MEDIA RELEASE: Friday, December 7, 2012, 4:30 p.m.

REGIONAL MUNICIPALITY OF WATERLOO
LICENSING AND RETAIL COMMITTEE
AGENDA
RESCHEDULED

Tuesday, December 11, 2012
Immediately following Planning & Works Committee
Approximately 11:30 a.m.
Regional Council Chamber
150 Frederick Street, Kitchener, Ontario

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

2. DELEGATIONS
   a) Jamal Abuthaher, Proposed Pink Ladies Logistical Services Business Plan
   b) Dave Byers, President, Taxi Association, Taxi Ratios
   c) Cory Ziolkoski, New Hamburg Taxi, Taxi Ratios

3. REPORTS - Corporate Resources
   a) CR-CLK-LIC-12-006, Regular and Accessible Taxi Ratios
   b) CR-CLK-LIC-12-007, Annual Report – 2012 Regional (Area) Weed Inspector

4. INFORMATION/CORRESPONDENCE

5. OTHER BUSINESS

6. NEXT MEETING

7. ADJOURN
Jamal Abuthaher
83 Senior Crescent
Cambridge, ON
N1T 2G7

Region of Waterloo
Council Office
1st Floor, 150 Frederick St.,
N2G 4J3,
Kitchener, Ontario

December, 4th, 2012

Dear committee members,

Warm Greetings to the Respected Members of the Permits & Licensing Committee of the
Regional Municipality of Waterloo.

On behalf of the founders of the Pink Ladies Logistical Services, we would like to express
our great appreciation for your time in reading the attached business proposal.

Sincerely,

Jamal Abuthaher
PINK LADIES
Logistical Services

Jamal Abuthaher
83 Senior Crescent
Cambridge, ON
N1T 2G7
519-622-3566
519-781-3566
Jhamdan68@gmail.com
EXECUTIVE SUMMARY:

The Pink Ladies Car Service is a unique idea that will be women’s only operated service catered to women customers; this idea aims to serve the distinct requirements of the female population within the Region of Waterloo. The main value proposition offered by this service is providing women a comfortable and accessible mode of transportation which is guaranteed with a great sense of security, particularly for those who have had unpleasant experiences with previous taxi drivers. Many women in our community simply feel discouraged to board a taxi with a male driver especially during the evening hours which restricts their involvement in social and economic community events. Female tourists who visit the Waterloo Region either to study at one of the higher educational institutions or for pleasure will find this service a valuable consideration when deciding to come to the Region.

Market Analysis:

Although our business is not a solution against the harassment of women, it will be a proactive alternative towards promoting the safety of our female population in the Region and raising awareness for the cause of women’s safety. This will be reassuring for the public of the Waterloo Region since unfortunately there have been many incidents in our region surrounding abuse against women, as sampled by the following statistics:

- In 2009, Canadian police services reported just over 20,000 incidents of criminal harassment, representing almost 5% of all violent crimes reported to police. Data from a sub-set of police services indicate that the rate of criminal harassment has been
gradually increasing over the past decade. Reports of criminal harassment to police services increased by 7% from 2008 to 2009 (Statistic Canada)

- In 2008, there were 6000 reported woman abuse cases in the Waterloo Region (Waterloo Regional Police, 2008)
- Waterloo Regional Police Service responded to a domestic dispute call every 1 hour, 25 minutes in 2010 (Waterloo Regional Police)

Even in licensed taxis many females who have suffered abuse, and even those who haven’t, simply feel unsafe riding in a vehicle with another man. Oftentimes women find themselves pondering and worrying; “will I get home safe”. While the majority of male taxi drivers are of course completely safe and respectable towards women, many women simply feel less vulnerable with a female driver. Based on the interactions we have had with members of the community, many have expressed great interest in the idea of an exclusive shuttle service targeting women and young children within the community. This can be further leveraged for the cities of Kitchener and Waterloo which are home to major Universities and Colleges and could provide this service to their female students.

This idea has already proved successful and is growing in a number of countries around the World including the United Kingdom, Japan and South Africa. It is seen as a symbol of a community’s ability to creatively and proactively address their social challenges and also a testament for inclusion of everyone. Our services will improve the quality of life for women by being able to address the challenges that women face on a day-to-day basis. Not only will we be providing taxable income and employment to the Waterloo Region, but more importantly
we will improve the accessibility to female citizens and allow them to further contribute to the Region's economic growth and social development.

**Target Market:**

The target market that Pink Ladies are focused on serving will be predominately women in the Region. We foresee that many of these costumers will be either elderly women aged 60+ or young female professionals aged between 19 – 28, who are actively involved within the community and/or require regular and reliable third party transportation to reach their destinations. These women will probably be independent and will display great concern for their safety. We anticipate that the women who will most utilize our services will be middle income citizens earning a moderate salary between $27,000 - $55,000. There are currently approximately 50,000 females aged between 15-30 years within the region with a median income of $36,602 and approximately 42,000 women aged 60+ years who would be the ideal target market.

Our Secondary target markets will be working parents of young children who require assistance with the transportation of their children throughout the day. When both parents are working full-time it becomes a logistical challenge to drive their children between home, school and other appointments. This challenge is further complicated when the children require special attention such as the mentally or physically challenged. We will create an agreement with these families to ensure that their children are safe, on-time and cared for while in the hands of our female drivers who will be expected to have prior experience in working with
children.

Our population growth rate surpasses both the provincial and national averages and is the sixth highest in Ontario. With a population of just over half a million, Waterloo Region is one of the fastest growing areas in Ontario and is projected to grow from 542,100 in 2010 to 729,000 people by 2031. As the population increases, the need for a service like the one being proposed becomes even more relevant.

The population over the age of 75 is the fastest growing segment of the population, and as the front end of the baby boom hits 65 in 2011, that will begin a seniors boom that will last 20 years. Regrettably with a large aging baby-boomer population throughout North America there have been increased incidents of senior’s abuse and neglect of treatment which has caused major scars within communities and feelings of sadness as well as regret. Also with a rapidly growing population and increased economic development, the Region of Waterloo must take pre-emptive measures to ensure the safety and security of its citizens especially the most vulnerable such as women and seniors by offering alternatives configured for their needs. This exemplifies that our services will be crucial for the growing seniors and women’s demographics in the Waterloo Region who need assistance with their logistical needs.

**Company Strategy:**

The proposed business would not classify itself as a general public taxi service; rather it will be regarded as a specialized service for particular members of the community who require
its unique benefits. Our licensed drivers, all of whom will be female, will do far more than just transport customers from point A to point B. They also operate a “through-the-door policy”, ensuring passengers are safely inside their home before leaving, and will help with shopping carts, pushchairs and wheelchairs when necessary. These differentiating features will make our service more unique because of its more personal and service-based approach that each customer will receive.

