MEDIA RELEASE: Immediate

REGIONAL MUNICIPALITY OF WATERLOO
CONSOLIDATED
COUNCIL AGENDA

Wednesday, March 27, 2013
Closed Session 6:00 p.m.
WATERLOO COUNTY ROOM
Regular Meeting 7:00 p.m.
REGIONAL COUNCIL CHAMBER
150 Frederick Street, Kitchener, ON

*Denotes Item(s) Not Part of Original Agenda

1. MOMENT OF SILENCE

2. ROLL CALL

3. MOTION TO GO INTO CLOSED SESSION

That a closed meeting of Regional Council be held on Wednesday, March 27, 2013 at 6:00 p.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 advice that is subject to solicitor-client privilege related to interpretation of legislation
b) labour relations and personal matters about identifiable individuals

4. MOTION TO RECONVENE IN OPEN SESSION

5. DECLARATION OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

6. PRESENTATIONS

7. PETITIONS

8. DELEGATIONS

a) E-13-038, Sawmill Road and Northfield Drive Improvements in the Village of Conestogo – Township of Woolwich (Deferred from Planning and Works Committee – Circulated to Councillors Only)
   i) Keith Gummow
   ii) Matthew Hilbert
   * iii) Sarah Fretz

9. MINUTES OF PREVIOUS MEETINGS

   a) Closed Council – March 6, 2013
   * b) Council – March 6, 2013
      (Please see revised page 10 - attached)
10. COMMUNICATIONS

11. MOTION TO GO INTO COMMITTEE OF THE WHOLE TO CONSIDER REPORTS

12. REPORTS

Finance Reports

a) F-13-024, 024, T2013-006 Eagle Street Resurfacing, Hespeler Road to Concession Road/Speedsville Road, City of Cambridge

b) F-13-025, T2013-008 New Dundee Road Trunk Watermain from Reichert Drive to Executive Place, City of Kitchener

c) F-13-026, T2013-004 Roundabout Construction – Hespeler Road (Regional Road 24) at Queen Street/Beaverdale Road, City of Cambridge

d) F-13-027, T2013-002 Westmount Road Reconstruction – Greenbrook Drive to Victoria Street, City of Kitchener


Committee Reports

a) Planning & Works - attached & marked PS-130319

b) Administration & Finance - attached & marked FS-130319

c) Community Services - attached & marked SS-130319

Chief Administrative Officer
Regional Chair
Regional Clerk

13. OTHER MATTERS UNDER COMMITTEE OF THE WHOLE

14. MOTION FOR COMMITTEE OF THE WHOLE TO RISE AND COUNCIL RESUME

15. MOTION TO ADOPT PROCEEDINGS OF COMMITTEE OF THE WHOLE

16. MOTIONS
17. NOTICE OF MOTION

18. UNFINISHED BUSINESS

19. OTHER BUSINESS

20. QUESTIONS

21. ENACTMENT OF BY-LAWS – FIRST, SECOND & THIRD READINGS

a) A By-law to Establish Tax Ratios for Regional Purposes and Area Municipal Purposes for the Year 2013

b) A By-law to Establish Tax Reductions for Prescribed Property Subclasses for Regional Purposes and Area Municipal Purposes and to Repeal By-law 99-025

c) A By-law to Establish and Levy Rates of Taxation for Regional Purposes for the Year 2013

d) A By-law to Amend By-law 13-001, as amended, being a By-law to Establish Fees and Charges for the Regional Municipality of Waterloo (Region of Waterloo International Airport Advertising Rates)

e) A By-law to dedicate certain lands as part of the highway known as Cedar Street (Regional Road No. 97) in the City of Cambridge, Region of Waterloo

f) A By-law to Confirm the Actions of Council – March 27, 2013

22. ADJOURN
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: March 19, 2013

FILE CODE: CO4-20, 5392

SUBJECT: SAWMILL ROAD AND NORTHLAND DRIVE IMPROVEMENTS IN THE VILLAGE OF CONESTOGO, TOWNSHIP OF WOOLWICH

RECOMMENDATION:

THAT the Regional Municipality of Waterloo approve the Recommended Design Alternative for Sawmill Road (Regional Road No. 17) and Northfield Drive (Regional Road No. 22) within the Village of Conestogo in the Township of Woolwich as outlined in Report E-13-038.

SUMMARY:

The Region of Waterloo is currently considering improvements to Sawmill Road from Musselman Crescent to the Conestogo Bridge and to Northfield Drive from the South Limits of Conestogo to Country Spring Walk, within the Village of Conestogo. Please refer to Appendix ‘A’ for a Key Plan. This project has been initiated to address the poor pavement condition and the need for enhanced pedestrian and cycling facilities on Sawmill Road and Northfield Drive within the Project limits.

A Project Team consisting of staff from the Region of Waterloo, the Township of Woolwich, and Township of Woolwich Councillor Bonnie Bryant was established to direct the planning of these improvements.

An initial Public Consultation Centre (PCC) was held at Conestogo Public School, 1948 Sawmill Road in the Township of Woolwich on Wednesday October 5th, 2011 from 5:30 p.m. to 8:00 p.m. Plans showing the Project Team’s proposed design concept for improvements to Sawmill Road and Northfield Drive within the Village of Conestogo were on display and Project Team representatives were present to answer questions and to receive feedback from members of the public.

The Project Team recommended that Regional Planning and Works Committee endorse the Project Team’s recommended plans for improvements for Sawmill Road and Northfield Drive in a staff report tabled at the Regional Planning and Works Committee Meeting held on May 29th, 2012. These initially recommended plans for improvements did not include a widening of Sawmill Road or Northfield Drive to provide for cycling facilities.

At the May 29th 2012 Committee meeting, five (5) delegates appeared before Committee requesting that cycling facilities be incorporated as part of this project. The Planning and Works Committee directed that the project be referred back to the Project Team to consider including cycling facilities as part of the proposed improvements.
Following the direction from Committee, the Project Team developed several new Design Alternatives for the proposed improvements to Sawmill Road and Northfield Drive and narrowed the options to three (3) Design Alternatives to be presented for public input.

A Second Public Consultation Centre (PCC) was held at Conestogo Public School, 1948 Sawmill Road in the Township of Woolwich on Wednesday November 28, 2012 from 5:30 p.m. to 8:00 p.m. Plans showing the Project Team’s three (3) Design Alternatives were on display and Project Team representatives were present to answer questions and to receive feedback from members of the public.

In view of the public comments received, the existing roadway features and constraints, the scenic characteristics of Sawmill Road, and the relevant Regional Policies, Master Plans and practices, the Project Team now recommends that Regional Council approve the Recommended Design Alternative for improvements to Sawmill Road and Northfield Drive, described as follows:

- **Construct two 4.35 metre wide lanes, striped at 3.35 metres** on Sawmill Road from Musselman Crescent to 100 metres west of Misty River Drive;
- **Construct two 4.0 metre wide lanes**, on Sawmill Road from 100 metres west of Misty River Drive to 100 metres east of Harriet Street;
- **Construct two 4.6 metre wide lanes, striped at 3.35 metres** on Sawmill Road from 100 metres east of Harriet Street to the Grand River Bridge;
- Restrict parking on Sawmill Road to approximately 25 spaces between Glasgow Street and No. 1843 Sawmill Road;
- **Construct two 4.85 metre wide lanes, striped at 3.35 metres** on Northfield Drive from Sawmill Road to Country Spring Walk;
- Construct designated left-turn lanes on each approach of Sawmill Road at the intersection of Northfield Drive;
- Construct a northbound designated right-turn lane on Northfield Drive at the intersection of Sawmill Road;
- Construct new sidewalk on the north side of Sawmill Road from Harriet Street to Golf Course Road;
- Construct a pedestrian refuge island on Sawmill Road at the Conestogo Public School;
- Construct “Village Entrance Features” at each approach to the Village on Sawmill Road and Northfield Drive comprised of raised landscaped centre medians;
- Construct semi-mountable curb and 0.60 metre wide concrete maintenance strips on each side of Northfield Drive from Sawmill Road to 170 metres south of Sawmill Road; and
- Provide New Boulevard landscaping where feasible.

The Region’s Approved 2013 Transportation Capital Program and 10-Year Capital Forecast includes funds of $6,120,000 in years 2013 to 2018 inclusive in order to complete construction of the improvements to Sawmill Road from Musselman Crescent to the Conestogo Bridge and Northfield Drive from the South Limits of Conestogo to Country Spring Walk, to be funded from the Roads Rehabilitation Reserve Fund. The estimated project cost for the Recommended Design Alternative is $4,000,000.
Letters advising of the recommendations contained in this report were mailed to all those who attended the November 28, 2012 PCC and to all owners/residents abutting the Sawmill Road and Northfield Drive project limits on March 5th, 2013.

**REPORT:**

1.0 **Background**

The Region of Waterloo is currently considering improvements to Sawmill Road from Musselman Crescent to the Conestogo Bridge and to Northfield Drive from the South Limits of Conestogo to Country Spring Walk within the Village of Conestogo. Please refer to Appendix ‘A’ for a Key Plan. This project has been initiated to address the poor pavement condition and the need for enhanced pedestrian and cycling facilities on Sawmill Road and Northfield Drive within the project limits.

A Project Team consisting of staff from the Region of Waterloo, the Township of Woolwich, and Township of Woolwich Councillor Bonnie Bryant was established to direct the planning of these improvements.

The section of Sawmill Road within the project limits is an urbanized 2-lane roadway with mountable curbs to accommodate paved boulevard parking throughout most of the Village. Sidewalks currently exist on both sides of Sawmill Road from Musselman Crescent to Harriet Street. The Sawmill Road corridor through Conestogo is highly constrained, with numerous building fronts located immediately behind the existing sidewalks. Boulevard widths are minimal with overhead utilities located in close proximity to the existing curbs in many locations. This section of Sawmill Road is identified as a “Very Scenic” road in the Region’s Scenic Roads and Special Character Streets Resource Document (December 2011). There are two (2) properties with heritage designations on Sawmill Road within the project limits (1790 Sawmill Road and 1924 Sawmill Road). Several mature trees are located in the existing boulevard areas. The posted speed limit on Sawmill Road is 50 km/hr and, based on a 2009 speed survey conducted by the Region, the average speed of travel is 52 km/hr. Storm sewers currently exist on Sawmill Road from Musselman Crescent to the Conestogo Bridge. These existing storm sewers are adequately sized and are in good condition.

