



# REGIONAL MUNICIPALITY OF WATERLOO CONSOLIDATED BUDGET COMMITTEE AGENDA PUBLIC INPUT SESSION

Wednesday, December 5, 2012  
6:00 p.m.  
Council Chambers, 2<sup>nd</sup> Floor  
150 Frederick Street, Kitchener

---

\*Denotes Item(s) Not Part of Original Agenda

---

**1. DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL  
CONFLICT OF INTEREST ACT**

**2. DELEGATIONS**

- a) James Howe, Kitchener Resident, Re: Waterloo Region Smart on Crime Foundation, Waterloo Regional Police Services and Community Services Budgets
- b) Bill Poole, on behalf of Canadian Clay & Glass Gallery, Kitchener Waterloo Art Gallery, and Cambridge Galleries, Re: Funding for collaborative marketing initiatives for public art galleries
- c) Tony Dowling and Hans Pottkamper, West Montrose Resident's Association Inc. operating as [BridgeKeepers](#), Re: Budgeting for maintenance and repairs to the West Montrose Covered Bridge 1
- d) Christopher Hyde, on behalf of Wilfred Laurier Student Union and University of Waterloo Federation of Students, Re: GRT Fares
- e) Marianne Irvine, Melissa Webster and Alex Troeger, on behalf of ALIV(e), Re: Ontario Works Discretionary Benefits
- f) Lucia Harrison, on behalf of K-W Multicultural Centre, Re: Ontario Works Discretionary Benefits
- g) John Neufeld and Wendi Campbell, on behalf of Food Assistance Network (Waterloo Region Shares Advisory Group), Re: Ontario Works Discretionary Benefits
- h) Charles Nichols, on behalf of Homelessness & Housing Umbrella Group, Re: Community Start-up and Maintenance Benefit, Ontario Works Discretionary Benefits
- i) Shannon Balla, on behalf of Poverty Makes Us Sick, Re: Community Start-up and Maintenance Benefit, Ontario Works Discretionary Benefits

- j) \*Rohan Thompson and youth delegations, on behalf of inREACH, Re: inREACH Project funding
- k) Doris Martin, Joe-An McComb, Sandy Roxborough, House of Friendship/Kinbridge Neighbourhood Association/Preston Heights Community Centre, Re: inREACH Project funding
- l) Michelle Braniff, on behalf of inREACH, Re: inREACH Project funding
- \*m) Kaylie Tiessen, on behalf of Poverty Free Waterloo Region, Re: Community Start-up and Maintenance Benefit and Ontario Works Discretionary Benefits
- \*n) Catherine Stewart Savage, on behalf of Poverty Free Kitchener-Waterloo, Re: Community Start-up and Maintenance Benefit and Ontario Works Discretionary Benefits
- \*o) Cameron Dearlove, Kitchener Resident, Re: Community Start-up and Maintenance Benefit and Ontario Works Discretionary Benefits
- \*p) Jeffrey Beckner, Kitchener Resident, Re: Community Start-up and Maintenance Benefit and Ontario Works Discretionary Benefits

### **3. OTHER BUSINESS**

### **4. INFORMATION/CORRESPONDENCE**

- a) [Letter from Brien Thurston](#) dated November 23, 2012 Re: Waterloo Regional Police Services 5
- \*b) [Letter from Conestoga Students Inc.](#) received December 3, 2012 Re: Universal Bus Pass for Conestoga students 6
- \*c) [Letter from Cambridge Shelter](#) received December 3, 2012 Re: Transportation benefit and Ontario Works Discretionary Benefits 8

### **5. ADJOURN**



November 20, 2012

Mr. Tom Reitz  
Manager / Curator  
Waterloo Region Museum  
10 Huron Rd.  
Kitchener, Ontario  
N2P 2R7

cc.: **Regional Municipality of Waterloo:** Ken Seiling, Thomas Schmidt, Mike Murray Rob Horne, Shawn Buckely; **Township of Woolwich:** Todd Cowan, David Brenneman

Dear Tom:

We (BridgeKeepers, a.k.a. West Montrose Residents' Association, Inc.) to express our concerns regarding several issues related to the West Montrose Covered Bridge:

1. Management and maintenance of the bridge since the Region assumed ownership in 1998.
2. Issues related to the closure and pending re-opening of the bridge.
3. The Region's communications with the community regarding the closure, and lack of engagement of the community in proposals for its re-opening and future protection.
4. Partnership with the Region and Township of Woolwich in finding a balanced approach to protecting the bridge while providing access to it.
5. Assistance in maintaining and preserving the bridge in the future.