Our drivers will ensure that each passenger arrives to their destination unharmed, and will provide a friendly and fun personality throughout the journey. Also, our drivers can accommodate special requests upon pick up and drop off. For example, if it is requested to take a child to school our driver will act as if they are the parent by ensuring that the child is taken into school and passed over to the staff, likewise collecting them, and taking them to a relative’s house or an after school activity. It is a unique venture as it will cater to only young children and women, thus creating a safe and trusting environment between customer and driver.

Pink Ladies will offer more employment for women in the Waterloo Region, and will empower women who work as drivers. Not only will the company offer new opportunities for employment, but it will also assist women with accessing their current jobs rather than having to make difficult accommodations such as waiting for buses or being dependant on friends. Many working class women have trouble getting transportation to and from work, particularly in the late evening. Pink Ladies will provide a safe way for women to get to work and may encourage them to work in locations that they thought they couldn’t. Pink Ladies will be
another milestone within the Region of Waterloo’s long list of progressive and leading achievements over the years, we are convinced of the positive impact that this venture can have on our communities in the short and long term.
November 28, 2012

Region of Waterloo License and Regulatory Services

Attention: Philip T.C. Neville

In response to the recent Taxi Association meeting with regards to the Taxi Ratio bi-law, New Hamburg Taxi does not support the decision to increase the ratio, we feel that this amendment to the bi-law is only in the interest of the four large city corporations.

Where we operate in a rural area, the four remaining companies operate in a densely populated area, our largest customer base is clients traveling from one small community to another and going to and from Kitchener – Waterloo, generally no less than 20 kilometers one way. The majority of our customer base is customers going to and from Kitchener, it’s not efficient or practical for cabs to return to Wilmot Township when pickups are generally within an hour or so of drop off. Our product is marketed accordingly, although in Kitchener we are still serving Wilmot Township clients 90% of the time, it’s good business practice to market towards the remaining 10%, in an attempt to ensure our cars aren’t sitting without fares during wait times. In response to previous comments relating to proper advertising, we advertise in the Waterloo Region of which we are part of.

Dave Byer’s statement is correct, unfortunately the previous owner of New Hamburg Taxi rejected licenses not only the past few rotations, but for the past 20 years. The prior owner also operated between the hours of 8:00am – 8:00pm, Monday through Saturday and had no desire to grow the business or take on any more than he as an individual could handle.

Currently Wilmot Township consists of over 20,000 people, even based on the new Ratio this would mean we’re entitled to approximately 12 licenses to properly service Wilmot Township, Over the course of the past 20 years the concerned companies continued to accept these licenses, that weren’t even based on their expansion, but included the increased population of Wilmot Township (as per Schedule C, item 8, page 32 of the Licensing By-Lays booklet )and flooded the market place. New Hamburg Taxi should not be penalized for trying to properly service our customer base, and the larger companies should learn from their mistakes and exercise self control and the ratio amendment wouldn’t be required.

With Regards,

Cory Ziolkoski, President

New Hamburg Taxi
RECOMMENDATION:

THAT The Regional Municipality of Waterloo amend the Taxi-Cab Meter By-law, as outlined in Appendix “D” of this Report, to implement the following changes:

(a) Increase the taxi-cab ratio from 1:1650 to 1:1850
(b) Incrementally increase the number of accessible taxi-cabs. For brokers that have 10 or more taxi-cabs, that a minimum of 7% of such fleets be comprised of accessible taxi-cabs by January 1, 2017 and that a minimum of 10% of such fleets be comprised of accessible taxi-cabs by January 1, 2022. For brokers that have less than 10 taxi-cabs, that such fleets have at least one accessible taxi-cab by January 1, 2017.

SUMMARY:

This report proposes 2 changes to the Taxi Cab Meter by-law. The first change is required to meet the requirements of the Accessibility for Ontarians with Disabilities Act (“AODA”). Under the legislation the Region is required to determine the proportion of on-demand accessible taxi-cabs required in the community by the end of the year. The second change is a result of a request and discussion with the Taxi Industry to increase the existing taxi ratio for regular cabs.

REPORT:

1) Introduction

The Licensing and Retail Committee had a presentation from the Taxi Association at its meeting of May 8, 2012. At this meeting the Association asked that existing taxi ratio be increased 1:1650 to 1:2000. The letter presented at the meeting from the Association is attached as Appendix “A”. At the same May meeting, City Cabs asked for an additional accessible taxi license. This request for the additional accessible taxi license was subsequently agreed to at the June 6, 2012 meeting of Licensing and Retail Committee. At the June meeting staff had advised that they would bring back a report before the end of the year to deal with; the Association’s request for a change in the Taxi-Cab ratio, and to make recommendations on the Accessibility for Ontarians with Disabilities Act (“AODA”) requirements regarding accessible taxis.

2) Accessible Taxi-cabs

The AODA is provincial legislation enacted in 2005, which recognizes “the history of discrimination against persons with disabilities in Ontario, the purpose of this Act is to benefit all Ontarians by,

“(a) developing, implementing and enforcing accessibility standards in order to achieve accessibility for Ontarians with disabilities with respect to goods, services, facilities,
accommodation, employment, buildings, structures and premises on or before January 1, 2025; and

(b) providing for the involvement of persons with disabilities, of the Government of Ontario and of representatives of industries and of various sectors of the economy in the development of the accessibility standards.”

Section 79 of Integrated Accessibility Standards of the AODA states:

“(1) Every municipality shall consult with its municipal accessibility advisory committee, where one has been established in accordance with subsection 29 (1) or (2) of the Act, the public and persons with disabilities to determine the proportion of on-demand accessible taxicabs required in the community.

(2) Every municipality shall identify progress made toward meeting the need for on-demand accessible taxicabs, including any steps that will be taken to meet the need, in its accessibility plan required under Part I.

(3) Municipalities shall meet the requirements of this section by January 1, 2013.

(4) In this section, “accessible taxicab” means an accessible taxicab as defined in section 1 of Regulation 629 of the Revised Regulations of Ontario, 1990 (Vehicles for the Transportation of Physically Disabled Persons) made under the Highway Traffic Act. “(emphasis added)

Currently, the Taxi-cab Meter By-law permits sixteen (16) Accessible taxi-cab licences. Unlike the awarding process for additional regular taxi-cab licences, the By-law does not provide for an additional accessible taxi-cab selection process. In the past, it has been a “first-come, first serve basis” for accessible taxi-cabs. The current 16 vehicles can be used for regular taxi service as well as accessible service.