Northfield Drive from Country Spring Walk to the south Village limits is a rural 2-lane roadway with narrow paved shoulders to the south Village limits. No sidewalks currently exist along this section of Northfield Drive. The section of Northfield Drive from Sawmill Road to the south Village limits has a narrow right-of-way of only 12 metres in some locations and residential building fronts are located in very close proximity to the right-of-way. The posted speed limit on Northfield Drive through the project limits is 50 km/hr.

The intersection of Sawmill Road and Northfield Drive is currently controlled by traffic control signals. There are no existing left-turn lanes at any approaches to this intersection. The intersection is currently operating at an adequate level-of-service; however, the level-of-service is projected to decline in the future as traffic volumes increase, resulting in delays for some traffic movements. There is some horse-and-buggy traffic along both Sawmill Road and Northfield Drive in the Village of Conestogo.

The Region’s Context Sensitive Transportation Corridor Design Guidelines classify the sections of Sawmill Road and Northfield Drive within the project limits as Rural Village Main Streets. Rural Village Main Streets are prioritized for vehicular movements and active transportation.
The role of the Main Street is to support the community life of the village and to move traffic efficiently through town at an appropriate speed. The sections of Sawmill Road and Northfield Drive within the project limits are identified as being candidates for long-term on-road cycling facilities in the Region’s Cycling Master Plan. Additionally, the Region’s Draft Active Transportation Master Plan identifies the sections of Sawmill Road and Northfield Drive within the project limits as candidates for cycling facilities.

2.0 October 5th, 2011 Public Consultation Centre

An initial Public Consultation Centre (PCC) was held at Conestogo Public School, 1948 Sawmill Road in the Township of Woolwich on Wednesday October 5th, 2011 from 5:30 p.m. to 8:00 p.m. Preliminary plans for the proposed improvements to Sawmill Road and Northfield Drive under consideration at that time were on display and Project Team representatives were present to answer questions and to receive feedback from members of the public. Approximately one hundred and ten (110) members of the public attended this initial PCC and eighty three (83) members of the public formally signed in. Thirty-four (34) comment sheets were received as a result of this first Public Consultation Centre.

The preliminary plans for the proposed improvements to Sawmill Road and Northfield Drive presented by the Project Team at this initial public meeting included the following main elements:

- Reconstruction and widening of Sawmill Road and Northfield Drive to **accommodate 1.5 metre wide cycling/buggy lanes on each side of the road**;
- Removal of most of the boulevard parking on Sawmill Road;
- Construction of designated left-turn lanes on all approaches at the intersection of Sawmill Road and Northfield Drive;
- Extension of the sidewalk on the north side of Sawmill Road from Harriet Street to Golf Course Road;
- Construction of new sidewalk on Northfield Drive from Country Spring Walk to the South Village limits;
- Construction of a pedestrian refuge island on Sawmill Road at the Conestogo Public School; and
- Enhanced boulevard landscaping where feasible.

Please refer to Appendix ‘B’ for drawings of the proposed improvements presented by the Project Team at this first Public Consultation Centre.

In general, there was very little support expressed by the public for the proposed widening of Sawmill Road to accommodate on-road cycling/buggy lanes; for the removal of the boulevard parking on Sawmill Road; and for the construction of new sidewalk on Northfield Drive. There was generally support for the extension of the existing sidewalk on the north side of Sawmill Road from Harriet Street to Golf Course Road and for traffic operational improvements to the intersection of Sawmill Road and Northfield Drive. High vehicle speeds on Sawmill Road was also cited as a concern by some members of the public and there were requests for some form of ‘traffic calming’ measures on Sawmill Road to be incorporated as part of the proposed road improvements.
3.0 Project Team’s Response to the October 5th, 2011 Public Consultation Centre

Following the October 5th, 2011 PCC, the Project Team thoroughly reviewed all of the public comments received. The Project Team also met on-site and walked through the entire project area in order to view in the field the impacts and constraints associated with widening Sawmill Road and Northfield Drive to provide for 1.50 metre wide on-road cycling/buggy lanes, sidewalk and designated left-turn lanes at the intersection of Sawmill Road and Northfield Drive. The Project Team noted that a 1.50 metre widening on each side of Sawmill Road throughout the entire project limits would result in severe impacts to some abutting properties, trees, and overhead utilities, and would significantly reduce the boulevard area available for snow storage and utility plant. Additionally, the construction of new sidewalk on Northfield Drive, particularly south of Sawmill Road, would have significant property impacts, and the construction of a northbound designated left-turn lane on Northfield Drive would potentially require a full purchase of the property located at 1030 Northfield Drive.

The Project Team agreed that a significant widening of Sawmill Road would alter the appearance and ‘character’ of this scenic roadway corridor. The Project Team also assessed that new sidewalk on the entire length of Northfield Drive throughout the project limits would not likely attract many pedestrians due to existing available alternative walking routes, confirming comments made by several members of the public.

In view of the public comments received, the existing roadway features and constraints, and the scenic characteristics of Sawmill Road, the Project Team developed the following revised design concept for the proposed improvements to Sawmill Road and Northfield Drive:

- Reconstruction of Sawmill Road in its current configuration, with no widening for buggy/cycling lanes;
- No change to boulevard parking on Sawmill Road;
- Re-paving of the asphalt boulevards on Sawmill Road;
- Extension of the sidewalk on the north side of Sawmill Road from Harriet Street to Golf Course Road;
- Reconstruction of Northfield Drive from the South Village Limits to Country Spring Walk in its current configuration without sidewalks;
- Construction of a pedestrian refuge island on Sawmill Road at the Conestogo Public School;
- Construction of new designated left-turn lanes on Sawmill Road in each direction at Northfield Drive and construction of a new northbound designated right-turn lane on Northfield Drive at Sawmill Road; and
- Enhanced boulevard landscaping where feasible.

Please refer to Appendix ‘C’ for drawings of the revised design concept developed by the Project Team subsequent to the October 5th, 2011 Public Consultation Centre. Correspondence was sent on March 12th, 2012 to all area residents as well as those who attended the October 2011 PCC, informing them of the Project Team’s revised design concept and inviting public comments. Seven (7) members of the public responded to this letter, and all but one expressed support for this revised design concept.
4.0 Direction from Regional Planning and Works Committee on May 29, 2012

The Project Team recommended that Regional Planning and Works Committee endorse the Project Team’s revised design concept for improvements to Sawmill Road and Northfield Drive (with no widening of Sawmill Road or Northfield Drive for cycling facilities) in a staff report tabled at the Regional Planning and Works Committee Meeting held on May 29th, 2012.

At this May 29th 2012 Planning and Works Committee meeting, five (5) delegates spoke to the Planning and Works Committee requesting that cycling facilities be incorporated as part of the proposed improvements for Sawmill Road and Northfield Drive.

The Planning and Works Committee directed that this project be referred back to the Project Team to consider the following items as part of the scope of the improvements:

- Relocating boulevard parking from Sawmill Road to an alternative location;
- Constructing alternative multi-use trails as part of the improvements;
- Providing alternative cycling facilities on Flax Mill Drive;
- Providing traffic calming measures on Sawmill Road;
- Diverting trucks from Sawmill Road;
- Minimizing property impacts; and
- Preserving the history and culture of the Village of Conestogo.

5.0 Design Alternatives Developed following Regional Planning and Works Committee on May 29, 2012

Following the direction from the Regional Planning and Works Committee, the Project Team developed several new Design Alternatives for the proposed improvements to Sawmill Road and Northfield Drive. Based on the Project Team’s assessment of these Design Alternatives, the Project Team narrowed the options to three (3) Design Alternatives to be presented for public input. These three (3) Design Alternatives are described as follows:

DESIGN ALTERNATIVE No. 1 – Rehabilitate Sawmill Road in its Current Configuration

Rehabilitate Sawmill Road in its current configuration with two 3.35 metre wide lanes with no cycling facilities, and no change to boulevard parking.

DESIGN ALTERNATIVE No. 2 – Reconstruct and Widen Sawmill Road to provide for two 4.35 metre wide lanes (striped at 3.35 metres) on each side of Sawmill Road.

Construct two 4.35 metre wide lanes (striped at 3.35 metres) on each side of Sawmill Road and restrict parking to approximately 25 spaces between Glasgow Street and No. 1843 Sawmill Road. Because the Regional standard cycling lanes are a minimum of 1.25 metre wide, the additional 1.0 metre widening on each side of Sawmill Road would be available for cyclists but not designated as a cycling lane.
DESIGN ALTERNATIVE No. 3 – Reconstruct Sawmill Road with 1.25 metre wide Concrete Segregated Cycling Tracks within the Boulevards

Construct two 3.35 metre wide vehicle lanes, a 0.35 metre wide mountable curb and 1.25 metre wide concrete segregated cycling track behind the curb on each side of Sawmill Road and restrict parking to approximately 25 spaces between Glasgow Street and No. 1843 Sawmill Road.

Note: Design Alternatives No. 1, No. 2 and No. 3 each include the following elements:

i. Construction of designated left-turn lanes on each approach of Sawmill Road at the intersection of Northfield Drive;

ii. Construction of a northbound designated right-turn lane on Northfield Drive at the intersection of Sawmill Road;

iii. Construction of new sidewalk on the north side of Sawmill Road from Harriet Street to Golf Course Road;

iv. Construction of a pedestrian refuge island on Sawmill Road at the Conestogo Public School;

v. Construction of “Village Entrance Features” at each approach to the Village on Sawmill Road and Northfield Drive comprised of raised landscaped centre medians; and

vi. New Boulevard landscaping where feasible.

Design Alternatives No. 2 and No. 3 also include the following elements:

i. Construction of 4.0 metre wide lanes on Sawmill Road from 100 metres west of Misty River Drive to 100 metres east of Harriet Street;

ii. Construction of 4.60 metre wide lanes (striped at 3.35 metres) on Sawmill Road from 100 metres east of Harriet Street to the Grand River Bridge;

iii. Construction of semi-mountable curb and 0.60 metre wide concrete maintenance strips on each side of Northfield Drive from Sawmill Road to 170 metres south of Sawmill Road; and

iv. Construction of 4.85 metre wide lanes (striped at 3.35 metres) on each side of Northfield Drive from Sawmill Road to Country Spring Walk.

Please refer to Appendix ‘D’ for drawings of these three (3) Design Alternatives for proposed improvements to Sawmill Road and Northfield Drive.
6.0 Project Team’s Response to Items Raised by Committee on May 29\textsuperscript{th}, 2012

In developing these three (3) Design Alternatives, the Project Team addressed all of the items raised by Planning and Works Committee at its May 29\textsuperscript{th}, 2012 meeting. Please refer to Appendix ‘E’ for the Project Team’s responses.

