides of Bleams Road, this project includes four roundabouts along Bleams Road within the project limits, widening to four lanes from Fischer-Hallman Road to Commonwealth Street, and raised centre medians for the section from Fischer-Hallman Road to Donnenwerth Drive/Amand Drive.

This project has approved budget for design in 2022, with forecasted funds in 2023, 2024 and 2025 to be refined through the budget process.

Please see Appendix A, B and C for more information.

5. Background:

Asset management data has shown that the pavement condition on Bleams Road is in fair to poor condition due to the age of the asphalt combined with poor drainage. This project will replace the deteriorated pavement and urbanize the roadway by removing the existing ditches and installing an underground storm sewer system.

Following the Region of Waterloo 2018 Transportation Master Plan, a multi-use trail is being recommended on both the north and south sides of Bleams Road from Fischer-Hallman Road to Trussler Road, with interconnections for pedestrians and cyclists between proposed and existing developments on both sides of the roadway.

A study of the current and projected traffic patterns along Bleams Road, between Fischer-Hallman Road and Trussler Road, determined the need to improve Bleams Road to accommodate the recent and future intensification of land use along both sides of Bleams road. This includes widening Bleams Road to four lanes from Fischer-Hallman Road to Commonwealth Street. After technical evaluation and public input, constructing four roundabouts along Bleams Road within the project limits was preferred over the traffic signal and hybrid (signals and roundabouts) alternatives. Raised centre medians for the section from Fischer-Hallman Road to Donnenwerth Drive/Amand Drive are included to improve safety by restricting left turns. Trees will be planted where there is sufficient space.

A noise review for the section from Fischer-Hallman Road to just west of Commonwealth Street/Abram Clemens Street was conducted due to the widening of the

road and concluded that additional noise attenuation will not be required in this section of Bleams Road.

A large portion of the Bleams Road project overlies the highly vulnerable drinking water protection areas for the Mannheim water supply wells and the project will need to include measures to protect the water quality from the application of road salts. The recommended design of this project includes the installation of a closed storm sewer to convey surface drainage out of the area of high vulnerability. Potential design concepts, such as clay lined boulevards and winter by-pass features in the adjacent storm water ponds will also be considered during detailed design.

This road project also provides an opportunity to construct a new raw watermain along this section of Bleams Road at the same time. Constructing the new watermain as part of the road construction project reduces overall costs due to construction efficiencies and reduces overall disruption due to construction. This new section of raw watermain is one part of a longer term plan to provide a second connection to ensure the security of the water supply between the Hidden Valley high lift pumping station and the Mannheim Water Treatment Plant by adding another watermain to convey water in the event that one of the watermains was out of service.

6. Area Municipality Communication and Public/Stakeholder Engagement:

Area Municipality Communication

The planning and design of this project included staff from the City of Kitchener.

Public/Stakeholder Engagement

Region staff met and consulted with the following stakeholder groups:

- First Nations
- Land developers.
- Property owners directly affected by land acquisitions.
- Region's Active Transportation Advisory Committee.

Region staff also consulted with the public in two Public Consultation Centres and communicated through EnageWR, newspaper ads, on-site signage boards, social media and mailed over 900 letters to area property owners, businesses, authorities and agencies.

The online survey during the first PCC received 181 responses:

- 50% supported roundabouts at all four intersections
- 30% supported the hybrid combination
- 20% supported traffic signals at all four intersections

The most common comments received from the first PCC included a desire for smooth vehicular traffic flow and good active transportation facilities.

The online survey during the second PCC received 10 responses, which were all generally in support of the Project Team Preferred Alternative of 4 roundabouts.

Public comments and project team responses are in Appendix D.

7. Financial Implications:

There are no direct financial impacts associated with this report. The conceptual design costs were included in 2022 Capital Budget. The current construction cost estimate for the road-related work is \$16.6 million and will be included in the preliminary 2023-2032 Transportation Capital Program for consideration by Council. The estimated construction cost for the new raw watermain is \$3.75 million and will be included in the preliminary 2023-2032 Water Services Capital Program. The timing of the construction is subject to receipt of all technical and financial approvals, completion of detailed design, relocation of utilities and land acquisition, and will be revised as necessary during the preparation of future Transportation Capital Programs.