All municipalities across the Province who license taxis will also be required to determine a number of accessible taxi-cabs. Other Ontario municipalities were consulted about accessible taxi-cabs. The number of licensed accessible taxi-cabs varied greatly from community to community. As an example, the City of Ottawa had twice the number of accessible taxi-cabs than Toronto. The table attached as Appendix "B" shows the wide variety of approaches for licensing accessible cabs.

As demonstrated below, according to the most recent OMBI (2011) results Waterloo Region had the lowest number of licensed accessible taxis per 100,000 population. Staff is proposing that the Region use the OMBI average (7.2 per 100,000) as a target for the increase. If this ratio was applied, the number of accessible cabs would increase to 38.

<table>
<thead>
<tr>
<th>Municipality</th>
<th>2011</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ottawa</td>
<td>18.7</td>
<td>16.3</td>
<td>16.5</td>
</tr>
<tr>
<td>Thunder Bay</td>
<td>16.6</td>
<td>16.5</td>
<td>16.5</td>
</tr>
<tr>
<td>Calgary</td>
<td>9.2</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Greater Sudbury</td>
<td>5.0</td>
<td>5.0</td>
<td>5.0</td>
</tr>
<tr>
<td>London</td>
<td>4.9</td>
<td>4.9</td>
<td>5.0</td>
</tr>
<tr>
<td>Windsor</td>
<td>4.3</td>
<td>4.6</td>
<td>4.6</td>
</tr>
<tr>
<td>Toronto</td>
<td>3.0</td>
<td>3.0</td>
<td>2.7</td>
</tr>
<tr>
<td>Waterloo</td>
<td>2.7</td>
<td>2.8</td>
<td>1.3</td>
</tr>
<tr>
<td>Hamilton</td>
<td>N/A</td>
<td>1.5</td>
<td>1.5</td>
</tr>
</tbody>
</table>

| Average of Municipal Results | 7.2 | 6.1 | 5.9 |
According to the Region’s Accessibility Planner approximately 7% of the existing population has some form of disability. With an aging and growing population in the Region the number of persons with disabilities will continue to increase. In order to meet the demand over a 10 year horizon, staff is recommending that 10% of the total taxi fleet should be accessible vehicles. In order to meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA) the Region is proposed four options to the taxi industry:

1) For brokers that have 10 or more taxi-cabs, that a minimum of 10% of such fleets be comprised of accessible taxi-cabs by January 1, 2022. For brokers that have less than 10 taxi-cabs, that such fleets have at least one accessible taxi-cab by January 1, 2022.

OR

2) For brokers that have 10 or more taxi-cabs, that a minimum of 7% of such fleets be comprised of accessible taxi-cabs by January 1, 2017 and that a minimum of 10% of such fleets be comprised of accessible taxi-cabs by January 1, 2022. For brokers that have less than 10 taxi-cabs, that such fleets have at least one accessible taxi-cab by January 1, 2017.

OR

3) That the maximum number of accessible taxi-cab owner licenses be increased to 35 and that the industry as a whole be allowed to obtain those new licenses on a voluntary basis over the next several years.

OR

4) That the maximum number of accessible taxi-cab owner licenses be increased to 24 by 2017 and 35 by 2022 and that the industry as a whole be allowed to obtain those new licenses on a voluntary basis over the next several years.

Staff is recommending option 2, as described above. This is a progressive measure that will meet the needs of the changing community and will not unduly harm the economic interests of the taxi industry in Waterloo Region. This option will also bring us in line with the OMBI average.

Below is a chart showing the current number of taxis by brokerage and the current number of accessible cabs. The purpose of the chart is to show the expectations of each brokerage for the next ten years if the by-law is passed and implemented.

<table>
<thead>
<tr>
<th>Taxi Company by Name</th>
<th># of cabs including spares (non accessible)</th>
<th># accessible cabs</th>
<th># required by 2017*</th>
<th># required by 2010*</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1 Waterloo Taxi (Elmira)</td>
<td>9</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Golden Triangle</td>
<td>94</td>
<td>2</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td>Kitchener City Cabs</td>
<td>76</td>
<td>4</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>New Hamburg Taxi</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>United Taxi</td>
<td>96</td>
<td>5</td>
<td>7</td>
<td>10</td>
</tr>
<tr>
<td>Waterloo Taxi</td>
<td>81</td>
<td>5</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td>359</td>
<td>16</td>
<td>26</td>
<td>37</td>
</tr>
</tbody>
</table>

*These numbers are rounded to the closest whole number
3) Changes to the General Taxi Ratio

The taxi industry indicated earlier this year that it was requesting an increase to the taxi ratio from 1:1650 to 1:2000, however staff is recommending that the ratio be increased from 1:1650 to 1:1850. The taxi industry believes that the market is currently saturated with licenses and there are currently enough taxis to meet the demand. New Hamburg Taxi is the only brokerage currently opposed to this change. No new licenses other than accessible licenses will be available until the population within the Region reaches 650,000. This is a population increase of approximately 100,000 over the current population of 553,000 and is not projected to reach 650,000 for approximately 10 years.

The Taxi Association can approach the Region to request that this issue be reopened in the future however we would anticipate that the ratio will not change principally if the brokers do not meet the required measures to meet the recommended option to meet the accessible taxi levels. A further business case to reopen the taxi ratio, would need to be presented by the taxi industry.

4) Conclusion

To incorporate the above recommendations, amendments would be required to the Region of Waterloo Taxi-cab Meter By-law, as set out in Appendix “D” – Draft By-law Amendments.

NOTICE TO THE PUBLIC TO ATTEND – Notification will be posted in the K-W Record 21 days prior to the Licensing and Retail Committee meeting of November 2012.

CONSULTATION:

GRAAC – As part of the process staff consulted with the Grand River Accessibility Advisory Committee on 2 occasions. At the May 24th, 2012 meeting of the Grand River Accessibility Council (GRAAC) meeting Mr. Martin Sawdon made presentation and engaged in dialogue regarding the AODA. GRAAC thought a suitable number of accessible taxis would be double the present number of 15 at the time. The October 25, 2012 meeting of (GRAAC), heard presentations from representatives of Grand River Transit, Region of Waterloo Accessibility and Licensing and Enforcement Services, each spoke on their respective actions in dealing with compliance under the AODA. GRAAC supported unanimously to increase the number of taxi licenses and use the current 16 licenses as a minimum

WATERLOO REGIONAL TAXI ASSOCIATION – On October 26th, 2012, Mr. David Byers, President of the Region of Waterloo Taxi Association, reiterated their desire to have the taxi to population ratio raised to 1:1850. He also agreed to the lowering of the initial license fee for Accessible Taxis and allowing the number off Accessible Taxis to seek its own level. On November 19, 2012, staff met with the Association to discuss the 4 options outlined in this report. As a result of this consultation the Association has indicated support for option 2.

