Present were: Chair J. Wideman, L. Armstrong, J. Brewer, T. Cowan, D. Craig, T. Galloway, J. Haalboom, B. Halloran, R. Kelterborn, G. Lorentz, C. Millar, J. Mitchell, K. Seiling, S. Strickland

Members absent: R. Deutschmann, C. Zehr

MOTION TO GO INTO CLOSED SESSION

MOVED by T. Galloway
SECONDED by S. Strickland

THAT a closed meeting of the Planning and Works and Administration and Finance Committees be held on Tuesday, June 19, 2012 at 8:30 a.m. in the Waterloo County Room, in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

a) receiving of legal advice and opinion that is subject to solicitor-client privilege related to an agreement and legislation
b) personal matters about identifiable individuals
c) labour relations and employee negotiations
d) potential litigation related to a matter before an administrative tribunal
e) potential litigation related to a matter before an administrative tribunal
f) proposed or pending acquisition of land in the City of Kitchener

CARRIED

MOTION TO RECONVENE IN OPEN SESSION

MOVED by J. Haalboom
SECONDED by L. Armstrong

THAT the meeting reconvene into Open Session.

CARRIED
DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

K. Seiling declared a conflict with respect to the following items:
   i. Light Rail: Vehicle Procurement Closed report due to two of his adult children who own residential properties within the proposed corridor;
   ii. Update of the Ontario Municipal Board Appeals for Hawk Ridge Homes Closed report due to the estate of his mother-in-law; and
   iii. Rapid Transit reports CR-RS-12-040 and E-12-064, due to two of his adult children who own residential properties within the proposed corridor.

D Craig declared a conflict with respect to the following items:
   i. Stage 1 Light Rail: Vehicle Procurement Closed report due to his son owning property within the area of a proposed station on the rapid transit system;
   ii. Rapid Transit reports CR-RS-12-040 and E-12-064, due to his son owning property within the area of a proposed station on the rapid transit system.

DELEGATIONS

a) Mary Margaret Taborek, Re: Roundabout on Franklin Boulevard near St. Benedict Catholic Secondary School

Mary Margaret Taborek, parent of children who attend St. Benedict; Dan Witt, Principal St. Benedict; Bob Westhaver, Co-Chair St. Benedict Parent Council; and Lisa McArthur, parent of children who attend elementary schools in the area and St. Benedict, addressed Committee.

The group was concerned about pedestrian safety due to the volume of vehicular and pedestrian traffic and were not in support of a roundabout at Franklin Boulevard and Saginaw Parkway. It was noted that a number of elementary school-aged children cross this intersection regularly to access various recreational facilities such as the Clemens Mill Library, the track at St. Benedict and Fiddlesticks Neighbourhood Association on Cowan Boulevard.

Committee posed questions to the group about their delegation about their opinion on the other Roundabouts planned for Franklin Boulevard and why a traffic signal would be preferential for pedestrians.

PRESENTATION

a) Bill Allison, Dillon Consulting Limited, Re: Report P-12-078, Notification of Upcoming East Side Lands Master Environmental Servicing Plan and Community Plan Public Information Centre 2

Rob Horne, Commissioner, Planning, Housing & Community Services, provided introductory comments on the project. He thanked the various project leaders from the Region, City of Cambridge, and Grand River Conservation Authority.

B. Allison, Lead Engineer, provided an update on the project; a copy of the power point presentation is appended to the original minutes. B. Allison reviewed the project leadership and how the project will be managed. He pointed out that the project is a Master Environmental Servicing Plan being undertaken in response to a shortage of Prime Industrial Strategic Reserve Lands in the Region. The Plan will advance the land to development readiness and create new
employment lands providing up to 10,000 employees. Stage 1 servicing is being designed to accommodate future stages of development.

Committee posed questions to staff regarding waste water servicing location and capacity for the lands, as well as how the infrastructure will be funded. It was anticipated that construction would be commenced by the City of Cambridge in 2014.

B. Allison responded to questions from Committee regarding future stages of servicing and whether these stages should be advanced.

Chair Wideman thanked R. Horne for his role in moving this project forward.

In response to concerns raised, staff were requested to look into odour issues the Preston Waster Water Treatment Plant.

REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

COMMUNITY PLANNING

a) P-12-078, Notification of Upcoming East Side Lands Master Environmental Servicing Plan and Community Plan Public Information Centre 2

Received for information.

b) P-12-074, Monthly Report of Development Activity for May 2012

MOVED by S. Strickland
SECONDED by J. Mitchell


CARRIED

c) P-12-075, Councillor’s Request for Response Regarding the Town of Halton Hills’ Resolution Concerning Provincial Regulations for Commercial Fill Operations

A member questioned how this request to the Province would be impacted by environmental matters under the upcoming Provincial budget.

MOVED by C. Millar
SECONDED by J. Brewer

THAT the Regional Municipality of Waterloo support in principle the concerns of the Town of Halton Hills regarding commercial fill operations and take the following action with respect to the issue of commercial fill operations in Ontario, as described in Report No. P-12-075, dated June 19, 2012:

a) Request the Province, through the Ministry of the Environment, to work with municipalities to consider guidelines, regulations and a Provincially regulated approval process to govern
the quality of fill imported to a receiving site other than for the purposes of Brownfield redevelopment; and

b) Forward a copy of this report to the Provincial Minister of the Environment, local Members of Provincial Parliament and Area Municipalities.

   CARRIED

d)  P-12-077, King and Victoria Multimodal Hub – Real Property Market Scope and Feasibility Study

Amanda Kutler, Director, Community Planning, provided introductory comments on the report.

In response to Committee inquiries, staff clarified the scope of this study, the role of the Region and potential cost sharing.

Received for information.

e)  P-12-065, Regional Reurbanization Toolbox

Brooke Lambert, Interim Manager, Reurbanization, provided an overview of Regional Reurbanization and Heritage toolboxes; a copy of the presentation is appended to the original minutes. These toolboxes serve as a one stop source of information and resources providing an inventory of Regional policy framework showing the status of each initiative for reference by Area Municipalities, developers, stakeholders and the public.

Committee discussed the various impacts of rising reurbanization and the balance of a desired reurbanization increase.

Committee raised the issue of supporting small businesses through the transition of reurbanization. Staff indicated that they would look for opportunities to work with small businesses and that business owners could benefit from the change. A member spoke about a video about Portland, Oregon’s Light Rail Transit transition and suggested that it was a valuable tool for businesses in the Region’s Light Rail Transit transition.

Received for information.

COMMUNITY SERVICES

f)  P-12-066, Regional Heritage Conservation Toolbox

Received for information.

TRANSPORTATION PLANNING

g)  P-12-080, Grand River Transit 2012 High School Term Pass

Committee was concerned that this cost would be shifted onto the parents and students and staff agreed to look into a U-Pass type system for high schools and indicated that they are looking at a tool to easily identify student passes.
MOVED by K. Seiling
SECONDED by J. Brewer

THAT the Regional Municipality of Waterloo approve the following regarding implementation of the Grand River Transit (GRT) high school term pass as described in Report No. P-12-080, dated June 19, 2012:

a) Implement a fare increase from $230.00 to $235.00 per 5 month term (from $46 to $47 per month) for the 2012-13 academic year beginning in September 2012 and reduce the time of use to weekdays before 6 p.m;

b) Introduce an upgraded student pass for use after 6 p.m. weekdays, weekends and holidays at a cost to the student of $45.00 per term ($9 per month);

c) Jointly promote the upgraded student pass with the school boards; and

d) Amend the Region’s Fees and Charges By-law No. 12-001 with respect to the approved 2012 GRT high school term pass

CARRIED

h) P-12-081, Grand River Transit – Route 11 Minor Route Adjustment

MOVED by S. Strickland
SECONDED by L. Armstrong

THAT Route 11 COUNTRY HILLS be modified effective Monday September 3, 2012, as described in Report No. P-12-081, dated June 19, 2012.

CARRIED

REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

i) E-12-063, Consultant Selection – Detailed Design and Services During Construction, Fountain Street Bridge Rehabilitation over the Grand River, City of Cambridge

A member reflected on the Region Official Plan statement to enhance the Grand River because of its Canadian heritage significance and that staff should consider this in the design of the rehabilitation of the bridge.