8. Conclusion / Next Steps:

Subject to Regional Council approval of the Recommended Design Alternative, staff will file a Notice of Study Completion on the public record for a 30-day review period. Notice of filing will include newspaper advertisement, mailed and emailed notices, as well as posting notice on the Region and EngageWR websites. After the review period, detailed design and utility relocations are planned in 2023 followed by construction in 2024 and 2025.

9. Attachments:

Appendix A: Key Plan

Appendix B: Project Team Recommended Design Alternative (X-Sections)

Appendix C: Project Team Recommended Intersection Types and Median Location

Appendix D: Public Comments and Project Team Responses

Appendix E: Land Acquisition Requirements

Prepared By: Greg Proctor, Project Manager, Design and Construction

Skylar Van Kruistum, Head, Design and Construction

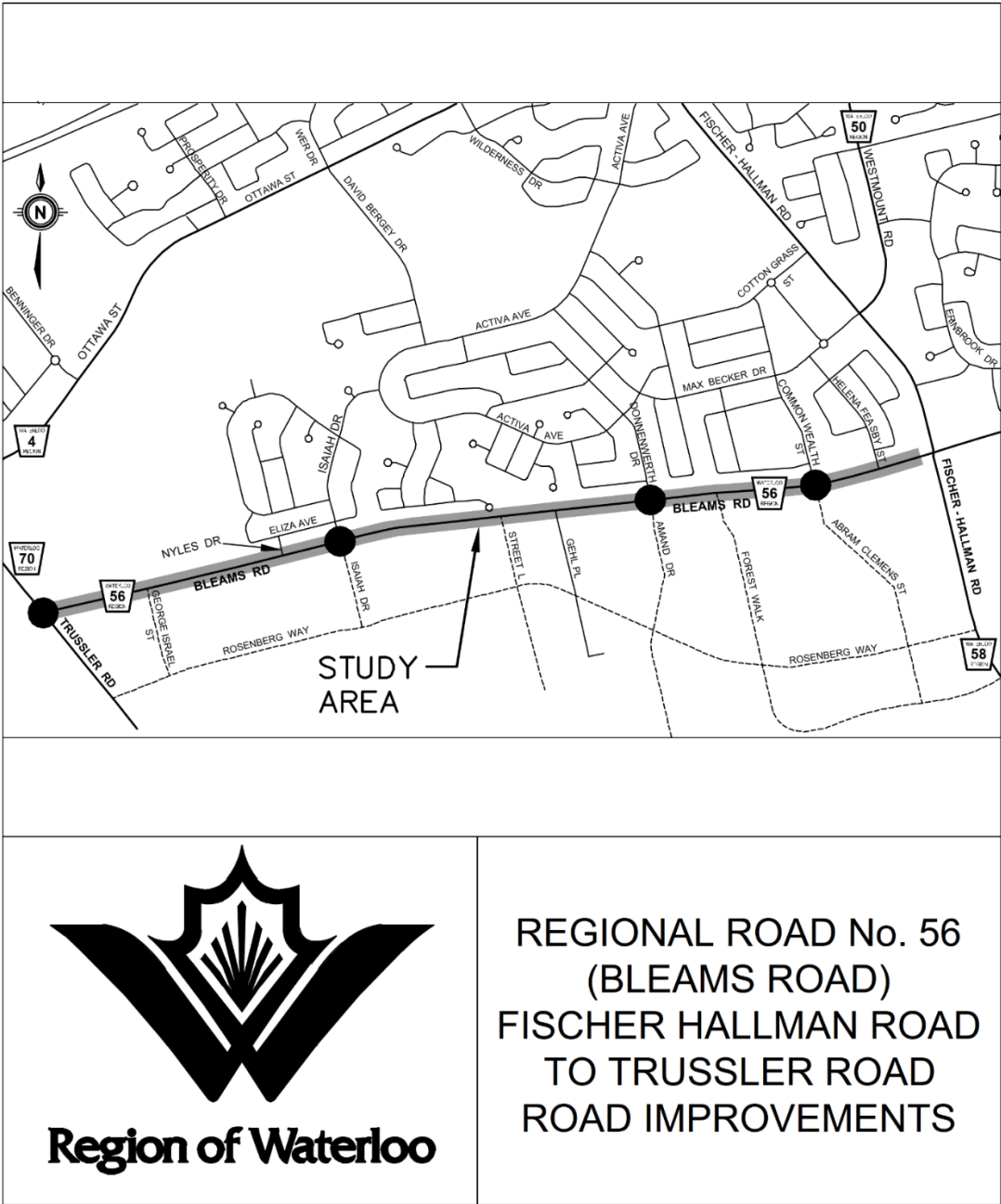
Reviewed By: Phil Bauer, Director, Design and Construction