NEW HAMBURG TAXI – Following the meeting on November 19, 2012, New Hamburg Taxi expressed concern to Licensing and Enforcement Staff. New Hamburg currently has only 3 licenses. They believe that increasing the ratio does not provide them with enough growth opportunity.

CORPORATE STRATEGIC PLAN:

The Corporate Strategic Plan in Focus Area 5 recognizes the requirement to implement the legislation and regulations of the AODA.
FINANCIAL IMPLICATIONS:

There will be an overall minimal loss of revenue, equivalent to approximately three new licenses per year or approximately $2500 within the next ten year timeframe, due to the raising of the ratio whereby additional new licenses will not be added to the fleet of taxis.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Legal Services and the Accessibility Planner were consulted in the development of this report.

ATTACHMENTS

Appendix “A” - Letter from the Taxi Association for the Change in Ratios
Appendix ‘B’ - Municipal Comparator Data
Appendix “C” - Letter from the Taxi Association in Support of Ratio Change and Options for Accessible Taxis
Appendix “D” - Draft by-law Amendments

PREPARED BY: Philip Neville, Acting Administrator, Licensing and Enforcement Services
Oriana Sharp, Manager, Information Management and Archives

APPROVED BY: Kris Fletcher, Director, Council and Administrative Services/Regional Clerk
Appendix “A” - Letter from the Taxi Association for the Change in Ratios

April 17, 2012

Region of Waterloo License and Regulatory

Attention: Peggy Walter

The Taxi Association met on February 7, 2012, at 150 Victoria St. N. All Companies were notified by telephone at least 24 Hours prior to the meeting. The companies present were United Taxi, City Cabs, Waterloo Taxi and Golden Triangle Taxi, {New Hamburg Taxi was absent.}

The Taxi Association is requesting the population ratio per taxi license be changed from 1650 to 2000. The reasoning being the economy and the newer communities such as Deer Ridge, Eastbridge, and Doon South have 2 or 3 cars in the driveways and our reports show that these areas do not use taxi service very much.

Regards,

Dave Byers

President Taxi Association
## Appendix ‘B’ – Municipal Comparators

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Regular Licenses</th>
<th>Accessible Licenses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norfolk County</td>
<td>Requests of Taxi Companies</td>
<td>None currently. Based on Taxi Company requests</td>
</tr>
<tr>
<td>Richmond Hill</td>
<td>Based on requests from brokerages.</td>
<td>Have plates available. None are in circulation. Based on requests from Taxi Companies</td>
</tr>
<tr>
<td>Milton</td>
<td>Based on population – 1: 2,000 (until 2014 – after which cap will be removed)</td>
<td>Require each brokerage to have at least one accessible taxi cab</td>
</tr>
<tr>
<td>Niagara Region</td>
<td>Based on population. Company trip records are compared to previous years’</td>
<td>15% Taxi quota must be accessible.</td>
</tr>
<tr>
<td>Region of Waterloo</td>
<td>Currently have 340 licences in circulation, including spares. Based on request from Taxi companies.</td>
<td>Currently have 15 accessible licenses, plus 5 spares, all in circulation. Based on request from Taxi Companies.</td>
</tr>
<tr>
<td>City of Kawartha Lakes</td>
<td>Requests of Taxi Companies</td>
<td>None currently. Based on request.</td>
</tr>
<tr>
<td>Perth County</td>
<td>Requests of Taxi Companies</td>
<td>None currently. Based on Taxi Company requests</td>
</tr>
<tr>
<td>City of Vaughn</td>
<td>Percentage of population: The City of Vaughan By-law relates to a ratio of one (1) license for every one thousand two hundred eighty (1,280) residents.</td>
<td>The By-law does not limit the number of licenses for accessible cabs.</td>
</tr>
<tr>
<td>Police Services Board in Peterborough</td>
<td>We don't have a specific formula for the # of taxis in Peterborough and Lakefield. The taxi drivers must provide a letter of employment when they come to get their taxi license and for their criminal background check. Up until a year ago, we had 3 firms operating in both municipalities. Last summer, one company closed its doors so we are now down to 2 taxi firms operating in both Ptbro and Lakefield. The Board doesn't go as far as regulating the actual # of taxis on the road.</td>
<td>We do not use any particular formula for the # of accessible taxi licenses out there. The drivers must supply proof that they have taken the required training and the vehicles must meet the requirements as per the current regulations under the Highway Traffic Act. Under the current accessibility legislation, O. Reg 191/11 - Integrated Accessibility Standard sec. 79, the Police Services Board will consult with the municipal accessibility advisory boards to determine the proportion of on-demand accessible taxicabs required in the communities by January 1st 2013.</td>
</tr>
<tr>
<td>Burlington</td>
<td>We currently have 58 taxicab plates issued, 5 of which are accessible.</td>
<td>We currently have 58 taxicab plates issued, 5 of which are accessible. Accessible taxis are not based on population, but rather Council will determine how many taxicab licenses will be accessible.</td>
</tr>
<tr>
<td></td>
<td>We have a taxicab ratio of one cab for every 2800 people. 1:2,800</td>
<td></td>
</tr>
<tr>
<td>Thunder Bay[1]</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>Ottawa</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>Greater Sudbury</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>London City</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>Windsor</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Toronto</td>
<td>84</td>
<td></td>
</tr>
</tbody>
</table>

Region of Waterloo Taxi Association

November 19, 2012

Region of Waterloo License and Regulatory

Attention: Phillip Neville

The Taxi Association met regarding a memo distributed to all 5 companies regarding the taxi ratio bylaw to change from 1:1650 to 1:1850, also discussed were the 4 options for accessible taxis to meet the requirements for AODA.

After a lengthy discussion the ratio change was agreed to by 4 of the 5 companies. We feel with today’s economy that to allow new licenses to be issued would cut into the already decreasing incomes of the existing owner operators. Unfortunately the former owner of New Hamburg Taxi passed up licenses in the past few rotations. If the company that wants more licenses would utilize them in the area they were issued for and market their product accordingly they should have enough taxis to look after their business.

The AODA discussion, option (2) was unanimous by all companies; this option could slowly help the concerned company add licenses.