A summary of the impacts of the three (3) Design Alternatives compared to the impacts of the Project Team’s October 2011 initially proposed improvements is provided as follows:

<table>
<thead>
<tr>
<th>Design Alternative Number</th>
<th>Potential Number of Full Property Buyouts</th>
<th>Number of Partial Property Purchases</th>
<th>Number of Tree Removals</th>
<th>Number of Heritage Property Impacted</th>
<th>Number of Utility Poles Impacted</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 1</td>
<td>0</td>
<td>5</td>
<td>5</td>
<td>0</td>
<td>9</td>
<td>$2.5M</td>
</tr>
<tr>
<td>No. 2</td>
<td>0</td>
<td>5</td>
<td>10</td>
<td>0</td>
<td>17</td>
<td>$4.0M</td>
</tr>
<tr>
<td>No. 3</td>
<td>0</td>
<td>5</td>
<td>18</td>
<td>0</td>
<td>19</td>
<td>$4.5M</td>
</tr>
<tr>
<td>October 2011 Initially Proposed Improvements (widening Sawmill Road for 1.50 metre wide buggy/cycling lanes)</td>
<td>5</td>
<td>16</td>
<td>24</td>
<td>1</td>
<td>61</td>
<td>$5.0M - $7.5M</td>
</tr>
</tbody>
</table>

7.0 November 28\textsuperscript{th}, 2012 Public Consultation Centre

The following criteria were used by the Project Team to evaluate the three (3) Design Alternatives in advance of a second Public Consultation Centre held on November 28\textsuperscript{th}, 2012:

- **Transportation:** How does the alternative serve the expected vehicular, pedestrian, cycling and buggy traffic?
- **Maintenance:** What are the summer/winter maintenance considerations for each alternative?
- **Property/Corridor Impacts:** How does the alternative impact abutting properties, trees, driveways, parking and overhead utilities?
- **Cost:** What is the initial capital cost of each alternative and how do the alternatives compare with respect to the ongoing maintenance costs?
The Project Team thoroughly assessed each of the design alternatives using the aforementioned criteria. The Project Team’s evaluation included an assessment of the advantages and disadvantages of each alternative. The results of this evaluation are presented in Appendix ‘F’.

The second Public Consultation Centre (PCC) was held at Conestogo Public School, 1948 Sawmill Road in the Township of Woolwich on Wednesday November 28, 2012 from 5:30 p.m. to 8:00 p.m. Plans showing the Project Team’s three (3) Design Alternatives were on display and Project Team representatives were present to answer questions and to receive feedback from members of the public. Approximately one hundred (100) members of the public attended this PCC and seventy four (74) members of the public formally signed in.

Forty-five (45) comment sheets were received from the public from this November 28th, 2012 Public Consultation Centre. Please refer to Appendix ‘G-1’ for all written public comments received and Appendix ‘G-2’ for a summary of the written public comments received.

The Project Team did not identify a preferred Design Alternative in advance of the PCC. The Project Team requested the public to rank the three (3) Design Alternatives in order of preference. The results received from the public are as follows:

<table>
<thead>
<tr>
<th>Preference</th>
<th>Design Alternative No. 1</th>
<th>Design Alternative No. 2</th>
<th>Design Alternative No. 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Choice</td>
<td>29</td>
<td>13</td>
<td>3</td>
</tr>
<tr>
<td>2nd Choice</td>
<td>3</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>3rd Choice</td>
<td>5</td>
<td>2</td>
<td>6</td>
</tr>
</tbody>
</table>

The Project Team notes that public support was expressed for the extension of the existing sidewalk on the north side of Sawmill Road from Harriet Street to Golf Course Road and for traffic operational improvements to the intersection of Sawmill Road and Northfield Drive. Support was also indicated for the installation of a pedestrian refuge island at Conestogo Public School and for the proposed Village Entrance Features.

High vehicle speeds on Sawmill Road was again cited as a concern by the public and requests were made for a reduction in the speed limit from 50 km/hr to 40km/hr within the Village. Concerns were also raised that Design Alternatives No. 2 and No. 3 will reduce boulevard parking and alter the existing roadway configuration thereby adversely affecting the scenic characteristic of the Village of Conestogo.
8.0  Project Team’s Response to Public Input Received at the November 28th, 2012 Public Consultation Centre

Following the second PCC, the Project Team thoroughly reviewed all of the comments received. Although the majority of the public identified Design Alternative No. 1 as its preferred Design Alternative, there was also considerable public support indicated for Design Alternative No. 2. The Project Team notes that Design Alternative No. 2 supports the Regional Transportation Master Plan (RTMP) goals of optimizing our transportation system, promoting transportation choice and supporting sustainable development and strikes a balance of providing an on-road cycling facility through the Village of Conestogo while minimizing the impacts to the scenic characteristics of Sawmill Road. Design Alternative No. 2 also provides for some boulevard parking through the commercial area of the Village and at the Fire Station. Additionally, Design Alternative No. 2 aligns with the Region’s Cycling Master Plan and the Draft Active Transportation Master Plan.

In response to public concerns expressed regarding the loss of boulevard parking on Sawmill Road under Design Alternatives No. 2 and No. 3, the Project Team notes that while Design Alternatives No. 2 and No. 3 do reduce the existing boulevard parking within the Village of Conestogo by approximately 80%, parking would still be provided through the commercial area of the Village and in front of the Fire Station. The Project Team assesses that if the majority of the current boulevard parking arrangement was to be maintained under Design Alternatives No. 2 and No. 3, the adverse impacts to the Sawmill Road corridor would be very significant, as several additional trees and utility poles would conflict with the boulevard parking and would need to be removed or relocated. Additionally, this would bring road elements closer to the village buildings.

In response to concerns raised regarding high vehicle speeds on Sawmill Road, Regional practice does not allow for the use of “on-road” traffic calming measures on Regional arterial roadways. The Project Team notes that construction of a pedestrian refuge island on Sawmill Road at the Conestogo Public School and Village Entrance Features at each approach to the Village on Sawmill Road and Northfield Drive may provide a traffic calming benefit. Additionally, Regional practice does not generally support a posted speed limit of less than 50 km/hr on Regional Roads. There are a few sections of Regional Roads within the City of Cambridge that have been posted at 40 km/hr for several years; however, speed surveys completed in recent years have found that average travel speeds are 50 km/hr on these roadway locations, indicating that lowering the posted speed limit has not corresponded to lower average travel speeds at these locations.

9.0  Recommended Design Alternative

In view of the public comments received, the existing roadway features and constraints, the scenic characteristics of Sawmill Road, and the relevant Regional Policies, Master Plans and practices, the Project Team recommends Design Alternative No. 2 as the Recommended Design Alternative for Sawmill Road and Northfield Drive, described as follows:

- **Construct two 4.35 metre wide lanes, striped at 3.35 metres** on Sawmill Road from Musselman Crescent to 100 metres west of Misty River Drive;
- **Construct two 4.0 metre wide lanes**, on Sawmill Road from 100 metres west of Misty River Drive to 100 metres east of Harriet Street;
• **Construct two 4.6 metre wide lanes, striped at 3.35 metres** on Sawmill Road from 100 metres east of Harriet Street to the Grand River Bridge;

• Restrict parking on Sawmill Road to approximately 25 spaces between Glasgow Street and No. 1843 Sawmill Road;

• **Construct two 4.85 metre wide lanes, striped at 3.35 metres** on Northfield Drive from Sawmill Road to Country Spring Walk;

• Construct designated left-turn lanes on each approach of Sawmill Road at the intersection of Northfield Drive;

• Construct a northbound designated right-turn lane on Northfield Drive at the intersection of Sawmill Road;

• Construct new sidewalk on the north side of Sawmill Road from Harriet Street to Golf Course Road;

• Construct a pedestrian refuge island on Sawmill Road at the Conestogo Public School;

• Construct “Village Entrance Features” at each approach to the Village on Sawmill Road and Northfield Drive comprised of raised landscaped centre medians;

• Construct semi-mountable curb and 0.60 metre wide concrete maintenance strips on each side of Northfield Drive from Sawmill Road to 170 metres south of Sawmill Road;

• Provide New Boulevard landscaping where feasible.

Please refer to Appendix ‘D’ for drawings of the Project Team’s Recommended Design Alternative.

Although the Recommended Design Alternative significantly minimizes impacts to abutting properties, the Region would still need to purchase very small portions of property from five (5) abutting properties (please refer to the figures in Appendix ‘C’ for property requirements) in order to construct the new sidewalk on Sawmill Road and new designated turn lanes at the intersection of Northfield Drive and Sawmill Road.

The preliminary project budget for the Recommended Design Alternative is estimated to be $4,000,000, substantially lower than the initial project budget of $5,200,000 that was developed based on the initially proposed 1.50 metre wide widening on each side of Sawmill Road for cycling/buggy lanes.

The Project Team is now recommending that Regional Council approve the Project Team’s Recommended Design Alternative as described in Report E-13-038. The Project Team believes that the Recommended Design Alternative best balances public preferences with Regional polices, guidelines, and objectives, while minimizing budget and adverse impacts to the Village of Conestogo.

Letters advising of the recommendations contained in this report were mailed to all those who attended the November 28, 2012 PCC and to all owners/residents abutting the Sawmill Road and Northfield Drive project limits on March 5th, 2013.
10.0 Project Timing

Subject to Council approval of the Recommended Design Alternative for the Sawmill Road and Northfield Drive improvements, acquisition of all required property and receipt of all technical and financial approvals, construction is scheduled to commence in May 2017 and be completed by November 2017.

11.0 Construction Staging

It is anticipated that construction will be completed in a staged approach in order to minimize disruption to traffic, businesses and residents, with detours for through traffic being provided as required. Local, emergency and pedestrian access will be maintained throughout construction. Detailed staging plans will be developed in consultation with the Township of Woolwich during the detailed design phase.

12.0 Project Costs

The Region of Waterloo is fully funding the road improvements on this project. The estimated total Regional project cost for the Sawmill Road and Northfield Drive improvements as described in the Recommended Design Alternative, including engineering, construction, utility relocations, property and other project costs, is $4,000,000.

CORPORATE STRATEGIC PLAN:

This project is in harmony with the Region’s Corporate Strategic Plan in that implementation of the Sawmill Road and Northfield Drive Improvements achieves Focus Area 2.2 (“Develop, Optimize and Maintain Infrastructure to Meet Current and Projected Needs”) specifically Strategic Objective 2.2.1 which is to ensure all Regional programs and services continue to prioritize and implement capital program projects required to meet community needs and ensure sustainability.