Approved By: Jennifer Rose, Commissioner, Engineering and Environmental Services

Mathieu Goetzke, Commissioner, Transportation Services

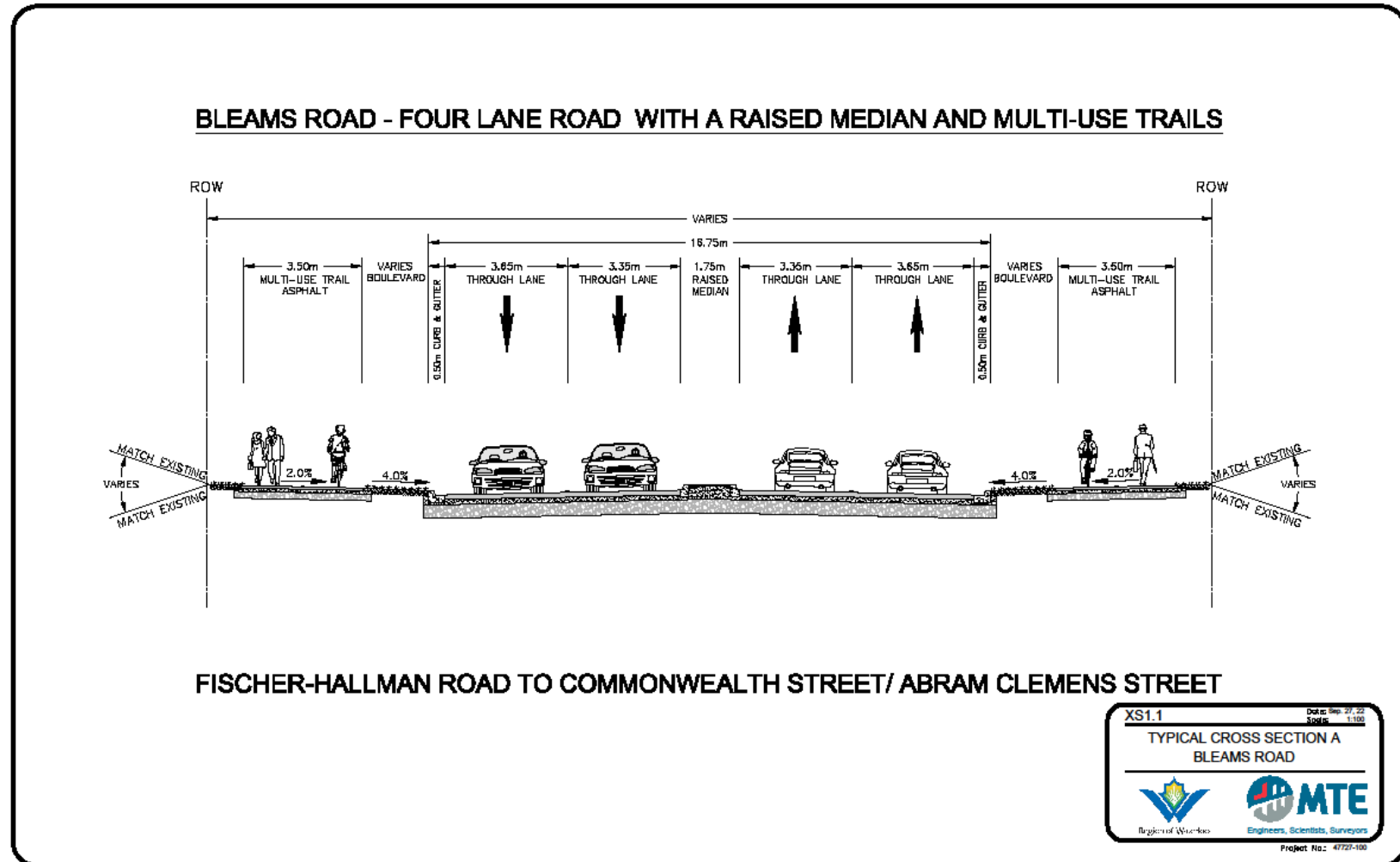
APPENDIX A

Key Plan



APPENDIX B

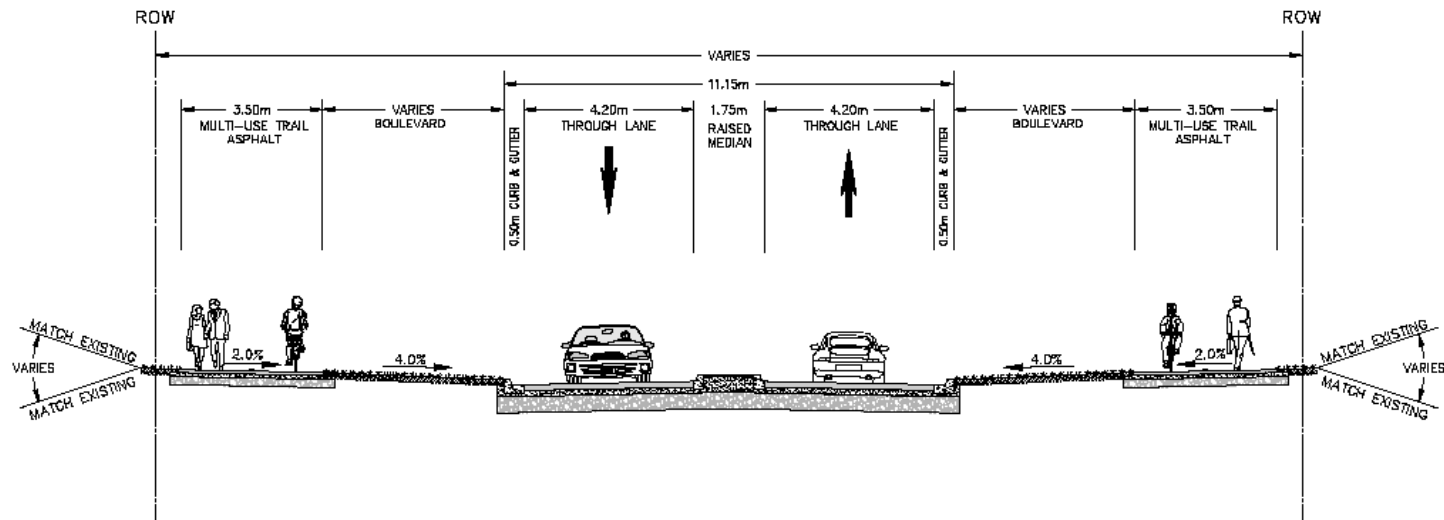
Project Team Recommended Design Alternative (Cross-Sections)



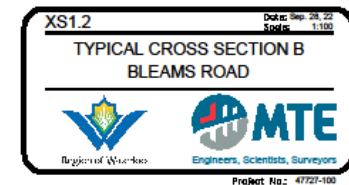
September 27, 2022 — 1:42 p.m. — Plotted By: ADoSiva