MOVED by C. Millar
SECONDED by R. Kelterborn

THAT the Regional Municipality of Waterloo enter into a Consultant Services Agreement with Delcan Corporation of Kitchener, Ontario to provide consulting engineering services for the detailed design, contract administration and construction inspection for the rehabilitation of the Fountain Street Bridge over the Grand River at an upset fee limit of $425,455.00 plus applicable taxes for the detailed design phase, with contract administration and construction inspection to be paid on a time basis.

CARRIED
j) Bishop Street Improvements, Conestoga Boulevard to Concession Road - Information Package in Advance of Public Consultation Centre

Staff responded to an inquiry about why the improvements were not extended to Highway 24/Hespeler Road.

Received for information.

k) Northfield Drive Corridor Class Environmental Assessment Study, King Street to Davenport Road, City of Waterloo and Township of Woolwich - Information Package in Advance of Public Consultation Centre

Received for information.

TRANSIT

l) E-12-065, Alternate Fuel Technology for Transit Buses

Eric Gillespie, Director, Transit Services, provided highlights of the report.

Received for information.

RAPID TRANSIT

m) CR-RS-12-040, Authorization to Expropriate (1st Report) Lands Supplementary to Phase 1 of Stage 1 for Rapid Transit Project Representing a Further Partial Taking from the Property Municipally Known as 750-760 King Street West, Kitchener

MOVED by T. Cowan
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of further lands required for the construction of Stage 1 of the Rapid Transit Project on King Street West, at the City of Kitchener, in the Regional Municipality of Waterloo as detailed in Report CR-RS-12-040 dated June 19, 2012:

1. Complete application(s) to the Council of The Regional Municipality of Waterloo, as may be required from time to time, for approval to expropriate land, which is required for the Rapid Transit Project Stage 1 and described as follows:

   Fee Simple Partial Taking

   a) Part of Lot 21 Plan 413 and Part of Lot 29 Subdivision of Lot 15 German Company Tract designated as Part 1 Plan 58R-17451, City of Kitchener, Regional Municipality of Waterloo

2. Serve notice of the above application as required by the Expropriations Act;

3. Forward to the Chief Inquiry Officer any requests for a hearing that may be received;

Conflicts:
D. Craig
K. Seiling
4. Attend, with appropriate Regional staff, at any hearing that may be scheduled;

5. Discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete a transaction whereby the required interest in the lands is conveyed; and

6. Do all things necessary and proper to be done, and report thereon to Regional Council in due course.

CARRIED

n) E-12-064, Stage 1 Light Rail Transit: Vehicle Procurement

Thomas Schmidt, Commissioner, Transportation and Environmental Services, provided introductory comments on the report. He advised that staff worked with Parsons Brinckerhoff for the procurement process and to analyze market trends.

Committee expressed support for the procurement approach and posed a number of questions to ensure compliance with: funding requirements of the Federal and Provincial governments; the Region’s purchasing by-law; and about how maintenance of the vehicles would work with Metrolinx.

MOVED by S. Strickland
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo take the following actions regarding the procurement of light rail vehicles for the rapid transit project, pursuant to report E-12-064, dated June 19, 2012.

a) authorize staff to negotiate with Metrolinx to use their existing contract with Bombardier for the delivery of light rail vehicles; and

b) direct staff to report back to Council following the completion of negotiations and prior to executing the light rail vehicle procurement contract.

CARRIED

TRANSPORTATION

o) E-12-069, Revised 2012 Transportation Base, System Expansion, and Airport Capital Budget

MOVED by T. Galloway
SECONDED by J. Brewer

THAT the Regional Municipality of Waterloo approve the revised 2012 Transportation Base, System Expansion, and Airport Capital Budgets as per Report E-12-069 dated June 19, 2012.