### **Management and Maintenance**

Since the Region assumed ownership of the bridge from the Province of Ontario on January 1, 1998, maintenance has been inadequate. Over this fifteen-year curatorship, the floor boards have been exposed to the elements for extended periods of time; the roof has several holes and is in serious need of replacement; the interior is cleaned only because local residents assume responsibility for doing so; broken boards are left unrepaired in the bridge; interior lights have been out for extended periods; overdue interior painting was only undertaken with the urging and assistance of local residents; and overweight



vehicles have been allowed access to the bridge unfettered. This latter issue recently resulted in costly and entirely avoidable damage to the bridge, and inconvenience and some danger to residents, Old Order Mennonites, local business and tourists.

The covered bridge is a historic landmark; a centerpiece for the Region, the Township and the Province for tourism, culture & heritage and promotion. It is frequented by upwards of 40,000 visitors each year. Despite this prominence, it is largely ignored and neglected by its owner, the Regional Municipality of Waterloo. Our members have visited dozens of covered bridges across North America and, regrettably, we have found that the West Montrose covered bridge is among the lower tier in terms of maintenance and care. This great heritage asset has been entrusted to the Regional Municipality of Waterloo by the people of Ontario. BridgeKeepers do not believe the Region has adequately honoured that trust.

We were told that the Region is hoping to budget a substantial amount of money for bridge repairs in 2016 and 2017, and that the funds could not be allocated earlier because the Region's budget is a long-term process. The Region has owned the bridge for fifteen years; we cannot comprehend that funds were not allocated years ago for predictable maintenance requirements.

## Issues Related to Closure

Del Gingrich sub-titles his book, *Kissing Bridge*, "Ontario's only covered bridge, and West Montrose, the quiet, charming village whose sides it connects". West Montrose is a social community; a settlement where residents are tightly connected and know each other well enough to stop and chat. Normally, the bridge *connects* our community. For nine weeks, the river has *divided* our community. Residents who normally drive through the village now drive around it; those who normally walk or bike to or through the bridge no longer do so. Many people who enjoy passing through the bridge every day have not seen it or their neighbours since it was closed.



Tourists have largely stopped visiting the bridge, since it is an eyesore instead of a charming attraction. The store and mailboxes are inaccessible from the south side of the river. This has negatively impacted business at the Lost Acre Variety Store.



*Horse & buggy westbound on Line 86 approaching blind curve and narrow shoulder on bridge.*

Perhaps the greatest concern with the bridge closure is that **horses and buggies must now detour out onto Line 86 and risk driving across the high-speed highway bridge**. This bridge has no shoulders on which buggies can get out of traffic. Instead, they travel along the shoulder of the road, and then veer into traffic as they reach the bridge. Westbound, the bridge is at the bottom of a grade, on a blind curve. As winter, with its dark mornings and evenings and potential for snow-covered roads approaches, the risks to buggy traffic imposed by this detour are unacceptable. The Region is imposing a great danger on our Old Order Mennonite community by extending the closure of the covered bridge to horse and buggy traffic.

## Communications with Community

Regional staff attended our community meeting in October to make a presentation, which was greatly appreciated by those in attendance. Unfortunately, there has been no ongoing communication from the Region with the community at large. Board members of our Association are regularly asked by residents, “What’s going on with the bridge?” “When will it be open?” “Are they going to let cars back on?” It should not be the responsibility of our Association to communicate the Region’s activities or intentions, but there is no alternative.

We are often left to get “updates” in the form of a new barricade or sign, an article in the paper, or a conversation with contractors working on the bridge. For example, an Old Order lady who teaches at the parochial school on Katherine Street and lives just north of the covered bridge discovered one night that the bridge had been closed to pedestrians – only after she walked the kilometre from Katherine to the bridge, and then had to backtrack and detour around on line 86.

We were informed at our public meeting that the Region intends to hold a Public Information Centre to gather feedback on plans to re-open the bridge while protecting it from heavy vehicles. We found out later that the meeting is not planned until at least January, and that there is not even a tentative timeline for opening the bridge to traffic. We are wary that this Public “Information” Centre will not be a forum for discussion, but rather a presentation of what the Region plans to do. A U.S. politician recently stated, "The difference between outreach and inclusion is, outreach is when five guys have a meeting and call you. Inclusion is when you're in the meeting." We'd like to be *included*.