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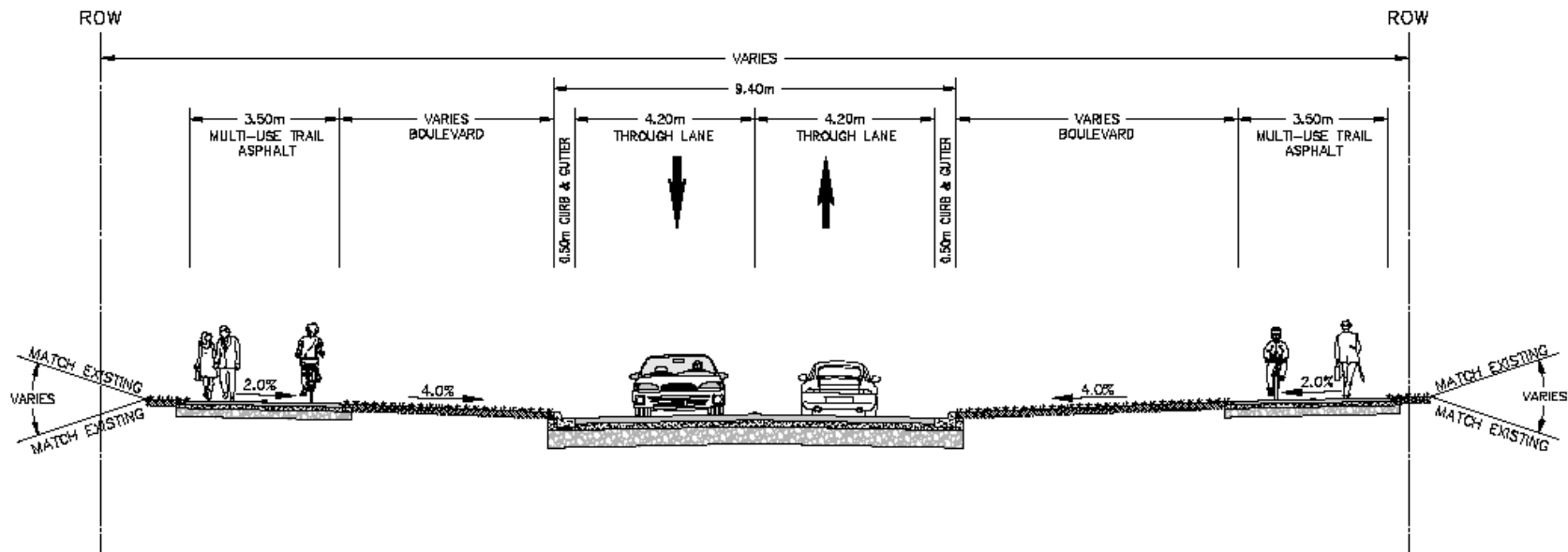
BLEAMS ROAD - TWO LANE ROAD WITH A RAISED MEDIAN AND MULTI-USE TRAILS