FINANCIAL IMPLICATIONS:

The Region’s Approved 2013 Transportation Capital Program and 10-Year Capital Forecast includes funds of $6,120,000 in years 2013 to 2018 inclusive in order to complete construction of improvements to Sawmill Road from Musselman Crescent to the Conestogo Bridge and Northfield Drive from the South Limits of Conestogo to Country Spring Walk to be funded from the Roads Rehabilitation Reserve Fund. Staff will review the project budget as part of 2014 Ten Year Transportation Capital Program budget deliberations.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Staff from the Transportation Planning Division of the Planning, Housing and Community Services Department were consulted for the preparation of this report.
ATTACHMENTS

Appendix A  Key Plan
Appendix B-1  Typical Cross-Section – October 5<sup>th</sup>, 2011, Project Team’s Initially Proposed Design Concept, Sawmill Road from Conestogo Bridge to Harriet Street
Appendix B-2  Typical Cross-Section – October 5<sup>th</sup>, 2011, Project Team’s Initially Proposed Design Concept, Sawmill Road from 1835 Sawmill Road to Glasgow Street
Appendix B-3  Typical Cross-Section – October 5<sup>th</sup>, 2011, Project Team’s Initially Proposed Design Concept, Sawmill Road from Glasgow Street to Musselman Crescent
Appendix B-4  Typical Cross-Section – October 5<sup>th</sup>, 2011, Project Team’s Initially Proposed Design Concept, Northfield Drive from South Village Limits to Sawmill Road
Appendix C-1  Typical Cross-Section – May 2012, Project Team’s Revised Design Concept, Northfield Drive from South Limits of Conestogo to Country Spring Walk
Appendix C-2  Typical Cross-Section – May 2012, Project Team’s Revised Design Concept, Sawmill Road from Musselman Crescent to Conestogo Bridge
Appendix C-3  Figure 1 – Proposed Sawmill Road and Northfield Drive Intersection Improvements and Property Acquisitions
Appendix C-4  Figure 2 – Proposed Sidewalk on North Side of Sawmill Road from Harriet Street to Golf Course Road and Property Acquisitions
Appendix D-1  Design Alternative No. 1 – Northfield Drive from South Limits of Conestogo to Country Spring Walk (November 28<sup>th</sup>, 2012)
Appendix D-2  Design Alternative No. 2 and 3 – Northfield Drive from South Limits of Conestogo to Sawmill Road (November 28<sup>th</sup>, 2012)
Appendix D-3  Design Alternative No. 2 and 3 – Northfield Drive from Sawmill Road to Country Spring Walk (November 28<sup>th</sup>, 2012)
Appendix D-4  Design Alternative No. 1 – Sawmill Road from Musselman Crescent to Conestogo Bridge (November 28<sup>th</sup>, 2012)
Appendix D-5  Design Alternative No. 2 – Sawmill Road from Musselman Crescent to Glasgow Street (November 28<sup>th</sup>, 2012)
Appendix D-6  Design Alternative No. 2 – Sawmill Road from Glasgow Street to Misty River Drive (November 28<sup>th</sup>, 2012)
Appendix D-7  Design Alternative No. 2 and 3 – Sawmill Road from Misty River Drive to Harriet Street (November 28<sup>th</sup>, 2012)
Appendix D-8  Design Alternative No. 2 and 3 – Sawmill Road from Harriet Street to Conestogo Bridge (November 28<sup>th</sup>, 2012)
Appendix D-9  Design Alternative No. 3 – Sawmill Road from Musselman Crescent to Glasgow Street (November 28<sup>th</sup>, 2012)
Appendix D-10 Design Alternative No. 3 – Sawmill Road from Glasgow Street to Misty River Drive (November 28<sup>th</sup>, 2012)
Appendix E  Project Team’s Responses to Items Raised by Committee on May 29<sup>th</sup>, 2012
Appendix F  Assessment of the Three (3) Design Alternatives Presented at the November 28th, 2012 Public Consultation Centre
Appendix G-1  Written Comments Received From the November 28th, 2012 Public Consultation Centre
Appendix G-2  Summary of Comments Received From the November 28th, 2012 Public Consultation Centre

PREPARED BY:  Jim Ellerman, Project Manager

APPROVED BY:  Thomas Schmidt, Commissioner Transportation and Environmental Services
APPENDIX A

KEY PLAN

REGIONAL ROAD No. 17 (SAWMILL ROAD)
AND
REGIONAL ROAD No. 22 (NORTHFIELD DRIVE)
IMPROVEMENTS
VILLAGE OF CONESTOGO, TOWNSHIP OF WOOLWICH
APPENDIX B -1

Typical Cross Section – October 5, 2011, Project Team’s Initially Proposed Design Concept

SAWMILL ROAD
CONESTOGO BRIDGE to HARRIET STREET
APPE3NDIX B-2

Typical Cross Section – October 5, 2011, Project Team’s Initially Proposed Design Concept

SAWMILL ROAD
#1835 SAWMILL ROAD to GLASGOW STREET
APPENDIX B-3

Typical Cross Section – October 5, 2011, Project Team’s Initially Proposed Design Concept

SAWMILL ROAD
GLASGOW STREET to MUSSELMAN CRESCENT

* SIDEWALK EXISTS ON SAWMILL ROAD FROM MUSSELMAN CRESCENT TO HARRIET STREET. SIDEWALK IS 1.5m WIDE FROM MUSSELMAN CRESCENT TO NORTHFIELD DRIVE AND 1.2m WIDE FROM NORTHFIELD DRIVE TO HARRIET STREET
APPENDIX B-4

Typical Cross Section – October 5, 2011, Project Team’s Initially Proposed Design Concept
APPENDIX C-1

Typical Cross-Section – May 2012, Project Team’s Revised Design Concept, Northfield Drive from South Limits of Conestogo to Country Spring Walk
APPENDIX C-2

Typical Cross-Section – May 2012, Project Team’s Revised Design Concept, Sawmill Road from Musselman Crescent to Conestogo Bridge

SAWMILL ROAD
MUSSELMAN CRESCENT to CONESTOGO BRIDGE

* SIDEWALK EXISTS ON SAWMILL ROAD FROM MUSSELMAN CRESCENT TO HARRIET STREET. SIDEWALK IS 1.5m WIDE FROM MUSSELMAN CRESCENT TO NORTHFIELD DRIVE AND 1.2m WIDE FROM NORTHFIELD DRIVE TO HARRIET STREET. NEW 1.8m WIDE SIDEWALK FROM HARRIET STREET TO GOLF COURSE ROAD
APPENDIX C-3

Proposed Sawmill Road and Northfield Drive Intersection Improvements and Property Acquisitions
APPENDIX C-4

Proposed Sidewalk on North Side of Sawmill Road from Harriet Street to Golf Course Road and Property Acquisitions

FIGURE 2
PROPOSED SIDEWALK ON NORTH SIDE OF SAWMILL ROAD (REGIONAL ROAD No.17) FROM HARRIET STREET TO GOLF COURSE ROAD
APPENDIX D-1

Northfield Drive

Design Alternative No. 1 (November 28th, 2012)
APPENDIX D-2

Northfield Drive

Design Alternative No. 2 and No. 3 (November 28th, 2012)
APPENDIX D-3

Northfield Drive

Design Alternative No. 2 and No. 3 (November 28th, 2012)
APPENDIX D-4

Sawmill Road

Design Alternative No. 1 (November 28th, 2012)

SAWMILL ROAD
MUSSELMAN CRESCENT to CONESTOGO BRIDGE

* SIDEWALK EXISTS ON SAWMILL ROAD FROM MUSSELMAN CRESCENT TO HARRIET STREET. SIDEWALK IS 1.5m WIDE FROM MUSSELMAN CRESCENT TO NORTHFIELD DRIVE AND 1.2m WIDE FROM NORTHFIELD DRIVE TO HARRIET STREET. NEW 1.8m WIDE SIDEWALK FROM HARRIET STREET TO GOLF COURSE ROAD
APPENDIX D-5

Sawmill Road

Design Alternative No. 2 (November 28th, 2012)

SAWMILL ROAD
MUSSELMAN CRESCENT to GLASGOW STREET

* SIDEWALK EXISTS ON SAWMILL ROAD FROM MUSSELMAN CRESCENT TO HARRIET STREET. SIDEWALK IS 1.5m WIDE FROM MUSSELMAN CRESCENT TO NORTHFIELD DRIVE AND 1.2m WIDE FROM NORTHFIELD DRIVE TO HARRIET STREET
APPENDIX D-6

Sawmill Road

Design Alternative No. 2 (November 28th, 2012)

SAWMILL ROAD
GLASGOW STREET to MISTY RIVER DRIVE

* SIDEWALK EXISTS ON SAWMILL ROAD FROM MUSSELMAN CRESCENT TO HARRIET STREET. SIDEWALK IS 1.5m WIDE FROM MUSSELMAN CRESCENT TO NORTHFIELD DRIVE AND 1.2m WIDE FROM NORTHFIELD DRIVE TO HARRIET STREET
APPENDIX D-7

Sawmill Road

Design Alternative No. 2 and No. 3 (November 28th, 2012)

SAWMILL ROAD
MISTY RIVER DRIVE to HARRIET STREET

* SIDEWALK EXISTS ON SAWMILL ROAD FROM MUSSELMAN CRESCENT TO HARRIET STREET. SIDEWALK IS 1.5m WIDE FROM MUSSELMAN CRESCENT TO NORTHFIELD DRIVE AND 1.2m WIDE FROM NORTHFIELD DRIVE TO HARRIET STREET
APPENDIX D-8

Sawmill Road

Design Alternative No. 2 and No. 3 (November 28th, 2012)

SAW MILL ROAD
HARRIET STREET to CONESTOGO BRIDGE

4.8m TRAVEL LANE
4.6m TRAVEL LANE
1.5m BLVD
1.8m SIDEWALK
0.35m WIDE SEMI-MOUNTABLE CURB
0.35m WIDE SEMI-MOUNTABLE CURB

GRASSED BLVD VARIES
PROPERTY LINE SOUTH SIDE
PROPERTY LINE NORTH SIDE

SOUTH
VARIES 20.12m TO 30.48m
NORTH

NEW TREES TO BE PLANTED WHERE FEASIBLE
APPENDIX D-9

Sawmill Road

Design Alternative No. 3 (November 28th, 2012)