## Partnership in Protection

BridgeKeepers have a large and unique body of knowledge on vehicular traffic on the bridge; and the opinions, concerns and perspectives of various stakeholders in the community and the bridge. We have gathered this knowledge over years of living in the community, speaking with stakeholders, reading feedback from our 5800 Facebook fans, membership in the National Society for the Preservation of Covered Bridges, etc. This information is not known by Regional staff, but would be extremely valuable in formulating plans for the future of the bridge and community.

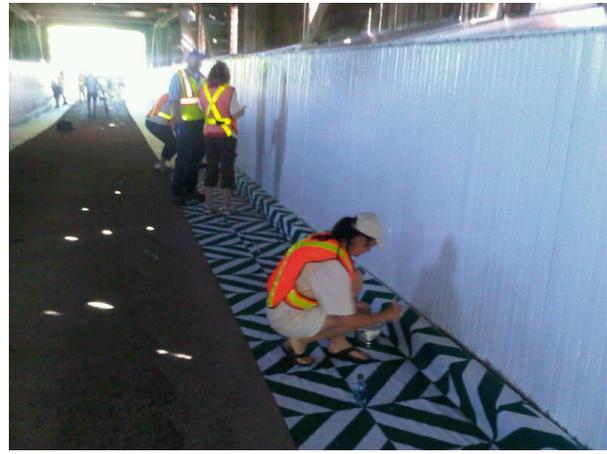


We have had numerous discussions within our association and with other parties who have experience in various signage and restrictions to limit vehicular access to covered bridges. Some of the methods used elsewhere would be totally unacceptable in West Montrose; others could be adapted to work quite well.

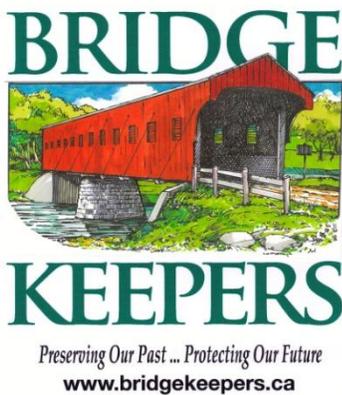


BridgeKeepers has developed several proposals that we believe would offer excellent solutions to the unique situation in West Montrose. We propose that the Region strike a working group, including representatives from the Region, the Township of Woolwich and BridgeKeepers to explore and evaluate various alternatives to protect the bridge. We offer our enthusiastic participation in such a group.

## Partnership in Preservation



The residents of West Montrose have taken an active role in maintaining and preserving the bridge since it was built. Most recently, the Kiwanis Club of Elmira and BridgeKeepers have undertaken an annual cleaning of the bridge's interior – knocking down cobwebs, blowing down dust and debris, and sweeping debris off of the roadway. Kiwanis members painted the gables several years ago; local Mennonites laid the wooden floor when the bridge was repaired twelve years ago; and residents often paint over graffiti that appears inside the bridge. In June of 2012, the West Montrose Residents' Association partnered with the Region to paint the interior walls of the bridge, with 25-30 volunteers contributing over 60 hours of labour to the Region.



BridgeKeepers' signature is "Preserving Our Past... Protecting Our Future" and our vision is "*to be an organization dedicated to ensuring the West Montrose area continues to be an exceptional community in which to live and visit*".

We would like to offer our partnership in any appropriate projects aimed at preserving the West Montrose Covered Bridge, and protecting its future.

Please feel free to contact us should you have questions, require further information, or wish to discuss the creation of a "working committee".

Best regards,

BridgeKeepers  
West Montrose Residents' Association, Inc.