Regards,

David Byers
Association President
Appendix “D” – Draft By-law Amendments

BY-LAW NUMBER 12-XXXX

OF

THE REGIONAL MUNICIPALITY OF WATERLOO

A By-law to Amend By-law 04-069, A By-law to Licence, Regulate and Govern Brokers, Owners and Drivers of Taxi-Cabs Equipped with Taxi-cab Meters within The Regional Municipality of Waterloo, as amended

The Council of The Regional Municipality of Waterloo enacts as follows:

1. THAT subsection 19(1) of the Taxi-cab Meter By-law, as amended, is hereby repealed and replaced with the following:

   (1) The Clerk, with the approval of Council, shall issue Taxi-cab Owner Licences based on a population ration of one (1) Taxi-cab Owner Licence for every one thousand eight hundred and fifty (1,850) individuals residing in The Regional Municipality of Waterloo. The population of The Regional Municipality of Waterloo shall be based on the population statistics as produced annually by the Department of Planning, Housing and Community Services of The Regional Municipality of Waterloo, or any successor department.

2. THAT subsection 19(3) of the Taxi-cab Meter By-law, as amended, is hereby repealed and replaced with the following:

   (3) No more than forty(40) Accessible taxi-cab Owner Licences shall be issued by the Clerk

3. THAT the Taxi-cab Meter By-law, as amended, is hereby amended by adding section 32.1 as follows:

   (1) Every Taxi-cab Broker licensed under this By-law that has ten (10) or more Taxi-cab Owner Licence holders who operate through the Taxi-cab Broker shall comply with subsections (i) and (ii) of this section:

   (i) By January 1, 2017, the Taxi-cab Broker shall have a number of Accessible Taxi-cab Owner Licences that are held by or operated through the Taxi-cab Broker that is equivalent to or more than seven (7) percent of the number of Taxi-cab Owner Licence holders who operate through the Taxi-cab Broker.

   (ii) By January 1, 2022, the Taxi-cab Broker shall have a number of Accessible Taxi-cab Owner Licences that are held by or operated through the Taxi-cab Broker that is equivalent to or more than ten (10) percent of the number of Taxi-cab Owner Licence holders who operate through the Taxi-cab Broker.
(2) Every Taxi-cab Broker licensed under this By-law that has less than ten (10) Tax-cab Owner Licences that are held by or which operate through the Taxi-cab Broker shall have at least one (1) Accessible Taxi-cab Owner Licence by January 1, 2017.

4. This By-law comes into force and effect on the date of final passage hereof.

By-law read a first, second and third time and finally passed in the Council Chamber in the Regional Municipality of Waterloo this \( 4^{th} \) day of December, A.D., 2012.

__________________________  ______________________
REGIONAL CLERK          REGIONAL CHAIR
TO: Chair Geoff Lorentz and Members of the Licensing and Retail Committee

DATE: December 4, 2012

FILE CODE: L19-03

SUBJECT: ANNUAL REPORT – 2012 REGIONAL (AREA) WEED INSPECTOR

RECOMMENDATION:

For information.

SUMMARY:

Each year, Council appoints an Area or Regional Weed Inspector as required by the Weed Control Act, R.S.O. to enforce said Act within the Council’s jurisdiction. From 2004 to 2012 inclusive, Council appointed Mr. Larry Martin to carry out inspections and assist the Weed Inspectors appointed by area municipalities. The cities of Cambridge, Kitchener and Waterloo appoint their own Municipal Weed Inspectors. The Townships of North Dumfries, Wellesley, Wilmot and Woolwich do not appoint a Weed Inspector; they use the services of the Regional or Area Weed Inspector.

REPORT:

Attached to this report are the following:

- The Weed Inspectors End of Season Report for 2012
- Giant Hogweed Reduction Program 2012 Final Report

This covering report summarizes the various activities, provides some clarification around activities and establishes some actions for the upcoming year.

Activities – Includes Calls, Queries and Complaints¹

<table>
<thead>
<tr>
<th>City</th>
<th>2009¹</th>
<th>2010²</th>
<th>2011³</th>
<th>2012⁴</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge</td>
<td>38</td>
<td>25</td>
<td>43</td>
<td>32</td>
</tr>
<tr>
<td>Kitchener</td>
<td>59</td>
<td>50</td>
<td>62</td>
<td>62</td>
</tr>
<tr>
<td>Waterloo</td>
<td>50</td>
<td>39</td>
<td>110</td>
<td>43</td>
</tr>
<tr>
<td>North Dumfries</td>
<td>22</td>
<td>17</td>
<td>36</td>
<td>21</td>
</tr>
<tr>
<td>Wellesley</td>
<td>75</td>
<td>70</td>
<td>85</td>
<td>53</td>
</tr>
<tr>
<td>Wilmot</td>
<td>64</td>
<td>40</td>
<td>72</td>
<td>44</td>
</tr>
<tr>
<td>Woolwich</td>
<td>90</td>
<td>64</td>
<td>76</td>
<td>59</td>
</tr>
<tr>
<td>Out of Region</td>
<td>11</td>
<td>07</td>
<td>07</td>
<td>03</td>
</tr>
<tr>
<td>New Pesticide Info. Calls</td>
<td>45</td>
<td>n/a</td>
<td>n/a</td>
<td>02</td>
</tr>
<tr>
<td>Total Complaints</td>
<td>454</td>
<td>317</td>
<td>495</td>
<td>319</td>
</tr>
</tbody>
</table>

¹ These include all designated noxious weeds, including Giant Hogweed (GHW).
² Year 1 of the GHW Reduction Program
³ Year 2 of the GHW Reduction Program
⁴ Year 3 (Final Year) of the GHW Reduction Program
The number of complaints received by the Regional Weed Inspector is down significantly from 2011. Similarly the number of calls for Giant Hogweed (GHW) has significantly reduced. The number of calls to the Regional Weed Inspector about designated noxious weeds, other than GHW has remained constant between 2010 and 2012– approximately 125 calls per year.

The Weed Inspector does not keep or report on the various types of weeds other than GHW. As an example the Weed Inspector has not specifically collected call/inspection information on European Buckthorn.