SAWMILL ROAD
MUSSELMAN CRESCENT to GLASGOW STREET

* SIDEWALK EXISTS ON SAWMILL ROAD FROM MUSSELMAN CRESCENT TO HARRIET STREET. SIDEWALK IS 1.5m WIDE FROM MUSSELMAN CRESCENT TO NORTHFIELD DRIVE AND 1.2m WIDE FROM NORTHFIELD DRIVE TO HARRIET STREET
APPENDIX D-10

Sawmill Road

Design Alternative No. 3 (November 28\textsuperscript{th}, 2012)

SAWMILL ROAD
GLASGOW STREET to MISTY RIVER DRIVE

\* SIDEWALK EXISTS ON SAWMILL ROAD FROM MUSSELMAN CRESCENT TO HARRIET STREET. SIDEWALK IS 1.5m WIDE FROM MUSSELMAN CRESCENT TO NORTHFIELD DRIVE AND 1.2m WIDE FROM NORTHFIELD DRIVE TO HARRIET STREET
APPENDIX E
PROJECT TEAM’S RESPONSES TO ITEMS RAISED BY COMMITTEE ON MAY 29TM, 2012

i) Relocating Boulevard Parking from Sawmill Road to Another Location

The Project Team investigated the option of relocating the Sawmill Road boulevard parking to another location within the Village of Conestogo in order to compensate for the loss of boulevard parking on Sawmill Road under Design Alternatives No. 2 and No. 3. The Project Team consulted with Township of Woolwich staff and Township Fire Fighters. It is noted that volunteer Fire Fighters require a minimum of 20 parking spaces within close proximity of the Fire Hall on Sawmill Road in the event of a call. Various side streets and area properties were considered as alternative locations for parking. The Project Team assessed that no locations were deemed suitable candidates for off-site parking primarily due to lack of availability and distance from Sawmill Road and secondly due to cost.

ii) Constructing Multi-Use Trails as Part of this Project

The Project Team assessed the option of constructing boulevard Multi-Use Trails for cyclists and pedestrian traffic on Sawmill Road. Regional design guidelines do not recommend construction of boulevard Multi-Use Trails along roadway corridors with more than three (3) driveway entrances and/or intersections within a one kilometre distance. Based on the high number of driveways fronting Sawmill Road, construction of boulevard multi-use trails was not deemed to be appropriate for this project due to potential conflicts between cyclists and vehicles at driveway entrances.

iii) Providing Alternative Cycling Facilities on Flax Mill Drive

The Project Team assessed the option of providing cycling facilities on Flax Mill Drive with Township of Woolwich staff as Flax Mill Road is under the jurisdiction of the Township. Flax Mill Drive is a narrow side street with insufficient width to provide a suitable cycling facility within the roadway. Further, cyclists would likely find Flax Mill Drive a very indirect route and would not likely utilize it. Additionally, Flax Mill Drive does not extend through the entire project limits and does not fully alleviate the need for cycling facilities on a portion of Sawmill Road.

iv) Providing Traffic Calming Measures on Sawmill Road

Regional practice does not allow for the use of hard “on-road” traffic calming measures on Regional arterial roadways due to adverse effects on emergency service vehicle response times, noise from vehicles passing over the speed humps and general delays to traffic. The Project Team notes that the average speed on Sawmill Road is 52 km/hr based on the 2009 speed survey. The posted speed limit on Sawmill Road is 50km/hr through the Village of Conestogo.

The proposed construction of a Pedestrian Refuge Island on Sawmill Road at the Conestogo Public School and Village Entrance Features at each approach to the Village on Sawmill Road and Northfield Drive may provide a traffic calming benefit.
v) Diverting Truck Traffic from Sawmill Road

Regional staff has reviewed the use of Sawmill Road for heavy trucks in accordance with the Truck Route Policy approved by Council in June 1991. This Policy states that all Regional roads should be truck routes unless there are valid reasons for imposing prohibitions or time restrictions on a particular section of road. As stipulated in this Policy, valid reasons for truck restrictions include the following:

1. The section of roadway was not designed or constructed for heavy truck traffic or long vehicles; or
2. There are critical height or weight restrictions on the section of roadway.

Time restrictions for truck traffic may be considered when the environment of the section is primarily front-lotted urban residential with numerous driveways, and a suitable alternate truck route is available. A suitable alternate truck route is defined as a route that would be less than 50% longer than using the section for which the restriction is proposed, but not more than 4.0 km longer, and on which there are not valid reasons for a time restriction.

Based on this Policy, Sawmill Road is not considered a candidate for truck traffic restrictions because:

1. Sawmill Road is designed to accommodate heavy truck traffic; and
2. There is no viable alternative truck route that meets the criteria set out in the Policy as no alternative route is less than 4.0 km in length.

vi) Minimizing Property Impacts and Preserve the Heritage and Culture of the Village of Conestogo

Each of the Project Team’s three (3) Design Alternatives significantly reduces property impacts compared to the initially proposed improvements to Sawmill Road and Northfield Drive presented by the Project Team at the October 5th, 2011 Public Consultation Centre. The Project Team’s three (3) Design Alternatives minimize impacts to the roadway corridor as follows:

- Design Alternatives No. 2 and No. 3 each include reducing the road width from 100 metres west of Misty River Drive to 100 metres east of Harriet Street in order to avoid impacts to abutting properties (including one heritage property) and to avoid the potential of up to four full property buyouts;
- Design Alternatives No. 1, No. 2 and No. 3 each include two designated left-turn lanes on Sawmill Road at Northfield Drive and one northbound designated right-turn lane on Northfield Drive at Sawmill Road rather than left-turn lanes at all legs of the intersection.
in order to minimize impacts to abutting properties and to avoid the need for a full property buyout. (The Project Team notes that these traffic operational improvements will result in an acceptable level-of-service for this intersection based on forecasted 2024 traffic volumes.);

- Design Alternative No. 1 includes no changes to Northfield Drive in order to avoid any impacts to abutting properties;
- Design Alternatives No. 2 and No. 3 include no widening of Northfield Drive south of Sawmill Road for cycling or sidewalk facilities, and a minimal widening of Northfield Drive north of Sawmill Road to include on-road cycling facilities (no sidewalk);
- Design Alternative No. 2 includes a reduced cycling facility width of 1.0 metre on Sawmill Road as opposed to the initially proposed 1.50 metre wide cycling facility on Sawmill Road in order to minimize impacts to abutting properties and the roadway corridor.
## APPENDIX F
### ASSESSMENT OF THE THREE (3) DESIGN ALTERNATIVES PRESENTED AT THE NOVEMBER 28\textsuperscript{TH}, 2012 PUBLIC CONSULTATION CENTRE

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Alternative No. 1 Reconstruct Sawmill Road in its current configuration</th>
<th>Alternative No. 2 Reconstruct and widen Sawmill Road to provide a 1.0 metre wide cycling facility on both sides of the road</th>
<th>Alternative No. 3 Reconstruct Sawmill Road with 1.25 metre wide concrete segregated cycling tracks within the boulevard on both sides of the road</th>
</tr>
</thead>
</table>
| Transportation (Vehicle, Cycling and Buggy traffic) | • Provides minimum travel lane widths of 3.35m – 3.50m  
• Does not provide designated cycling or buggy facilities  
• Minimal lane widths may provide a traffic calming effect | • Provides minimum travel lane width of 3.35 metres  
• Wider total lane width of 4.35 metres may encourage higher travel speeds  
• Provides for an on-road cycling facility  
• Provides some space for buggy traffic, but does not fully accommodate buggy widths | • Provides minimum travel lane width of 3.35 metres  
• Minimal lane widths may provide a traffic calming effect  
• Provides for a ‘buffer’ of 0.35 metres between travel lane and cycling tracks  
• Provides for a designated cycling facility behind curb  
• Does not provide designated facilities for buggy traffic  
• Adjacent parked vehicles could encroach onto cycle track if parked poorly (from Glasgow Street to 1843 Sawmill Road)  
• Potential conflict with vehicle doors opening and encroaching into cycle track (from Glasgow Street to 1843 Sawmill Road)  
• Potential conflict points between driveways and cycle tracks (from Musselman Crescent to 100 metres west of Misty River Drive)  
• Vehicles entering roadway at driveways and intersections may be stopped in cycle track (from Musselman Crescent to 100 metres west of Misty River Drive)  
• Some cyclists may stay on road and not use cycle tracks  
• Potential for vehicles to park within cycle track (from Musselman Crescent to 100 metres west of Misty River Drive) |

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<table>
<thead>
<tr>
<th>Criteria</th>
<th>Alternative No. 1 Reconstruct Sawmill Road in its current configuration</th>
<th>Alternative No. 2 Reconstruct and widen Sawmill Road to provide a 1.0 metre wide cycling facility on both sides of the road</th>
<th>Alternative No. 3 Reconstruct Sawmill Road with 1.25 metre wide concrete segregated cycling tracks within the boulevard on both sides of the road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance (Summer/Winter Maintenance Considerations)</td>
<td>• No change from current practices</td>
<td>• No change from current practices • Slightly wider pavement to maintain than currently exists</td>
<td>• Cycle tracks need to be maintained to same level as the roadway for both summer and winter conditions • Special equipment may be required to clear snow and ice from cycle tracks, sweeping and other maintenance activities</td>
</tr>
<tr>
<td>Property/Corridor Impacts (impacts on utilities, trees, properties, driveways, parking)</td>
<td>• No change from current conditions • No change to existing boulevard parking • 5 partial property purchases required, no full property purchases required • Approximately 2 trees require removal • 9 overhead hydro poles need to be relocated</td>
<td>• Parking reduced by approximately 80% from what currently exists to avoid hydro pole and tree impacts • 5 partial property purchases required, no full property purchases required • Approximately 11 trees require removal • 17 overhead hydro poles need to be relocated</td>
<td>• Parking reduced by approximately 80% from what currently exists to avoid hydro pole and tree impacts and to minimize conflict points between cycling track and parking • 5 partial property purchases required, no full property purchases required • Approximately 17 trees require removal • 19 overhead hydro poles need to be relocated</td>
</tr>
<tr>
<td>Cost (Capital and Operating)</td>
<td>• Capital Cost of approximately $2.5m • No increase in operating costs</td>
<td>• Capital Cost of approximately $4.0m • Minimal increase in operating costs due to slightly wider pavement width</td>
<td>• Capital Cost of approximately $4.5m • Increase of approximately $3,000 -$10,000/year in operating costs for maintaining the Cycling Tracks</td>
</tr>
</tbody>
</table>
### APPENDIX G-1