**From:** Brien Thurston  
**Sent:** Friday, November 23, 2012 4:21 PM  
**To:** Regional Inquiries  
**Subject:**  
**Importance:** High

**To The Council and others concerned:**

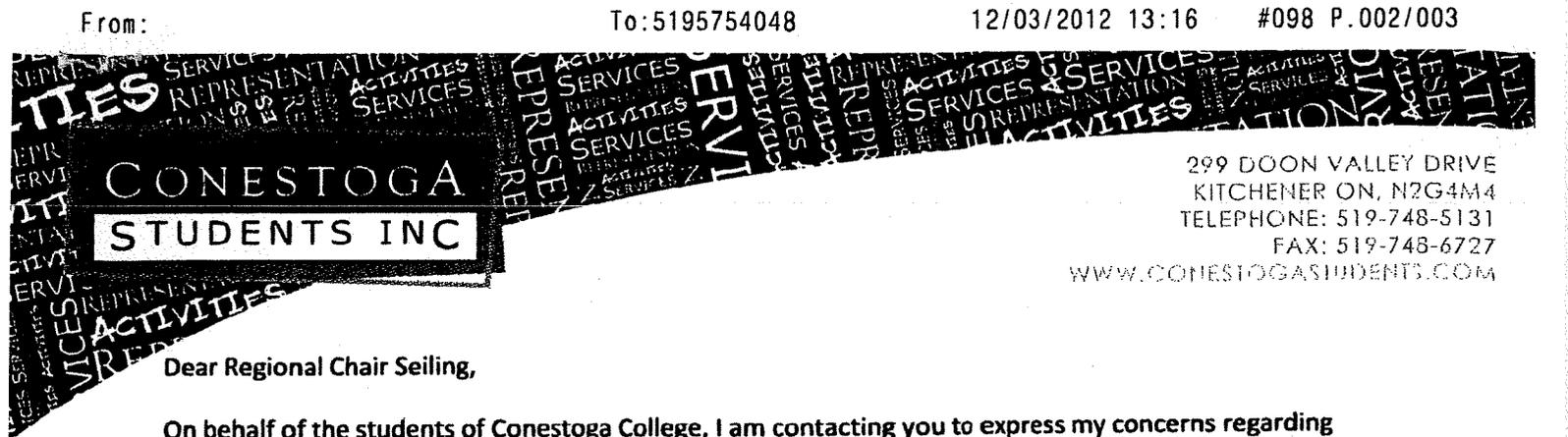
I am reading in "The Record" today of the councils wants to have the Waterloo Regional Police Budget reduced even though, in the same news, we recognize the rise in crime. In 2011 Chief Torigian requested an increase in police officers which was cut in half. The Region is growing disproportionately to its resource capabilities. I live in the Ottawa – Westmount area. The traffic is horrific, no doubt affected in large part by the continuing growth of residential housing to the southeast (towards Ayr). In fact, there is already a new fire station in that area.

The council, and the cities, can NO LONGER continue to allow growth while turning away their heads away from critical organizations like police, fire and EMS. One only needs to observe the major highways in the morning and afternoons to see the overload in action. And, may I say, this situation does NOT address issues such as water, sewage and hydro supplies.

To ALL MEMBERS please accept that you may pride yourself on the constant increase and development of businesses and residences, **BUT THERE ARE DEFINITE COSTS**. To put it more succinctly, it is not reasonable to expect the officers and staff of WRPS or other significant services to continue the same high standard of action while refusing to recognize and accept the needs for proportional increases.

Brien Thurston

Kitchener, Ontario



# CONESTOGA STUDENTS INC

299 DOON VALLEY DRIVE  
KITCHENER ON, N2G4M4  
TELEPHONE: 519-748-5131  
FAX: 519-748-6727

WWW.CONESTOGASTUDENTS.COM

Dear Regional Chair Seiling,

On behalf of the students of Conestoga College, I am contacting you to express my concerns regarding the recent proposal to delay the implementation of the Universal Bus Pass for Conestoga students beyond the scheduled date of September 2013.

In a school-wide referendum held in winter 2011, Conestoga students voted in favour of a Universal Bus Pass (UPASS) for full-time students at the Doon, Waterloo and Cambridge campuses. At that time, Conestoga Students Inc. (CSI) began work to implement this service for our students by September 2013.

As it stands, the Transit service to Conestoga College does not support the demand shown by the thirty percent<sup>1</sup> of our students that use public transportation (approx. 3000 students). Average trip times are higher than a Wilfred Laurier and University of Waterloo student would have<sup>2</sup>, and the times of the bus routes do not line up with late classes students have. When CSI began work with Grand River Transit (GRT) to implement the UPASS service, it was with the clear understanding that the agreement would result in improved transit service and enhanced accessibility to the college.