**Giant Hogweed (GHW)**

When the Region first commenced the GHW program, this weed was not designated as a noxious weed. Through pressure from municipalities including the Region of Waterloo, the Ministry of Agriculture added GHW to the list in late 2010. The GHW reduction program was launched in 2010 for a 3 year period. The program ended this year. The Weed Inspector would like to continue this program. No money has been budgeted for the continuation of this program. The number of plants and the number of properties affected continue to decrease according to the Giant Hogweed Report attached as Appendix “B”. There are other alternatives to continuing on with the student program. Records have been kept based on property ownership and the number of plants per area. This information would allow the Weed Inspector to establish priority areas and under take spot inspections. In addition letters can be sent to property owners requesting their assistance in inspecting their own properties and taking necessary action. A letter campaign can be coordinated through the Licensing and Enforcement Office with very little time required by the Inspector. Additional communication campaigns should also be considered. These campaigns should also include other noxious weeds. Staff will commence discussions with the Township’s to determine what communication forms may be in place to allow for the dissemination of material e.g. tax billing. Staff agrees that GHW should be monitored over the next 1-2 years to determine if there is a need to reintroduce the student program at a future date.

**European Buckthorn**

The Weed Inspector is concerned about an increase in the number of European Buckthorn plants (trees). These plants are on the designated weed list and are subject to written orders for its destruction. The Weed Inspector doesn’t currently have any formal statistics/counts regarding this plant, therefore the risks are difficult to monitor or determine at this time. The Region currently has an arborist on staff in the Planning Housing Community Services (PHCS) Department. Discussions are already underway to determine if a joint program using existing in house expertise and the Weed Inspector is warranted. Additional technical tools to assist the Weed Inspector in the capturing of information are also being investigated. A communication campaign regarding this plant should also be considered for 2013.

**Roadside Spraying**

The Weed Inspector is concerned that the cutting of weeds is not working and is actually promoting the spread and growth of noxious weeds. Roadside spraying of Regional and Township roads with herbicides is being recommended to promote the eradication of these weeds. Such spraying for the purpose of eradicating designated noxious weeds is permissible under the *Pesticides Act of Ontario*. Perth and Wellington Counties are carrying out roadside spraying. The Region currently has a roadside cutting program. The roadside cutting program is currently on the Service Reduction List for the Budget Meeting of Dec. 5. There are some limited resources available for spot spraying. A full scale spraying program is not being supported at this time for 2 reasons: environmental issues related to spraying and insufficient funds. Transportation and Environmental Services (TES) has asked that the Weed Inspection identify areas of highest priority so if funds are available a targeted program could be implemented. 


Referral of Issues to the Cities
The Weed Control Act was originally put in place to deal with agricultural related issues. Over the years the types of weeds added to the list have gone beyond weeds that affect agriculture. The Regional Weed Inspector has gotten a significant number of inquiries from the urban areas regarding noxious weeds. While the Weed Inspector responds to these inquiries and will provide information, it is generally not the Weed Inspector’s responsibility to enforce the legislation in the 3 cities. Reports, complaints and queries that are received about designated weeds within the three cities should be referred to city-appointed Weed Inspectors.

Direction/Resolution Required
If Committee wished to proceed with the:
- Continuation of a student GHW program, or
- Establish a student European Buckthorn reduction program, or
- Establish a roadside spraying program,
direction by the committee is required. If there is no further direction, staff will proceed as outlined in the report.

Conclusion
All property owners complied in the destruction of noxious weeds including GHW on their property, either destroying the weeds themselves or having spraying companies do it for them. No orders were required to be issued in 2012.

Continued appreciation is extended to the Township of Wellesley for providing office space for the GHW students and Inspector Martin. There has been great rapport between the students, Insp. Martin and the township staff members.

CORPORATE STRATEGIC PLAN:
Enforcement of the Weed Control Act is a legislated requirement and does support Focus Area 1 Environmental Sustainability: Protect and enhance the environment.

FINANCIAL IMPLICATIONS:
The cost for this program is approximately $25,000.00 (excluding the student GHW Program) per year which includes part-time salary, benefits, equipment, supplies, training and transportation for Insp. Martin.

OTHER DEPARTMENT CONSULTATIONS:
Discussions occurred with the Transportation Division and Planning Housing Community Services.

ATTACHMENTS
Appendix “A” – Larry Martin’s - Weed Inspector’s End of Season Report for 2012
Appendix “B” – Giant Hogweed Final Report

PREPARED BY: Larry Martin, Area Weed Inspector, Licensing and Enforcement Services – Schedule “A”
Kris Fletcher, Director, Council & Administrative Services/Regional Clerk

APPROVED BY: Kris Fletcher, Director, Council & Administrative Services/Regional Clerk

December 4, 2012
Report: CR-CLK-LIC-12-007
Appendix “A” – Larry Martin’s - Weed Inspector’s End of Season Report for 2012

WEED INSPECTOR’S END OF SEASON REPORT FOR 2012

Please find a brief report of the past season’s activities:

Complaints breakdown (for past three seasons):

<table>
<thead>
<tr>
<th>Location</th>
<th>2012</th>
<th>2011</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge</td>
<td>32</td>
<td>43</td>
<td>25</td>
</tr>
<tr>
<td>Kitchener</td>
<td>62</td>
<td>62</td>
<td>50</td>
</tr>
<tr>
<td>Waterloo</td>
<td>43</td>
<td>110</td>
<td>39</td>
</tr>
<tr>
<td>North Dumfries Twp</td>
<td>21</td>
<td>36</td>
<td>17</td>
</tr>
<tr>
<td>Wellesley Twp</td>
<td>53</td>
<td>85</td>
<td>70</td>
</tr>
<tr>
<td>Wilmot Twp</td>
<td>44</td>
<td>72</td>
<td>40</td>
</tr>
<tr>
<td>Woolwich Twp</td>
<td>59</td>
<td>76</td>
<td>64</td>
</tr>
<tr>
<td>Out of Region</td>
<td>03</td>
<td>07</td>
<td>07</td>
</tr>
<tr>
<td>(New) Pesticide Info Calls</td>
<td>02</td>
<td>04</td>
<td>05</td>
</tr>
<tr>
<td><strong>Total Complaints</strong></td>
<td>319</td>
<td>495</td>
<td>317</td>
</tr>
</tbody>
</table>

**Number of GHW Plants (Approx)**: 1601, 5166, 5299

Report:

The number of calls to the Regional Weed Inspector for 2012 were lower than in 2011 mainly due to fewer calls received by the GHW Reduction Program than in the previous two years. This reduction was likely a result of the fact that there was less media coverage and that the people who previously contacted us have been educated on the proper identification and removal procedures (through information contained in the “Notice to Residents and Property Owners” and “Giant Hogweed” pamphlets and personal instruction from the Weed Inspectors).

The number of people who notified us of GHW sites was lower because the owners have dealt with these same sites in the past and knew that they needed to be monitored and new growth removed. Over the past three years through the efforts of the students in checking up on the previously reported sites and keeping owners focused on the removal of plants each year we have brought the total number of plants from approximately 5299 plants down to about 1600 plants.