#### SAWMILL ROAD AND NORTHFIELD DRIVE IMPROVEMENTS

**PUBLIC CONSULTATION CENTRE**  
**NOVEMBER 28, 2012**

#### COMMENTS

<table>
<thead>
<tr>
<th>ATTENDEE</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Judy M</td>
<td>I do not want bike lanes!!</td>
</tr>
<tr>
<td>Peter W</td>
<td>I’m a cyclist and often ride through Conestogo. I much prefer Alternative #2 with just a white line separating the bike lane from the car lane. It is safer than the semi-mountable curb separation in #3.</td>
</tr>
<tr>
<td>Keith G</td>
<td>Don’t understand why 80% of parking would be eliminated for alternatives 2 &amp; 3. Option 1 does not follow Regional Master Transportation/Cycling plan. Buy 1030 Sawmill to make a safer corner.</td>
</tr>
<tr>
<td>Quinn O</td>
<td>Choice 2 &amp; 3 are: incredibly disruptive and costly for the sake of bikes. All boulevard parking is needed as there is limited parking as is if you want to encourage businesses in the town to start up/stay. The speed limit is 50km which is fine for the bikers you can’t have bike lanes everywhere. Try doing this in St. Jacobs. Sorry too disruptive please, please only go with Alternative #1! Don’t cave into bikers. Please.</td>
</tr>
<tr>
<td>Bill H</td>
<td>Improve Northfield/Sawmill intersection. Maintain current 2 lane arrangement of minimal Rd widening &amp; min. Capital Expenditure. Endorse speed limit i.e. 40km in school zone &amp; 50km elsewhere.</td>
</tr>
<tr>
<td>Ruthann H</td>
<td>Both the 2nd 7 3rd alternatives would eliminate 80% of village parking – this would destroy the concept of a “village”. Imagine doing this to St. Jacobs – a disaster!! – and why is this even a consideration?? Keep the village as a village NOT a throughway – Drop the speed limit to 40 &amp; bikes &amp; buggies would be even safer travelling through Conestogo.</td>
</tr>
<tr>
<td>Darrel M</td>
<td>I appreciate having the chance for input. I would like to keep the town as close to it is now but improve traffic flow. I hope that improved flow does not increase speeds.</td>
</tr>
<tr>
<td>Carol H</td>
<td>I think buggy traffic should be a paramount consideration, &amp; option 1 actions for less change to continue to allow for this. I also think that this option will address the traffic concerns but preserve trees, property &amp; parking spaces.</td>
</tr>
<tr>
<td>Eric P</td>
<td>The voice of cyclists not residents in Conestogo should not be able to rip-up our community. There are many other uses for funds. Fix up road (rehabilitate), and other wise Do not Add special cycling facilities. Cyclists can HANDLE the 80km roads entering and exiting Conestogo they do not require special facilities in town.</td>
</tr>
<tr>
<td>San K</td>
<td>Need left turn lane heading North from Northfield to Sawmill or right hand turn lane onto Sawmill. Raise yellow marking centre on Northfield so</td>
</tr>
<tr>
<td>ATTENDEE</td>
<td>COMMENT</td>
</tr>
<tr>
<td>-----------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Kendra E</td>
<td>Concern with bike lanes – removal of parking in front of our property. Cyclists only come through sporadically, we live here.</td>
</tr>
<tr>
<td>Elizabeth S</td>
<td>My concern with the widening of the road Alternative #2 &amp; #3 is safety issues as a result of “parking areas” in very close proximity to side walks. I cringe at the thought of the “green space” between the road and the sidewalk becoming increasingly narrow. I would love to see the beautiful trees that make Conestogo so picturesque remain part of our landscape. Bikers can find alternate routes when navigating through Conestogo. Safety of Conestogo’s residents comes first (walking pedestrians) Alternative #2 &amp; #3 (road widening) brings cars to close to some residential homes (parking area) This would increase road noise &amp; decrease aesthetics and decrease home value for such residents.</td>
</tr>
<tr>
<td>Tim K</td>
<td>The RTMP supports active transportation facilities. Safety for cyclists is more important than 11 trees. Conestogo is a cycling hub and will only become more so over the decades that the design is in place. Failing to provide for safe space now will mean no safe space for the foreseeable future. Finally the emphasis on large truck traffic means that cyclists space is even more crucial.</td>
</tr>
<tr>
<td>Vera B</td>
<td>I agree with Alternative #1 only, It will provide minimal lane widening, as mentioned, to provide a traffic calming effect. There will be no increases in operating maintenance costs. As well there are only a small # of trees requiring removal (as compared to alternative #2 &amp; #3). I am not in favour of providing a bike lane at all.</td>
</tr>
<tr>
<td>Dan W</td>
<td>I understand that space is limited, and appreciate the efforts to maximize room and function for all roadway users. Cycling and buggy safety is best served by alternative 2, since attempts for Alt. 3 to have more segregation would be less used and physically a barrier for the buggies and the majority of cyclists would remain on the roadway no the “trucks”. Use of 6 meter concrete strips on Northfield helps no one – move to roadway width for extra safety. Remember dirt and gravel collect on cycling lanes &amp; travel lanes. Lets not waste money spent creating &amp; doing alternative 2 &amp; 3.</td>
</tr>
<tr>
<td>Christine W</td>
<td>We cycle through Conestogo often and it is not safe in its current design. Widening for cyclists &amp; buggies would be the most beneficial in my opinion.</td>
</tr>
<tr>
<td>Ed H</td>
<td>I do like option #3 but it is expensive &amp; more disruptive for property owners. Option #2 is therefore my 1st choice. It will no get school kids biking but adults might start biking along the cycling lane.</td>
</tr>
<tr>
<td>G. D</td>
<td>I thin alternative 2 will meet the needs of the majority of users.</td>
</tr>
<tr>
<td>ATTENDEE</td>
<td>COMMENT</td>
</tr>
<tr>
<td>----------</td>
<td>---------</td>
</tr>
<tr>
<td>Teresa L</td>
<td>Purchase house #1030 Northfield Drive – currently for sale. Expropriate larger area of property #1959 – empty lot on the corner of Sawmill Rd. &amp; Northfield Dr. Use these two lots to increase size of existing intersection to include turning lanes in each direction &amp; include sidewalks through intersection. This would likely provide long term improvement.</td>
</tr>
<tr>
<td>Dean P</td>
<td>Alt. 2 &amp; 3 too many trees and widen roadway to encourage higher speeds for through traffic, the traffic speeds are already too fast. Proposals would also increase taxes.</td>
</tr>
<tr>
<td>Eileen Y</td>
<td>Do not feel comfortable about losing trees. Mature majestic trees. Also capital costs are very high for alternative #2 &amp; #3, too high. Proposed #2 &amp; #3 would increase taxes.</td>
</tr>
<tr>
<td>Greg R</td>
<td>Concerned about how close to the new road our house will end up with widening. Could bike lanes not be put down Flaxmill to accommodate bikers.</td>
</tr>
<tr>
<td>Dave M</td>
<td>Not interested on any bike lanes as it widens the total roadway so I lose more grass boulevard. The existing horse run (as its called) is used for guest parking which I will be losing with any of the alternatives.</td>
</tr>
<tr>
<td>D. U</td>
<td>1.) When a sidewalk is placed immediately beside a busy road (Sawmill at Golfcourse Road and the corner of Sawmill and Northfield), this presents a danger to pedestrians (from vehicles) and means that the SNOWPLOWS will pile snow on these sidewalks during the winter. Do you reasonably expect residents to clear this snow?? 2.) There should be a DEDICATED LEFT TURN LANE in all four directions at the corner of Sawmill and Northfield. 3.) Leave the mountable curbs and paved shoulders wherever possible for the use of buggies and bikes. NO DEDICATED BICYCLE LANE. 4.) LEAVE EXISTING TREES and UNPAVED BOULEVARDS wherever possible.</td>
</tr>
<tr>
<td>Cam L</td>
<td>It’s hard to believe we’re talking in the millions for this project. The budget numbers should include buying the properties on south-west corner of Sawmill and Northfield currently for sale. It will never be cheaper and those poor folks will never sell it once the roads are closer yet!!</td>
</tr>
<tr>
<td>Dave K</td>
<td>I believe Option/Alternative 2 will be most functional and safest through continuous bike/buggy lanes though each end would be a further improvement. The entry features are a great idea. They should have some effect to slow down traffic particularly from the west (St Jacobs) end.</td>
</tr>
<tr>
<td>Marion B</td>
<td>I feel very strongly that we should not lose the parking on Sawmill Rd. The whole character of the quaint village setting must be preserved as much as possible. Having bicycles &amp; buggies using the road has a calming effect on traffic and is mainly restricted to Sundays for buggies and evenings &amp; weekends for bicycles and only for approx 4 months per year! We don’t need to spend extra money to accommodate bicycles when there is an</td>
</tr>
<tr>
<td>ATTENDEE</td>
<td>COMMENT</td>
</tr>
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<td>Don U</td>
<td>Thank you to you and your team for once again providing the opportunity for public input concerning this project on November 28. I have finally had the opportunity to review the information package which you provided at the public consultation. Having done so, I feel that the Recommended Design Alternative outlined on the top half of page 4 of the information package is the most appropriate since it deals with the basic problems while essentially maintaining the current character of the village and is also the least costly. My one remaining concern is the failure to include a designated left turn lane southbound on Northfield Dr. In spite of the results of your traffic studies, the lack of such a turn lane does cause delays for southbound traffic during busy periods. Since there is already an advanced green northbound during these busy periods, why not simply provide the same opportunity for the southbound traffic at the same time? It is likely that you will have to deal with this problem in the future as traffic volume increases; so why not do it now during the upcoming reconstruction? By the way, I note that the property at 1030 Northfield Dr. is currently for sale. Why not acquire it now and remove a major impediment at the intersection of Sawmill Rd. and Northfield Dr. before reconstruction of the intersection takes place?</td>
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<tr>
<td>Don U</td>
<td>As a postscript to my recent email concerning this topic, I occasionally ride my bicycle through the village using the paved shoulder. I have more concern for my safety as a cyclist when I am outside the village limits on either Sawmill Rd. and especially Northfield Dr. Therefore, I don't see the need for dedicated bicycle lanes in the village when they do not exist immediately outside of the village.</td>
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<td>David J</td>
<td>Thank you for the opportunity to view alternatives this past Wednesday. I would suggest that the alternatives stand as numbered #1, then 2 and least favourable is #3.</td>
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<td>Reason for this has mostly financial implications. These days of public debt, I do not see the advantage of spending more money for improvements number 2 &amp; 3. While they offer advantages, the cost does not justify the advantages. For public safety it is important for a sidewalk completely throughout the village but the addition of bike paths and additional widths for sidewalk both sides and blvds is just not important enough to justify the cost. I believe the answer is quite simple given our economic times.</td>
</tr>
<tr>
<td>Mary S</td>
<td>I am writing to submit my input on the public consultation regarding options for Sawmill Road in Conestoga. As a member of the cycling community, my preferred option is Option 3, followed by Option 2. I am concerned about the potential for conflicts with the doors of parked cars and would like to recommend that on-street parking be reduced to a minimum and signage be added in parking areas to remind drivers and passengers of the need to check before opening car doors into the cycle track.</td>
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</table>
| Peter W  | I'm writing as I attended the Public Consultation Centre (PCC) for the Sawmill Road and Northfield Drive Improvement Project and was delighted to learn that cycling infrastructure - lanes and tracks - have once again been proposed for inclusion as part of this infrastructure initiative. As a sport, recreational, and commuter cyclist, I firmly believe that the inclusion of such infrastructure is essential and was shocked at the proposal that went the Planning and Works Committee back on May 29th, 2012, which proposed no widening for buggy/cycling lanes. 