CARRIED
p) E-12-071, Renewal of Red Light Camera Agreement between the Ministry of Transportation of Ontario and the Regional Municipality of Waterloo

MOVED by B. Halloran
SECONDED by J. Brewer

THAT the Regional Municipality of Waterloo authorize the Commissioner of Transportation and Environmental Services to execute an agreement (“the RLC Agreement”) with Her Majesty the Queen in Right of Ontario as represented by the Minister of Transportation with respect to the administration of the red light camera program as described in Report E-12-071 dated June 19th, 2012 with the form and content of such agreement to be to the satisfaction of the Regional Solicitor;

AND THAT the Director, Transportation, of the Regional Municipality of Waterloo be authorized to sign such annual declarations as may be required to be submitted to the Ministry of Transportation in accordance with the RLC Agreement.

CARRIED

q) E-12-072, AVL/GPS and Salt Management Application

MOVED by C. Millar
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo accept the proposal of ESRI Canada for a 10-year Automated Vehicle Location/Global Positioning System (AVL/GPS) and Salt Management System, as detailed in Report E-12-072 dated June 19, 2012, subject to the proposal being approved by all other participating municipalities.

CARRIED

WASTE MANAGEMENT

r) E-12-040, Waste Management Division Update

Jon Arsenault, Director Waste Management, provided a presentation on key trends and indicators, division highlights and initiatives; a copy of the presentation is appended to the original minutes. He noted that the estimated cost per household for waste collection was $2.10 per week. The Shingle Recycling Program pilot has been very successful and staff will look at making it permanent. Staff are working toward completing the new Waste Management Master Plan by the fall of 2013.

There was a concern that the steadiness of the 20-25 year capacity for the land fill could be because of a decrease in volume due to waste being taken out of the Region to avoid Regional tipping fees and it was suggested that the planned tipping fee raise in July could increase the amount of waste taken out of the Region.

There was discussion about the Region’s competiveness in the waste management industry, the status of the institutional, commercial, multi-residential Green Bin program, and roadside dumping.
Received for information.

s) E-12-070, Shingle Diversion – Pilot Program Update

MOVED by J. Haalboom
SECONDED by R. Kelterborn

THAT the Regional Municipality of Waterloo:

a) Increase the contract of TRY Recycling by 4,500 tonnes at $61.13 per tonne for a total of $275,085 plus applicable taxes for the pilot shingle diversion and recycling program for 2012, to be funded from the Waste Management Reserve Fund; and

b) Approve in principle the addition of a permanent shingle diversion and recycling program in 2013, subject to approval during the 2013 budget process.

CARRIED

INFORMATION/CORRESPONDENCE

a) Memo, Response to Councillor’s Request for Information about Unrehabilitated Sand and Gravel Pits in Waterloo Region

Received for information.

b) Memo, 2014 Canadian Institute of Transportation Engineers – Region of Waterloo

Received for information.

OTHER BUSINESS

a) Council Enquiries and Requests for Information Tracking List

Received for information.

b) Gowlings letter dated June 18, 2012 with respect to Fountain Street and King Street Class Environmental Assessment Alternative Design

A copy is attached to the original minutes.

A Committee member advised that this letter was brought forward as a result of a meeting with two heritage property land owners, City of Cambridge and Regional staff, to discuss a new design alternative put forward by P&H Milling Group (P&H Alternative). At that meeting, Regional staff advised the participants that they could not consider the proposed alternative because they did not have the necessary approvals to do so.

D. Craig advised that the City of Cambridge, at its meeting on June 18, 2012, decided not to proceed with designating the house on P&H Milling’s lands to be of heritage significance. He opined that as a result, the Region could consider realigning the proposed roadway to minimize impacts on the remaining Heritage properties on the east side of King Street.
Staff confirmed that with this new information and decision of Cambridge Council, that they would consider realignment of the road slightly toward the Mill operation to lessen the extent of land expropriation from the heritage properties on the east side of King Street without delaying the Class Environmental Assessment Notice of Completion process.

In response to Committee’s comments and concerns regarding the details of the P&H Alternative, Mike Murray, Chief Administrative Officer, requested staff to clarify the elements of the P&H Alternative design. M. Murray advised that the P&H Alternative also included the removal of essential elements of the approved design such as the multi-use trail and the transit queue jump lane. Due to those fundamental elements, the Class Environmental Assessment could not be filed until that is resolved.

Staff concurred with M. Murray and added that the P&H Alternative involved an alteration to the Mill Race and requires City of Cambridge Site Plan approval as well as Grand River Conservation Authority approval. Regional staff are working with Cambridge staff in this regard to ensure that proper approvals are in place before the Region moves forward with P&H Alternative design.