It has been brought to my attention that the GHW Program was put in place by Regional council for only three years not the 5 years that I originally requested and thought in place. I have been informed that the funding for this 3 year program will therefore be terminated at the end of 2012. I’m asking the committee to extend the funding for one more year for the following reasons.

1) GHW seeds can stay dormant for 5-7 years.

2) Without the personal visit landowners say they will look after removal of GHW but for whatever reason they don’t get at it and the plants are allowed to flower & go to seed and the problem starts over again in another 5-7 year cycle. One flower head can produce 20,000 to 100,000 seeds.

3) An extra year would give us a better understanding of this plant concerning new growth from seeds. We would be within the 5-7 year seed dormant stage (counting the first two years that I spent reducing GHW large sites alone prior to the GHW Reduction Program). Example: Have all
the past GHW seeds germinated or are we still looking at another outbreak within a year or two from buried seeds. The extra year extension would help to answer that question so we could better understand how to handle this plant in future years.

4) The following is the plant count for the four Townships in the past three years (these numbers do not include the large number of plants found prior to the program):
   a) Wellesley from 3231 to present 653, prior estimates of 5,000 beginning 5 years ago
   b) Woolwich from 630 to present 360, prior estimates of 6,000 beginning 5 years ago
   c) Wilmot from 502 to present 220, prior estimates of 1200 beginning 5 years ago
   d) North Dumfries from 200 to present 104, (no plants reported 5 years ago)
   e) Kitchener from 481 to present 193, no stats. prior
   f) Waterloo from 238 to present 30, no stats. prior
   g) Cambridge from 17 to present 41, no stats. prior

You may want to consider having the Cities look after their own GHW using their own bylaws and bylaw enforcement which would free up time for the Regional Inspector & save money for the Region. This could also be applied at the Township level with them handling GHW in their towns & villages through their own bylaws where the Weed Control Act doesn’t apply.

Without the help of the students I would be back to the same situation I was in 4 years ago where the workload was such that all my time was being spent on GHW with no time to focus on other noxious weeds. In my opinion the cost of hiring the students for one more year would be money well spent not to let the reduced plant numbers start to increase again.

Again this year we received inquires from other municipalities on starting up their own GHW Reduction programs. The City of Hamilton actually came up and observed some of our sites and obtained information. They were very impressed with the setup of our program.

Last year I reported that I have observed European Buckthorn tree population increasing throughout the Region. Buckthorn is on the Noxious Weed Control list because it serves as a host to other pests such as Crown Rust Fungus which attacks oat crops. It has also recently been discovered to be a primary host of the soybean aphid. Aphids use the buckthorn as a host for the winter and then spread to nearby soybean fields in the spring. Buckthorn is very high on the Invasive Plant Council’s agenda for eradication because it is so invasive. I have looked into some measures this past year in hopes to start a program called the “European Buckthorn Reduction Program” for the 2013 season. This program could be set up very similar to the GHW Reduction program and would also involve the help of the students as well as the use of media coverage, pamphlets, and notices to landowners. This program could possibly be set up using the return of this year’s 2 students (who are familiar with the program, the geography of the Region, the GPS tracking system etc) and maybe the hiring of one additional student to be trained by the present students on the GHW Reduction Program to be transformed into a new Buckthorn Reduction program. They would help to identify, map and hand out notices to property owners requesting they reduce the Buckthorn tree count on their properties. I would hope to reduce the Buckthorn tree count by 10 percent per year over the next five years within the Region with such a program. Buckthorn trees are RAPIDLY taking over our woodlots in the farming community as well as in the green spaces in the cities, and on Regional walking trails. These trees are impossible to eradicate by cutting alone: either the entire root system has to be removed or a recommended herbicide must be used on the stump at the time of cutting. These trees are killing our young woodlot saplings like maple and oak plus trillium plants and other wild flowers within the region by out-competing them for nutrients, light and moisture. Buckthorn trees have a longer growing season than other plants. Buckthorn trees also release a poisonous substance into the surrounding soil that inhibits the growth and development of other plant species. Hence the name “THE TREE KILLER.”
Berries, twigs and bark from Buckthorn trees are “POISONOUS” to humans and the tree is listed in the Canadian Poisonous Plants Information System.

Note: General symptoms of poisoning:
abdominal pain, diarrhea, gastroenteritis, hemorrhage, muscle spasms, and vomiting. Severe poisoning is rare but young children are most at risk depending on the number of Buckthorn blackberries they ingest.

Training courses attended:

April 12, 2012 Weed Inspectors Conference- Guelph, Ont.

Summary:

It appears that the three year GHW Reduction Program worked very well. Our plant count and complaints have been reduced considerably within the past three years and I would like to see a one year extension so the count can be brought even lower plus give us a better overview of where we stand with any further new growth from buried seeds. Citizens of the Region have been very co-operative and no Form One’s were issued this year for the destruction of GHW plants.

Concerning roadside cutting on Regional and Township roads: it still appears that cutting alone is not destroying the noxious weeds as hoped - they are allowed to go to seed and it is creating more & more spread of the noxious plants. Farmers in general are voicing their concerns that the noxious weeds from the roadsides are a problem as they invade their fields and then they must use more herbicide spray on their land at an expense to them. Since there is no written Regional or Township Policy prohibiting roadside spraying I recommended spraying our roadsides in my 2011 report and forwarded my submissions on spraying to Marty Sawdon and John Hammer. Wellington, Perth and Huron Counties have always sprayed. I again suggest that roadside spraying, be “RE-INTRODUCED.” This practice would not only control the noxious weeds on the roadsides but would also help eliminate invasive plants from the roadsides (eg Garlic Mustard). The other alternative would be to do more cutting during the year. What is happening, noxious weeds are flowering and going to seeds at different times during the season and the budget for cutting is not keeping up with the demand. You may be looking at purchasing more mower tractors and hiring more employees. You may be looking at cutting the roadsides every 6 weeks to make sure the weeds are cut before they go to seed. A majority of noxious weeds can not be destroyed unless an herbicide is used unfortunately.

I am requesting that funding be made available again for one more year for the GHW Reduction Program which could also include using the students help to start up a European Buckthorn Reduction Program in the 2013 season. I have already had a pamphlet made up (awaiting approval to be printed) regarding European Buckthorn. To disband the GHW Reduction Program now would be to waste all the progress we have made in the past years and would be a major error as we are making great strides to eradicate the plant.