Given the information presented at the PCC and as contained in the Information Package, my 1st Choice is Alternative #2 followed by my 2nd Choice, which is Alternative #3. I do not believe reconstructing the roadways in their current configuration (i.e Alternative #1) warrants any consideration as this would fail to address a number of aspects of the Regional Official Plan (ROP), the Regional Transportation Master Plan, and the Regional Transportation Corridor Design Guidelines.

In stating my preference for Alternative #2, I do, however, have one suggested amendment. In particular, I would like to see the provision of a 1.0 metre bicycle lane included on the North side of Sawmill Road between Misty River Drive and Harriet Street. According to Appendix D-7 in the information package (p. 28) no bicycle lanes whatsoever are currently proposed to be included along this section of roadway. However, I note that both vehicle lanes flair out to 4.0 metres/lane from the 3.35 metres/lane proposed elsewhere. If both lanes were kept to the same standard as elsewhere along Sawmill Road (i.e. 3.35 metres/lane or 6.70 metres total), there would still be sufficient width to accommodate a 1.0 metre bike lane. |
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<td>on the North side of the roadway.</td>
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Inclusion of a bike lane on the North side of Sawmill Road between Misty River and Harriet Streets would at least accommodate 50% of the cyclists that use that section of roadway. At present, no cyclists are accommodated, only vehicle operators. More importantly, though, it would offer a greater level of protection to slow moving cyclists as they navigate the grade along that section of roadway. In my view, the cyclists on the North side of Sawmill are more vulnerable as the speed differential between them and the adjacent vehicles is far greater than those on the South side, which runs downhill.

Based on my interpretation of the information presented, the above amendment could be incorporated into the plans for Alternative #2 without having any negative impact on any criteria other than lane width for vehicles, which would simply remain the same as elsewhere. Yet in so doing, it would offer both greater amenity and safety to cyclists, a further benefit over that already proposed.

Thank you again for the time and effort that you and your colleagues have put into this project. I look forward to hearing from you once a preferred design alternative has been identified.

Brian L

I was unable to attend the presentation on this project last night in Conestogo on Nov 28th.

As a resident of Waterloo Region and as a general member of cycling community I would like voice my support for alternative 3 in the information package.

Paul F

Thank you for the great amount of work and time which you and your team have spent regarding the reconstruction of Sawmill Road through Conestogo. Concern for our thoughts and opinions is appreciated.