There was discussion about the potential delays on construction if the Notice of Completion for the Class Environmental Assessment is delayed.

MOVED by J. Brewer  
SECONDED by D. Craig

That Region of Waterloo staff be directed to review the P&H Milling Group Alternative design proposal as it relates to the Fountain Street and King Street Class Environmental Assessment in the City of Cambridge, and report back to Planning and Works Committee.

LOST

M. Murray advised that Regional staff report back to the next Council meeting or the next Planning & Works Committee meeting to describe the “P&H Alternative” and the impacts of on the multi-use trail and the transit queue jump lanes. In the meantime, staff would not file the Notice of Completion of the Class Environmental Assessment.

NEXT MEETING – August 14, 2012 at 1:00 P.M.

ADJOURN

MOVED by C. Millar  
SECONDED by B. Halloran

THAT the meeting adjourn at 11:40 a.m.

CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, J. Reid
A roundabout way of decreasing pedestrian safety

Like many cities in North America, Vancouver is in a love affair with roundabouts. And why not: traffic engineers tell us they improve vehicle safety, increase roadway capacity and efficiency, reduce vehicular delay and emissions, provide traffic-calming effects, and mark community gateways. But hang on…isn’t this just another road design that prioritizes cars over pedestrians and cyclists?

At a roundabout, pedestrians must wait until there is a gap in traffic to cross, placing them at a considerable disadvantage from traditional stop signs and stop lights. There is no designated time for pedestrians to cross, like a walk signal, which means at a busy intersection you can wait several minutes. And there are reasons to fear for pedestrian safety as well.

Studies shows that while the risk of serious vehicle collisions is decreased, this is mainly because they reduce collisions where cars run red lights/stop signs or drivers misjudge the gap in oncoming traffic while turning. The US Access Board, a Federal agency committed to accessible design, writes that “the research findings on pedestrian safety at roundabouts are less clear. There have been relatively few studies, mostly conducted in Europe, concerning pedestrians and roundabouts.” Little is known about the effects of roundabouts on the particular demographic groups, such as the elderly, children, and those with accessibility issues. Many drivers do not yield to pedestrians at crosswalks, and it might be difficult to tell if they plan to yield; as the traffic volume increases, the number of “crossable gaps” decreases.
The design of a roundabout also pushes the crosswalks away from the intersection, creating travel paths that are inconvenient for pedestrians, according to the New Urban News. New Urbanists have been promoting roundabouts for many years as a traffic calming measure, despite any evidence that they increase pedestrian safety.

In England, where roundabouts are commonplace, drivers are reasonably vigilant and yield to pedestrians. Nevertheless, the real advantage of roundabouts is that cars are not required to stop. Drivers generally like them for this reason; it reduces their travel time. But what does this do for pedestrians? It again places them at the bottom of the pecking order, and places them at considerable risk. It also lengthens their travel time considerably, as they must cross several directions of traffic, waiting for gaps each time. Compare this to a regular four-way signalled intersection, where the pedestrian gets a clear walk signal and does not have to determine whether it is safe to cross. In other words, the problem that cars supposedly have at four-way intersections (trying to judge the gap in traffic) is transferred to the pedestrian, who is not encased in steel for protection.

Path 1 here shows the pedestrian encountering traffic in two instances; Path 2 shows the pedestrian must cross four lanes of traffic. In all cases, since this is a roundabout, traffic does not stop and pedestrian paths are greatly increased from a traditional four-way signalled intersection.

Interestingly, public opinion on roundabouts is divided. Many drivers I know detest them, and find them difficult and confusing to use. A cab driver recently told me that he hated the new roundabouts in Vancouver, but one friend of mine defended them. She hails from England and says that the problem is simply public education: North American drivers just don’t know how to use roundabouts. When the issue of pedestrian safety is raised, she said, "I see nothing wrong
with pedestrians having to wait a few minutes to cross the street. There’s way too much encouragement of pedestrians getting the right of way all the time, even when it’s unsafe.”