COMMONWEALTH STREET/ ABRAM CLEMENS STREET TO AMAND DRIVE/ DONNENWERTH DRIVE





BLEAMS ROAD - TWO LANE ROAD WITH MULTI-USE TRAILS



AMAND DRIVE/ DONNENWERTH DRIVE TO TRUSSLER ROAD

XS1.3
Date: Sep. 28, 22
Scale: 1:100

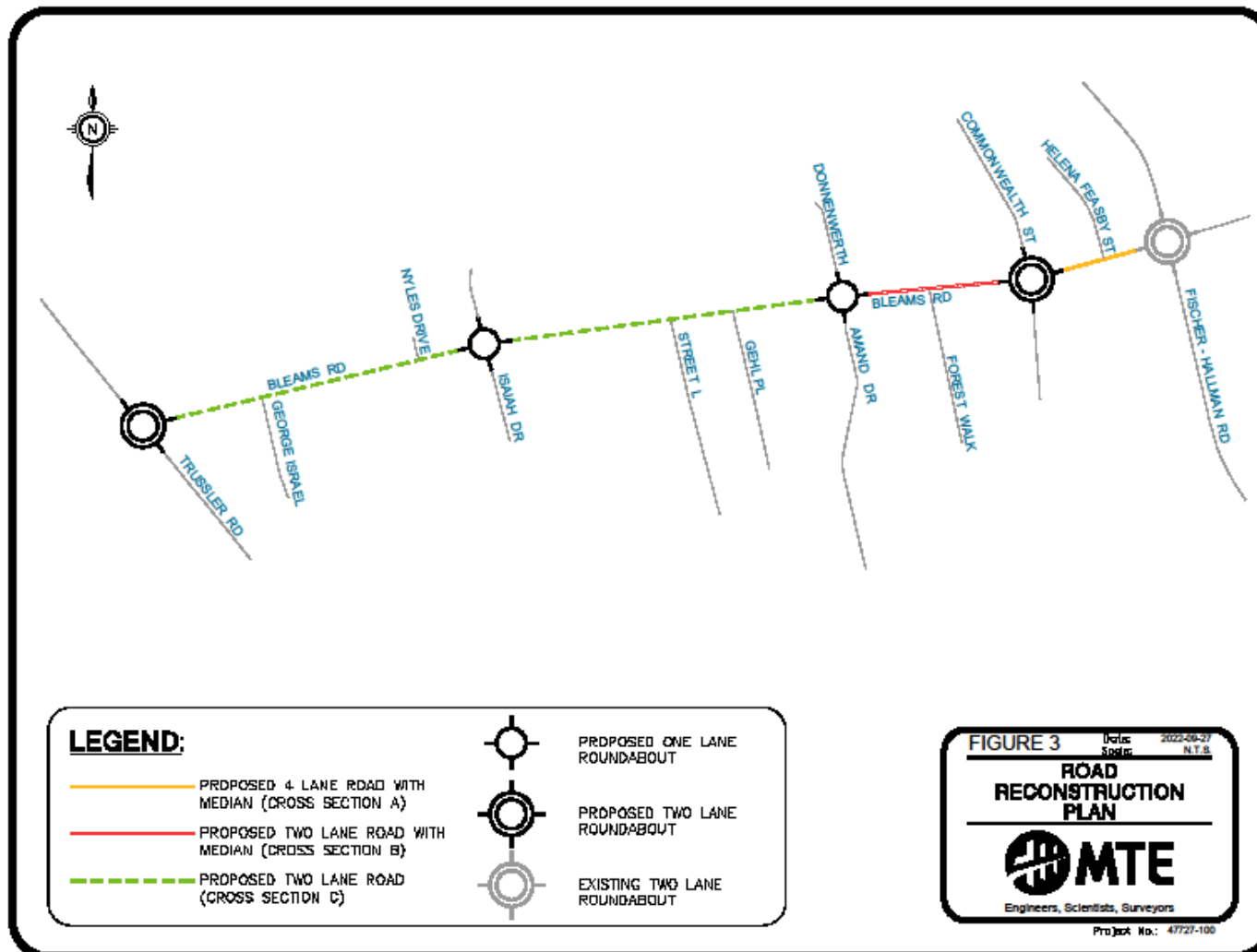
TYPICAL CROSS SECTION C
BLEAMS ROAD

Project No.: 47727-100

APPENDIX C

Project Team Recommended Intersection Types and Medians



September 27, 2022 - 2:11 p.m. - Plotted By: ADaSilva

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APPENDIX D

Public Comments and Project Team Responses

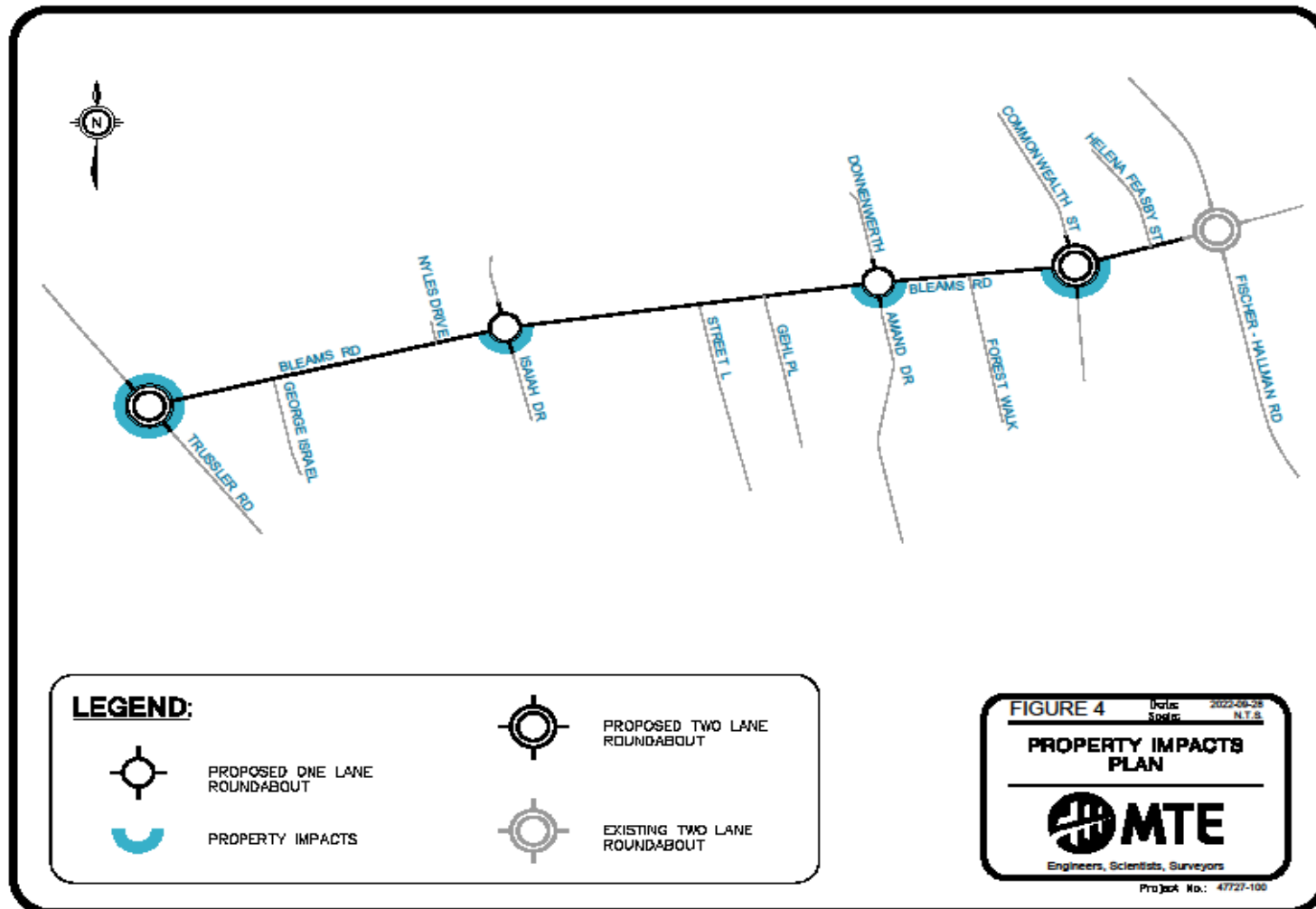
Comment	Project Team Response
Need for efficient traffic flow	Analysis of the existing and future traffic volumes along with turning movements has determined that roundabouts and raised medians, at the locations shown on the Project Team's Recommended Alternative, will provide an efficient traffic flow.
Some comments expressed a preference for signals over roundabouts	Signals and roundabouts were given equal consideration in this study, and were included in the three alternatives presented to the public during the first public consultation. Based on public input from the first public consultation and review of other concerns, the Project Team determined that these four intersections are better served with roundabouts than signals.
Concern with interaction of active transportation at multi-lane roundabouts	In order to alleviate this concern, the Project Team's Recommended Alternative includes the installation of single lane roundabouts on Bleams Road at Donnenwerth Drive/Abram Clemens Drive and at Isaiah Drive. It is hoped, that in the next few years, provincial legislation will change to improve active transportation crossings at roundabouts. Current Ontario legislation does not allow cross-rides at roundabouts.