Concerning the complaint regarding Dog Strangling Vine located on a walking trail near Middlebrook road in Woolwich Township last year and its subsequent spread this year -we are looking at trying to mow it with a Regional tractor mower and extension mower arm, plus manually pulling of the plants by volunteers, through Albert Hovingh. Since DSV is not on any herbicide label, these products can not be used at present time.

I would like to sincerely thank Wellesley Township for the third season of providing office space for the students at Township headquarters and for the co-operation and help Township staff have shown to the students and me over the past years.
With the approval of Regional Council, Larry Martin would stay on as Regional Area Weed Inspector for the 2013 season.

Submitted by
Larry Martin, Area Weed Inspector
Region of Waterloo
519-575-4016
Giant Hogweed Reduction Program
2012 Final Report

GHW Team Supervisor: Larry Martin
GHW Team: Katrina Shaw, Warren Stevenson
Effective Date: May 1st, 2011 – September 7th, 2012
Returning students, Katrina Shaw and Warren Stevenson are continuing the GHW reduction effort for the summer of 2012. Throughout the months of May to August, together they identified forty-eight (48) locations of Giant Hogweed.

Table 1 shows the number of complaints the GHW Team has received throughout both summers. Complaints are received primarily through the messaging system. In 2012, a notable decrease in complaints was noticed due to reduced media attention.

### Table 1: Number of Giant Hogweed Complaints

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Number of Complaints 2010</th>
<th>Number of Complaints 2011</th>
<th>Number of Complaints 2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge</td>
<td>18</td>
<td>33</td>
<td>17</td>
</tr>
<tr>
<td>Kitchener</td>
<td>41</td>
<td>54</td>
<td>42</td>
</tr>
<tr>
<td>North Dumfries</td>
<td>7</td>
<td>14</td>
<td>8</td>
</tr>
<tr>
<td>Waterloo</td>
<td>27</td>
<td>96</td>
<td>22</td>
</tr>
<tr>
<td>Wellesley</td>
<td>50</td>
<td>62</td>
<td>38</td>
</tr>
<tr>
<td>Wilmot</td>
<td>29</td>
<td>58</td>
<td>27</td>
</tr>
<tr>
<td>Woolwich</td>
<td>43</td>
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<td>40</td>
</tr>
<tr>
<td>Out of Region</td>
<td>1</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>215</strong></td>
<td><strong>368</strong></td>
<td><strong>194</strong></td>
</tr>
</tbody>
</table>
Table 2 shows the approximate number of plants per municipality of the Region of Waterloo:

### Table 2: Approximate Number of Plants per Municipality

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Approximate Number of Plants 2010</th>
<th>Approximate Number of Plants 2011</th>
<th>Approximate Number of Plants 2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge</td>
<td>17</td>
<td>46</td>
<td>41</td>
</tr>
<tr>
<td>Kitchener</td>
<td>481</td>
<td>514</td>
<td>193</td>
</tr>
<tr>
<td>North Dumfries</td>
<td>200</td>
<td>46</td>
<td>104</td>
</tr>
<tr>
<td>Waterloo</td>
<td>238</td>
<td>152</td>
<td>30</td>
</tr>
<tr>
<td>Wellesley</td>
<td>3231</td>
<td>3397</td>
<td>653</td>
</tr>
<tr>
<td>Wilmot</td>
<td>502</td>
<td>427</td>
<td>220</td>
</tr>
<tr>
<td>Woolwich</td>
<td>630</td>
<td>584</td>
<td>360</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5299</strong></td>
<td><strong>5166</strong></td>
<td><strong>1601</strong></td>
</tr>
</tbody>
</table>

The following table illustrates the number of properties with confirmed populations of Giant Hogweed per municipality with comparisons to the previous two summers:

### Table 3: Properties with Confirmed Populations of GHW per Municipality

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Number of Properties with GHW 2010</th>
<th>Number of Properties with GHW 2011</th>
<th>Number of Properties with GHW 2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge</td>
<td>6</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Kitchener</td>
<td>23</td>
<td>11</td>
<td>4</td>
</tr>
<tr>
<td>North Dumfries</td>
<td>1</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Waterloo</td>
<td>11</td>
<td>6</td>
<td>1</td>
</tr>
<tr>
<td>Wellesley</td>
<td>28</td>
<td>27</td>
<td>17</td>
</tr>
<tr>
<td>Wilmot</td>
<td>16</td>
<td>14</td>
<td>6</td>
</tr>
<tr>
<td>Woolwich</td>
<td>29</td>
<td>19</td>
<td>10</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>114</strong></td>
<td><strong>85</strong></td>
<td><strong>40</strong></td>
</tr>
</tbody>
</table>
*Some properties contain multiple populations of GHW

Table 4 demonstrates the number of site visits made per municipality in each summer:

**Table 4: Total Number of Site Visits per Municipality**

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Total Number of Site Visits 2010 (3 Students)</th>
<th>Total Number of Site Visits 2011 (2 Students)</th>
<th>Total Number of Site Visits 2012 (2 Students)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge</td>
<td>45</td>
<td>41</td>
<td>36</td>
</tr>
<tr>
<td>Kitchener</td>
<td>102</td>
<td>75</td>
<td>89</td>
</tr>
<tr>
<td>North Dumfries</td>
<td>17</td>
<td>22</td>
<td>12</td>
</tr>
<tr>
<td>Waterloo</td>
<td>67</td>
<td>133</td>
<td>109</td>
</tr>
<tr>
<td>Wellesley</td>
<td>127</td>
<td>97</td>
<td>89</td>
</tr>
<tr>
<td>Wilmot</td>
<td>62</td>
<td>92</td>
<td>78</td>
</tr>
<tr>
<td>Woolwich</td>
<td>109</td>
<td>68</td>
<td>77</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>529</strong></td>
<td><strong>528</strong></td>
<td><strong>490</strong></td>
</tr>
</tbody>
</table>

The following figure shows the locations of all found Giant Hogweed in the Region.
Figure 1: Locations of Giant Hogweed during the Summer of 2012

Figure 2a: Region of Waterloo 2012
Figure 2B: Region of Waterloo 2011

Figure 2c: Region of Waterloo 2010
The following figure shows the typical size of GHW populations within the Region of Waterloo.

![Size of GHW Populations](image)

**Figure 3: Typical Size of GHW Populations**

This year, the GHW Reduction Program received fewer complaints than the previous two years. This is likely due to the fact that there has been less media coverage and that people who previously contacted us have been educated on the proper identification and removal procedures (through information contained in the “Notice to Residents and Property Owners” and “Giant Hogweed” pamphlets and personal instruction from the Weed Inspectors). This reduces the number of people notifying us of a population because they have dealt with the same population in the past and know that it needs to be removed.