I wonder what experts like Barry Wellar, a retired University of Ottawa professor who studies public safety and testifies at trials where pedestrians and cyclists are injured, thinks about roundabouts. Wellar developed the Pedestrian Safety Index, which some municipalities have been using to evaluate their busiest intersections. Similarly, John Pucher of Rutgers University discusses the many innovations in Europe designed for pedestrian safety, including advanced crossings for pedestrians, scatter crossings, grade-separations and separate pedestrian and cyclist signals. One of Pucher’s main arguments is that pedestrians and cyclists increase in number with increased safety precautions; he also argues that penalties for striking a pedestrian or cyclist are much harsher in Europe.

Surely we should be examining all the different safety aspects of roundabouts if they are to be applied everywhere from quiet residential streets to major intersections such as the one pictured in this article. My guess is the UBC roundabout, which was converted from a signalized intersection last year, will prove treacherous to the pedestrians (many of them seniors) crossing the intersection at 16th and Wesbook Mall to access the new grocery store, community centre, school, and housing in the area. But UBC already has plans for another roundabout, and like many municipalities seems content to let traffic engineers’ reports lead the way.

The US Access Board makes several suggestions for improving roundabouts for blind pedestrians, including:

- Landscaping, planters, pedestrian channelization, bollard-and-chain separation, railings, and other architectural features can delineate paths that lead to the crosswalk and prevent or discourage crossing at locations other than the crosswalk; a distinctive edge such as a raised curb
- Traffic calming measures to ensure vehicles are travelling at low speeds, which influences whether or not they will yield to a pedestrian
- Raised crossings to discourage vehicle acceleration
- ‘Smart’ signals that can sense and signal a pedestrian’s presence
- ‘Splitter’ islands with a detectable surface, which can be used as a pedestrian refuge
- Public awareness campaigns encouraging drivers to yield to pedestrians

These measures can help counteract some of the pedestrian safety issues associated with roundabouts, but the fundamental question of whether they are advantageous for all transportation modes is not addressed. Pedestrians and cyclists are considerably disadvantaged by roundabouts as compared to traditional street crossings, proving once again that traffic engineers have a tendency to prioritize cars’ needs over non-motorized transportation modes. Hopefully we learn more about roundabouts through research and not pedestrian and cyclist fatalities.

August 2, 2009 | Tags: pedestrians, planning, Transportation, Vancouver, walking infrastructure | 2 Comments »

THIS ARTICLE CAN BE FOUND AT THE FOLLOWING LINK:

http://www.renthomas.ca/transportation/a-roundabout-way-of-decreasing-pedestrian-safety
AGENDA

• Project leadership
• Location and purpose of the project
• Project process
• Environmental considerations
• Approach to servicing
• Next steps
• Questions
Project Leadership

• Co-leaders
  – Amanda Kutler – Region of Waterloo
  – Elaine Brunn Shaw – City of Cambridge
  – Beth Brown – Grand River Conservation Authority

Kitchener and Woolwich are also project partners

• Consultant Team: Dillon Consulting Limited
  – Ron Shishido – Project Manager
  – Bill Allison – Servicing Lead
Why the East Side Lands?

- Create new employment lands
- Large lots (8 hectares or greater), strategically located
- Response to shortage of Prime Industrial Strategic Reserve lands in the Region

This is not a “study”. This is a Master Environmental Servicing Plan that will advance the land to development readiness.
Stage 1

300 net hectares (~740 net acres) of development for Stage 1
Project Process

EAST SIDE LANDS: Municipal Water and Wastewater
- Background Report
- Freeport Creek Subwatershed Report
- Master Drainage Plan
- Master Environmental Servicing Plan and Community Plan

Natural Environment

Transportation System

Drainage/Stormwater Management

Utilities

Community Plan

Implementation and Staging

Fiscal Impact
Environmental Considerations

Freeport Creek and Tributary to the Grand Subwatershed Areas

Analysis included review of the following conditions:
- Physiography
- Geology and Hydrogeology
- Surface Drainage and Hydrology
- Stream Morphology
- Aquatic Ecology
- Species of Concern
- Terrestrial Ecology

These natural environment components were synthesized and described as part of the Greenlands Network.
Approach to Servicing (Water, Sewer & Roads)

All of these features are consistent for all options.