Preference for a four lane cross-section rather than two lane cross-section	Traffic forecasts have been completed to establish the number of lanes that are warranted for the corridor. It was determined that a four lane section between Fischer-Hallman Road and Commonwealth Street/Abram Clemens Street is required. The remainder of the corridor can remain as a two lane section for many years to come. Construction of the roundabouts will be completed such that the transition from single lane to multilane roundabouts to support a potential future four-lane configuration, can be done.
Concern that traffic speed on Bleams Road is too high	Consideration is being given to reducing the posted speed from its current limit of 70 km/h. Detailed design of the roundabout intersections will consider the best approach angles to reduce speed within and adjacent to each roundabout. The maximum speed through a typical roundabout is usually 40 km/h, or less, with desired speeds of 30 km/h or less.

Concern that too many pedestrian crossing locations will be constructed	Pedestrian crossing locations under consideration are located where there is an existing tendency to cross such as a trail on either side of Bleams, a church, or a cross street without a full intersection. Crossings will occur in these locations naturally, and the Project Team would like to direct pedestrians to cross in the most appropriate locations in order to reduce the number of pedestrians crossing midblock.
Concern with on-street parking on side streets near future roundabouts	Through consultation with City of Kitchener staff, on-street parking on intersecting side streets will be adjusted as required to accommodate vehicle movements.
There is a need for streetscaping along Bleams Road	Appropriate landscaping will be designed for locations along Bleams Road that allow for adequate sightlines, utility placement and maintenance.