While working with GRT we always understood the final say came from council, that it had to be approved in the regions budget and this year was a tough budget year. In knowing the process and the constraints on the budget we were still confident that Council would see the necessity, and importance of having this service provided for the students of Conestoga College. This service would connect Conestoga with that rest of the KW Community, it would reduce the burden on individual students, produce more revenue for GRT all while being environmentally beneficial for our community.

Unfortunately we were wrong; I was tremendously disappointed to hear from a Waterloo Region Record reporter that Council had proposed to delay the implementation of the UPASS service at Conestoga. This was the first indication we had received that our UPASS agreement would not be honoured, leaving our students to struggle with inadequate public transportation options to support their educational activities.

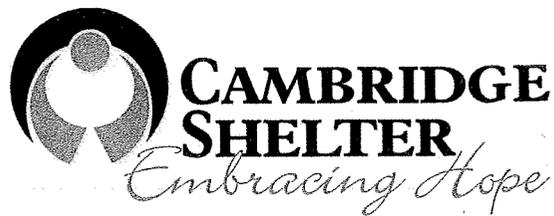
CSI is extremely disappointed in this proposal to postpone the implementation for this UPASS; to us it shows that our City does not see Conestoga students and their needs as a priority. However, Conestoga's 10,000 full-time students are primarily drawn from our local region: according to a new market share report from OCAS, 70 per cent come from within our community. (This compares to approximately 20 per cent of WLU students and 16 per cent of UW students.) They – and their families – support the Region through their tax dollars, through their economic activity and through volunteerism.

<sup>1</sup> Memo, Inter-Regional Transportation Planning Initiative – Results of the PostSecondary Survey

<sup>2</sup> Memo, Inter-Regional Transportation Planning Initiative – Results of the PostSecondary Survey







RECEIVED

DEC - 3 2012

OFFICE OF THE REGIONAL CHAIR

November 28, 2012

Ken Seiling  
Regional Chair  
1<sup>st</sup> Floor 150 Frederick Street  
Kitchener, ON  
N2G 4J3

Dear Chairman Seiling,

For the past ten years we have provided addiction counseling, and facilitated residential rehabilitation treatment for hundreds of individuals living in Waterloo Region. These referrals come to us from other service agencies, Waterloo Regional Police Services, Cambridge Memorial Hospital and Grand River Hospital, from local high schools and businesses and from our own client base at The Bridges. Since most addiction treatment facilities are not located in downtown core areas, for obvious reasons, we have provided transportation to and from the front door of the treatment facilities. This ensures that the client actually arrives at the facility, allows us to introduce ourselves as partners in the support of the client, and removes the stress of navigating bus and taxi services from the client.

Employment and Income Support staff have partnered with us by providing a mileage allowance for the transportation of our clients who are Ontario Works or Ontario Disability Support Program recipients who reside in Waterloo Region to the treatment centres, which are located all over Southern Ontario. We frequently use centres in London, Toronto, Thamesville, Hamilton and Barrie. The annual transportation amount that we are able to recover is between \$6,000 and \$10,000. This may seem like an insignificant amount, but there is no room in our budget to cover these costs if this funding is cut as part of the discretionary benefit review. We would no longer be able to provide this service and hundreds of individuals would not be able to access the addiction treatment that they need.

Two years ago we opened Saginaw House, an abstinence-based, longer-term residential program for eight men who have successfully completed a residential addiction treatment program. Saginaw House is part of the STEP Home suite of programming. It provides a structured, safe environment



*Out of the Cold | Welcome Aboard | Between a Rock and a Hard Place*

for residents to continue working on their recovery and to regain the skills necessary to live independently.

All of the eight men living in the house are required to attend several aftercare meetings each week and all are enrolled in adult education courses. They are provided with bus passes each month to travel to their various meetings and classes. The home is ideally located in a quiet suburban area on a bus route.

The funding for the bus passes also comes from some discretionary funding. We would not be able to cover the approximate \$8,000 cost annually of providing these. Residents would not be able to follow through with their individual case plans.

Both of these programs have been hugely successful, are unique in the region and both work with clients from Kitchener and Waterloo as well as Cambridge. I understand the difficult decisions that must be made in balancing the budget, but I would urge you to consider leaving the transportation in place.

Thank you for your consideration of this matter.

Yours sincerely,

Sharon Livingstone  
Board Chairperson

Anne Tinker  
Executive Director