Mitigation options will include the review of an option with this road being discontinuous to avoid the potential environmental linkage.

Development and servicing on either side of this line can occur independent of one another.

Location to be determined through separate EA process.*

Forcemain to Kitchener Wastewater Treatment Plant, subject to separate EA process.*

Alternative sewer route through Hunt Club should be considered at time of implementation.

Boxwood PS

To Preston WWTP

* Requires Cross Border Servicing Agreement
Servicing Options

• Study team reviewed a large number of options
• Options that were not feasible or practical were removed from consideration
• Three main options, with a number of variations, were unanimously agreed to by the study team
• These options will be subject to detailed evaluation
• All options will provide servicing of the entire PISR lands
Completion of the MESP

Phase 1
December 2010 – June 2011
- Background data collection

Phase 2
June 2011 – June 2012
- Key issues identification, confirmation of financial viability, identification of options
- Evaluation of Servicing Options

Phase 3
Fall 2012
- Identification of preferred option
- MESP and Community Plan
- Water/Wastewater Master Plan (integrated)
- Transportation Master Plan (integrated)
- Subwatershed Plan and Master Drainage Plan

PIC #1:
June 14 2012
PIC #2:
June 26 2012
PIC #3:

Final MESP posted on the EBR for 30 day review
Next Steps

• Third PIC to present detailed evaluation and recommended servicing option
• Completion of MESP and supporting documentation
• 30 day public and agency review of MESP

• Once the MESP is complete (planned for early 2013):
  – Infrastructure design and construction as needed
  – City of Cambridge Official Plan amendment and Zoning Bylaw amendment
Thank You
**Option 1: No Freeport Creek Crossing**

- Location to be determined through separate EA process*
- Forcemain to Kitchener Wastewater Treatment Plant, subject to separate EA process*

* Requires Cross Border Servicing Agreements
Option 2: Access to the Creekside Lands with No Freeport Creek Crossing

Location to be determined through separate EA process*

Forcemain to Kitchener Wastewater Treatment Plant, subject to separate EA process*

To Preston WWTP

* Requires Cross Border Servicing Agreement
Option 3a: Access Through the Creekside Lands with Connections to King Street and Maple Grove Road

Location to be determined through separate EA process*

Forcemain to Kitchener Wastewater Treatment Plant, subject to separate EA process*

Option to cul-de-sac Riverbank Dr. at the rail tracks

Alternative alignment to the north at rear of properties, see alignment on Option 1

To Preston WWTP

* Requires Cross Border Servicing Agreement
Option 3b: Access Through the Creekside Lands with Connection to King Street

Location to be determined through separate EA process*

Forcemain to Kitchener Wastewater Treatment Plant, subject to separate EA process*

Option to cul-de-sac Riverbank Dr. at the rail tracks

Alternative alignment to the north at rear of properties, see alignment on Option 1

To Preston WWTP

* Requires Cross Border Servicing Agreement
Option 3c: Access Through the Creekside Lands with Connection to Maple Grove Road

Location to be determined through separate EA process*

Forcemain to Kitchener Wastewater Treatment Plant, subject to separate EA process*

Alternative alignment to the north at rear of properties, see alignment on Option 1

To Preston WWTP

* Requires Cross Border Servicing Agreement
Introducing the Regional Reurbanization and Heritage Toolboxes

Planning & Works Committee
June 19, 2012

Brooke Lambert, Interim Manager - Reurbanization
Kate Hagerman, Cultural Heritage Specialist
Reurbanization – On the Rise

2011 = 55%*
2010 = 50% *
2009 = 37% *
2006 = 29%
2003 = 15%
1991 = 5%

* Inside BUA as per Places to Grow Growth Plan (2006). Previous years extrapolated from building permit locations.
Heritage Resources

- 53% of heritage resources are in the CTC
- 82% of heritage resources are in the Built up Area (Reurb Area)
The Reurbanization/Heritage Toolboxes

Contents
- Policy
- Implementation/Planning Documents
- Area Municipal and Community Co-ordination
- Funding and other Assistance
- Research and Studies
Using the Toolboxes