Bus transit routes need to be provided on Bleams Road	Currently, this section of Bleams Road does not include a transit route and is not being considered as a future transit corridor. However, the intersections will be designed to handle buses in case GRT plans change. Rosenberg Way is the route currently planned for a GRT route, and it runs parallel for the full length of the Bleams Corridor.
Concern for the safety of corridor users	We will complete this design to maintain the highest level of safety for all corridor users. The Region strives to build safe roads and roundabouts are designed to eliminate fatalities associated with right angle collisions and high-speed rear end collisions. Roundabouts have been shown to reduce these collisions.
Access for EMS due to raised median at Helena Feasby Street	The Project Team feels that suitable access to Helena Feasby can be achieved from either Bleams Road or the adjacent roundabouts, which are in close proximity. Consultation with EMS services will continue through detailed design.
Concern with low lighting levels on future roadway and multi-use trails	Appropriate lighting will be designed for the roadway and multi-use trails along the Bleams Road corridor.
Concern with available sightlines	Ensuring proper sightlines for the safety of all forms of transportation is a key consideration in this design. Sightlines will be considered throughout the corridor for all corridor users.
Concern with current and future roadway noise	In accordance with the Region's Noise Policy - Part B, a noise assessment was completed for the properties on Bleams Road in the section from Fischer-Hallman to Commonwealth Street/Abram Clemens Street, which is being widened from two to four lanes. The study determined that no additional noise