- Developers and Home Builders
- Heritage Property Owners
- Municipal and Regional Staff
- Prospective Investors
- Community Stakeholders
- Researchers/Students
- Consultants

One-Stop Source for Information/Resources
Examples

Bauer Buildings
191 King St. S., Waterloo

Heartwood Place
26 Ainslie St., Cambridge

The Tannery District
151 Charles St. W., Kitchener

Revitalization
Opportunity
Investment
Proposed Next Steps

- Toolboxes are available online
- Present to Area Municipalities and interested groups (e.g. Home Builders)
- Promote and communicate opportunities (Economic Development tool in conjunction with Area Municipalities)
Agenda

- Key Trends / Indicators
- Division Highlights
- 2012 Initiatives
- Questions
Key Trends / Indicators

- More than 20 years of landfill capacity remain
- 52% residential waste diverted from landfill
Key Trends / Indicators

- More than 20 years of landfill capacity remain
- 52% residential waste diverted from landfill
- Environmental controls operating efficiently
Key Trends / Indicators

- More than 20 years of landfill capacity remain
- 52% residential waste diverted from landfill
- Environmental controls operating efficiently
- Funded by revenue from tipping fees, sale of recyclables, landfill gas royalties, WDO funding and property taxes
- Costs within lower range of same sized municipalities (OMBI)
- Residential Cost Impact: $2.10 /household per week
Division Highlights

- 1.5 million curbside stops per month
Division Highlights

• 1.5 million curbside stops per month
• 495,000 transactions at various Waste Management sites
Division Highlights

• 1.5 million curbside stops per month
• 495,000 transactions at various Waste Management sites
• Over 37,000 calls made to Waste Management call centre
• 5,800 students participated in the education centre program
Division Highlights

• 1.5 million curbside stops per month
• 495,000 transactions at various Waste Management sites
• Over 37,000 calls made to Waste Management call centre
• 5,800 students participated in the education centre program
• "Don't Waste Another Day" Promotion Campaign
Feed the soil

Don’t waste another day.
Use the green bin.

Region of Waterloo
www.regionofwaterloo.ca/waste

Don’t waste another day.
Use the green bin and the blue box.

Region of Waterloo
www.regionofwaterloo.ca/waste
2012 Initiatives

- Shingle Diversion Program
2012 Initiatives

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- Construction of North Expansion Cell (NE-4)
2012 Initiatives

- Shingle Diversion Program
- Construction of North Expansion Cell (NE-4)
- Extended Producer Responsibility (EPR)
2012 Initiatives

- Shingle Diversion Program
- Construction of North Expansion Cell (NE-4)
- Extended Producer Responsibility (EPR)
- Waste Management Master Plan
  - expand / optimize waste diversion programs
  - review long-term residual waste disposal options
  - develop a sustainable long-term financial plan
Questions
June 18, 2012

SENT BY E-MAIL

Chair Wideman
Planning and Works Committee
Regional Municipality of Waterloo
150 Frederick Street
Kitchener, Ontario

Dear Chair Wideman and Members of the Planning and Works Committee:

Re: King Street / Fountain Street Municipal Class EA
Alternative Design

We are solicitors for Milestone Integrated Marketing ("Milestone"). Milestone is located at 101 King Street West, Cambridge, Ontario and will be impacted by the proposed works at King Street and Fountain Street (the "Project").

Our client has expressed numerous concerns to Regional staff with respect to impacts of the current recommended design concept for the King Street / Fountain Street Municipal Class EA. Of particular concern, is an apparent lack of consideration of the alternative proposed by P&H Milling Group (the "P&H Alternative").

The P&H Alternative was not included in the design alternatives during the EA process and will likely better mitigate impacts to all property owners, while advancing a better balance between traffic and heritage considerations. Further, the information with respect to heritage properties in the area has recently changed; further investigation into the P&H Alternative may demonstrate that heritage interests may be better preserved by the P&H Alternative.

We request that Regional Council direct staff to review the P&H Alternative as an alternative for the Project. In light of this new information, we further request that Regional Council direct staff not to issue the Notice of Completion of the EA until the P&H Alternative has been considered.

Sincerely,

GOWLING LAFLEUR HENDERSON LLP

John S. Doherty

JSD:ra