	attenuation measures are required. Per Part B, the 10-year projections for traffic volumes are used to determine if noise levels exceed either 65 dBa, or increase the existing levels by 5 dBa and are greater than 60 dBa. This widened section does not meet those thresholds for noise attenuation.
Need for an eastbound left turn lane at Romanian Orthodox Church	A turning lane at the Romanian Orthodox Church is being considered.
Concern for future students crossing a roundabout on Bleams Road at Isaiah Drive	The recommended design includes a single lane roundabout at Bleams Road and Isaiah Drive. The single lane roundabout will reduce the crossing distance for pedestrians, and would allow future students to cross a single lane of traffic at a time to get across the intersection.

Appendix E

Land Acquisition Requirements



September 28, 2022 — 9:05 a.m. — Plotted By: ADaSilva

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Council Enquiries and Requests for Information
Planning and Works Committee

Meeting date	Requestor	Request	Assigned Department	Anticipated Response Date
12-Apr-22	Committee	Staff to report on whether the speed limit on New Dundee Road could be reduced prior to construction completion	TES	Fall 2022 – Winter 2023
12-Apr-22	Committee	Staff continue to share updates and information regarding micromobility and the RFP	TES	Fall 2022 – Winter 2023
07-Jun-22	Committee	Staff to report back to the Committee in increments of one and two years, with the results of the speed limits in school zones pilot, with a recommendation to follow	TES	Summer 2023
04-Oct-22	Committee	Staff to report back on a plan or program on traffic calming in settlement and residential areas, considering high volume versus high speed	TSD	Winter 2023

From: pbritton
Sent: December 5, 2022 10:23 AM
To: Greg Proctor <GProctor@regionofwaterloo.ca>
Subject: Engage Region of Waterloo-Bleams Road Improvements

Good Morning Greg,

We are writing as a follow-up to our discussions and on behalf of Stamm Investments Limited (Stamm). Stamm owns the property municipally addressed as 186 Gehl Place. The Stamm lands are subject to a draft approved plan of subdivision (Subdivision 30T-14201) and implementing zoning by-law. The Stamm plan of subdivision makes provision for the widening of Bleams Road and a roundabout at the intersection of Bleams Road and Amand Drive. The extent of land required for the roundabout and the grading relationship between the Bleams Road improvements and Stamm's plan of subdivision are not clear from the design plans circulated with the staff report. We confirm our understanding that staff and the Region's consultant will work with Stamm during the detailed design stage such that impacts are understood and minimized to the extent possible while having regard for good engineering design practices. On this basis, Stamm confirms support for the project and the timing that is proposed. Stamm also confirms their intent to continue to work positively and collaboratively with the Region with respect to this important project.

We have reviewed the Bleams Road improvements in the context of the broader Regional road network and ongoing road improvements. As you know, Bleams Road will connect with improvements to Goodrich Drive and ultimately the River Road extension. The need for this corridor to provide additional east-west mobility in South Kitchener is well documented dating back to at least the 1979 Regional Transportation Review. In consideration of the role and significance of this corridor, it makes imminent sense for Bleams Road to be planned with roundabouts consistent with the balance of the corridor and as the best option to realize the planned function of the corridor.

Kindly circulate this correspondence to Planning and Works Committee as Stamm's input to the Committee's deliberations.

Thank-you and have a nice day.

Paul

PAUL R. BRITTON, MCIP, RPP

MHBC Planning, Urban Design & Landscape Architecture