As a resident of Conestogo living on the main street I am partial to option #1

- Safety of my children and pedestrians is foremost. Speaking with Dr. Sam Yagar, retired professor of Transportation in U of W engineering dep’t, widening the road will increase traffic speed. This being common knowledge of course. A instance where a horse was spooked and broke loose from the buggy with the result of a runaway horse, smashed buggy and telephone pole with wood damage is one instance. (telephone pole is in front of my home). I can name many times where speed, passing or lack
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<td>of care occurred in near accidents.</td>
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<td>- Movement of traffic is understood as the ultimate need and Sawmill is a traffic artery. I fully understand this fact. Controlling speed is a very real concern. Widening the road and removing trees will not reduce speed. I live on Sawmill Road and know the speed vehicles travel at all times of day. Most obey the speed limits, many do not. Large and small vehicles.</td>
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<td></td>
<td>- Conestogo Public School is on Sawmill Road (as you are aware), speed reduction is imperative for the safety of children. Cars still pass on shoulder when cars ahead are turning left. I realize a study was completed and result was that this is not an issue. Let me assure you that the study was not comprehensive of every day activity. Neighbours park on the street with intent to stop passing on shoulder and slow traffic.</td>
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<td></td>
<td>- Horse and Buggy movement and safety is also necessary. The Mennonite community will not speak out for themselves as they do not believe in becoming involved with our affairs. Vehicles unfortunately do not seem to respect buggies and allow room for passing. I would really appreciate a program where we educate our drivers on the care of slowing down when approaching and passing buggies, cyclists, any slower moving objects both in town and on roads. The proposed bike lane is not wide enough to safely allow buggies to traverse with vehicles. This is a double edged sword I realize to make the road safe for buggies requires widening the road even more thereby increasing traffic speeds. Proposed bike lane is not the solution in my opinion.</td>
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<td></td>
<td>- Installation of proposed bike lane appears to reduce parking within the business section of Conestogo. Woolwich township has set aside a specific area zoned commercial/residential with the future and current requirements of businesses. Parking is needed on road side as it is in Waterloo, Kitchener, Elmira in fact all cities and towns. Will a bike lane not eliminate a large section of parking?</td>
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<td></td>
<td>- I am an avid cyclist riding a racing class road bike and consider myself one with the cycling crowd. A push for a bike lane in Conestogo by the cycling community is a selfish promotion. We (cyclists) ride with large vehicles passing us regularly, this is a hazard of cycling. I ride early in the morning when traffic is lighter. Cycling by commuters is very limited through Conestogo and most commuters ride bikes with wider tires thereby able to move onto gravel as needed. Road bikes with narrow tires are in a dangerous position to quickly move onto gravel shoulders. This is a hazard of our hobby. Yes, it is a hobby and should be taken as such. The cycling community should not lobby the “need” for a cycling lane for a hobby.</td>
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<td>Essentially evening and weekend rides at the expense both monetary and function of townspeople living on Sawmill Road, business owners and Mennonite community.</td>
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<td></td>
<td>- Cost of project is other real concern. Realizing that money has been budgeted for cycling lanes shouldn’t negate spending for the sake of spending. We and future generations still need to pay for this work. A strong sense of stewardship is expected of us.</td>
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<td>- We all get one vote, surely the vote of those affected more directly, namely townspeople living on Sawmill Road should be weighed more heavily than a recreational, occasional user.</td>
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<td>A difficult task has been given to you. After speaking with you at the Open House recently I know that due diligence and care will be provided and that all thoughts given will be discussed.</td>
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<tr>
<td>Sarah F</td>
<td>I would like to get my vote in for the Sawmill road rebuild. My vote is #1, rehabilitate in it's current condition. I do not wish to register a second choice.</td>
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<td>My comments are:</td>
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<td>I have been a recreational cyclist and commuter cyclist for 25 years. Cycling through Conestogo is not a problem for me because I slow down, watch for cars pulling in and out of driveways, children, and other things one might encounter when passing through a community, and am not opposed to moving over or stopping if I anticipate a conflict with a vehicle. When packs are cycling down Sawmill, I have occasionally observed, even in areas where there is a designated bike lane, that they will often cycle two abreast and cars still have to swing around them. A sense of entitlement is not going to help one getting through Conestogo, cyclists still can not fly through undisturbed at high speed with driveways, the bikelane is not continuous, with merges that force cars and bikes together. Common sense is what is needed when traveling through built up areas. This will promote cyclist safety. There is always an alternative cycling route down Flaxmill road.</td>
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|          | While I support the recreational cyclist, we are discussing my home and community. Widening the appearance of the road, will as studies have showed, causes traffic to move faster. My concern goes quickly from cyclist safety (which for reasons I have outlined above is not guaranteed by a bikelane) to pedestrian and children safety in my community. We have a school on the main road. Widening the road goes against all traffic calming measures that were given by Nancy Button years ago -give the
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<td>appearance of a narrower road, park cars along the road, plant trees, emphasize that a community lives here. The cycling lane is not wide enough to accommodate buggies, a wheel would be hanging into traffic. More dangerous, especially if traffic is moving faster through town and trying to squeeze by. I live on the main street and I have seen more buggies use this road for commuting than cyclists. Businesses also depend on street parking. I do not feel Conestogo can afford to give up parking. When there are not cars parked, the parking lane is available to cyclists. Cyclists may have to occasionally stop, and go around a parked car. That has never been a problem for me.</td>
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<td>Susan S</td>
<td>I am a resident of Conestogo and enjoy living in this small town. I would like to retain the small town atmosphere that is currently here and believe that the village of Conestogo will not likely grow in size in the foreseeable future. Alternatives #2 and #3 would reduce the main street of Conestogo to one of pavement and few trees with very little on street parking available for the retailers on the street. This would definitely change the face of our village and remove its small town feel. Planting as many new trees as is feasible would also help retain the small town feeling. The retailers on Sawmill Road depend on parking in front of their businesses and on Sawmill Road. Your document points out the lack of suitable parking off of Sawmill Road and also the issue of parking for the volunteer fire department personnel when responding to an emergency. The use of semi-mountable curb to facilitate boulevard parking for alternative #1 could be very effective. The example of King Street in downtown Kitchener where the curb used creates a very easy transition from road to boulevard parking could be considered. This type of curb also makes the road safer for bicycles to ride on because it eliminates the deep V effect of the present curb and gutter. As a recreational cyclist who periodically uses Sawmill Road, I think the example of King Street in Kitchener would be a safer option than what is presently in place on Sawmill Road. Plans #2 and #3 are specifically geared to accommodate the cyclists, but I wonder if you had ever studied how many bicycles actually use the road. As a frequent driver on Sawmill Road in traveling from Waterloo to my home, I have not seen the number of bicycles in use that would warrant specific bike lanes with the cost and disruption to Sawmill Road that would result. Options #2 and #3 also leave no bicycle lanes between Misty River and Harriett, which seems strange if the goal is to provide continuous bike lanes. In terms of continuity, Sawmill Road west which continues to St. Jacobs has a very narrow paved area between the driving lane and the shoulder. As a result the bicycles would have no safe area once they leave Conestogo on the way to St. Jacobs, so why disrupt the town? Northfield Drive, both north and south, do not have continuous wide, safe bicycle lanes either. I would like more explicit information on the raised landscape centre median concept that you mention. How long? How wide? Where would they be placed? Are they similar to the ones which have been installed on Davenport Road between Conestogo Mall and Lexington Avenue? A suggestion for the intersection at Northfield and Sawmill Road would be to create a separate left turn lane from Northfield northbound going westbound on Sawmill Road with a combined straight through and right turn lane beside it. Perhaps an advanced green light would also help at that point.</td>
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<td>Matthew H</td>
<td>I didn’t get a chance to speak with you at the Public Consultation on November 28th at Conestogo Public School so I am taking this opportunity to share my thoughts and concerns about the most recent design elements and options that have been proposed for Sawmill Road and Northfield Drive in the Village of Conestogo. Sidewalks: The installation of sidewalks on Sawmill Road from Harriet Street to Golf</td>
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<td>Course Road, in my opinion, is the most critical element of any modification to Sawmill Road. A significant portion of the residents of Conestogo live to the east of this section of Sawmill Road and as such are put at increased and unnecessary risk when travelling on foot and by bicycle to the west of the Grand River. This situation is particularly acute for students and children that live east of the Grand River given that both Conestogo Public School and the village park/playground are both located approximately 1 km west of the Grand River. Currently the roadway in this area does not provide for balanced and safe used by all modes of travel and it needs to be addressed well in advance of the proposed 2016 construction timetable.</td>
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<td>Lane Dividers/Islands:</td>
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<td>I am in favour of any steps that lead to a reduction of speeds in the Village of Conestogo and I believe that Lane Dividing Islands can be effective in this objective but only if properly placed and in accordance with current best practices. In particular, the lane dividers proposed for the redesign in Option 2 &amp; 3 need to be located at the speed transition points to and from 50 km/h. In particular, the proposed positioning of the lane divider islands proposed for the east side of Conestogo on Sawmill Road are placed well inside the speed transition point, as a result east bound traffic is likely to use the islands as speed transition points and not the actual point located farther to the east. Further I don't believe that westbound traffic behaviour will alter for its current behaviour of waiting until the Grand River to reduce speed.</td>
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<td>Costs:</td>
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<td>In the current economic climate cost must be a major factor in the decision process. As such, the low cost option needs to be the starting point in all discussions.</td>
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<td>Design Options 2 &amp; 3:</td>
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<td>Design Options 2 &amp; 3 if selected as the design options will have definite and substantial changes to the character of the Village of Conestogo from its current state. I believe that these options can only be considered after a meaningful discussion and debate that involves the residents of Conestogo. I do not believe that the public consultation on November 28th meets the level of discuss necessary to make changes to the culture of this community.</td>
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<td>Community Safety &amp; Speed Limits:</td>
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<td>ATTENDEE</td>
<td>COMMENT</td>
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<td>I don’t believe that any of the three design options go far enough to ensure community safety. Speed and traffic volumes, particularly heavy truck traffic, continue to increase in the Village of Conestogo and none of the three options address this in any meaningful manner. This is an omission that is unacceptable given the location of Conestogo Public School on Sawmill Road. I have been told on many occasions by Region Staff that there are no 40 km/h zones on regional roads in Waterloo Region. This is in fact not the case; for example Regional Road 75 south of Cedar St. in Cambridge, in proximity to St Gregory Catholic Public School has a 40 km/h zone. The residents and children of Conestogo should be entitled to the same level of safety and protection on regional roads as residents of Cambridge already enjoy.</td>
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<td>To respond to your specific request for feedback on the three design alternatives I can only support Alternative 1. Further, I don’t believe that Options 2 or 3 can be considered in the absence of additional community involvement and discussion involving the residents of Conestogo.</td>
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<td>While I am in support of Option 1, I do not believe that it goes far enough to ensure student and community safety for the residents of the Village of Conestogo. Specifically, Design Option 1 should be modified to include the following:</td>
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<td>• Reduce the posted speed limit to 40 km/h in the proximity of Conestogo Public School immediately;</td>
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<td>• Include Lane Dividers in Option 1 and position them at the transition points to 50 km/h on both Northfield Drive and Sawmill Road; and,</td>
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<td>• Advance the timetable to install sidewalks between Harriet Street and Golf Course Road to the spring of 2013, this is a student/pedestrian safety issues that can’t wait until 2016 to be addressed.</td>
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<td>If you have any questions regarding my comments or concerns please feel free to contact me and please keep me informed of future design discussions and consultations. In addition, I would like to receive notice of when this issue will be presented to Regional Council.</td>
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<td>The property at 1030 Northfield Dr. at the corner of the main intersection is currently for sale for $349,000. Prior to any redevelopment of the main street, you should acquire this property in order to add a proper left turn lane for the traffic coming from Waterloo. I was told at the meeting that the present traffic volume does not warrant a left turn lane. The project is not scheduled until 2016, the situation could be different by then. If you have</td>
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Philip C
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<td>to acquire this property later on, the price will be substantially higher.</td>
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<td>Ron S</td>
<td>I respectfully offer the following comments; the Information Package dated Nov 28, 2012 is very well written and provides a good options summary. Alternative #1 is the preferred options for the following reasons. Alternative #1 maintains the functional usage of the street parking for all retailers and residents along the historic downtown corridor. It is recognised that traffic calming is recommended and be effective in addition it is recommended to reduce the speed limit to 40 km/Hr for safer pedestrian crossing at the retail section and the school. The complimentary usage of Buggy's/cyclists and vehicles works well as it is, but it can be made safer. This can be achieved by eliminating the existing curb &amp; gutter and replacing it with a mountable curb. This transition to a mountable curb eliminates the gutter section and it is replaced with pavement to the curb, and the overall pavement width is widened. The V shaped curb &amp; gutter is very unsafe for usage of the pavement by cyclists and Buggy's, this would make it overall safer along Sawmill Road. The boulevard surface along the Retail section should be constructed with landscape paving stones to compliment the appearance of the historic downtown buildings. It is recommended to develop a complimentary master lighting plan for the rural residential and village retail businesses. More detail should be provided for the raised centre median and the tree planting landscape plan.</td>
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| Michael K| Here is my feedback regarding the Sawmill Road and Northfield Drive Improvements.  
(see comments below)  
Preferred option: 1  
Second choice: 3  
Design Alternative 2 is not desired at all  
- I suggest a blended or hybrid solution. Design alternatives 2 and 3 are good options on Northfield Drive. Because there is no sidewalk, the concrete strip adds some separation for pedestrian and cyclist traffic. In addition, the narrower road will help reduce vehicle speed on this busy road with a lot of through traffic.  
- As a parent with 3 children aged 1 to 5, my primary concern is to reduce the speed of traffic and provide a safe village. While I don't dispute the traffic survey data that the average speed is 50 km/hr in town, my anecdotal experience is that there is a very wide distribution with respect to time of day and location and a high standard deviation with a lot of vehicles in the 60-80 km/hr range. There is especially high speeds on Sawmill Road |
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<td>west of Northfield.</td>
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<td>- I believe that 2 factors can help reduce speeds: narrow roads and maintaining/improving the visual character of the town (no one speeds through St Jacobs). As a cyclist myself, I understand the tension between narrow roads and the desire to provide separation between bikes and cars. However, the narrow road and small setbacks along Sawmill do not support the option to provide dedicated cycling facilities while preserving the visual quality of Conestogo. Thus, I am very much opposed to option 2, which will provide the combination of overall wider paved width with a significant impact on the village.</td>
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<td>- I like the idea of the Village Entrance Features coming into town. Please place these as far west of Northfield on Sawmill as possible. Also, move the speed limit change farther west. This will reduce the problem we currently have with eastbound vehicles not slowing until they reach the intersection, and westbound vehicles racing from the intersection to hit 80 km/hr by the time they reach the sign.</td>
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<td>- We currently cycle as a family along Sawmill in town, using the paved shoulder as a bicycle lane. This has served us well as we rarely encounter parked cars along the shoulder. For this reason I like some aspects of option 3, which provides a mountable curb with a segregated cycling path; however, this is tempered by the impact on property with this option. I think the loss of parking could be offset by putting the town hall property to good use.</td>
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<td>- Since there will be significant cost savings along with these design changes (up to $5 million). Please consider adding some aesthetic features, such as premium gas lamp style street lamps, planters, hitch posts, etc. that blend in and enhance the architectural quality of this historic village.</td>
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APPENDIX G-2

SAWMILL ROAD AND NORTHFIELD DRIVE IMPROVEMENTS

COMMENT SUMMARY FROM THE PCC HELD ON NOVEMBER 28, 2012

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<thead>
<tr>
<th>Main Comments Received</th>
<th>Support</th>
<th>Oppose</th>
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<tbody>
<tr>
<td>1 Widening of Sawmill Road for Cycling/Buggy Lanes</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>2 Remove Most Boulevard Parking on Sawmill Road</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>3 Sawmill Road and Northfield Drive Intersection Improvements</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>4 Installation of Sidewalk on Sawmill Road from Harriet Street to GCR</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>5 Request for Reduced Posted Speed Limit on Sawmill Road</td>
<td>4</td>
<td>N/A</td>
</tr>
<tr>
<td>6 Request for Restriction of Heavy Trucks on Sawmill Road</td>
<td>1</td>
<td>N/A</td>
</tr>
<tr>
<td>7 Installation of &quot;Village Entrance Features&quot;</td>
<td>3</td>
<td>0</td>
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OTHER MATTERS UNDER COMMITTEE OF THE WHOLE

MOVED by G. Lorentz
SECONDED by B. Halloran

THAT Committee of the Whole rise and Council resume.

CARRIED

MOVED by T. Cowan
SECONDED by C. Millar

THAT Council adopt the proceeding of the Committee of the Whole.

CARRIED

NOTICE OF MOTION

C. Zehr introduced the motion, emphasizing that it is only about process. He recognizes the limitations put on the approval process by the Ontario Lottery and Gaming Corporation (OLG) but stated the impact of a potential casino will affect all residents of Waterloo Region.

Councillors raised concerns with some of the wording in the notice of motion and that the operative clause regarding amending regulations should be directed to the Minister of Finance. R. Deutschmann distributed an email from Woolwich Township, advising they are willing to hold funding discussions for any increased resources not offset by the increase in tax revenue from the establishment of a casino. There was discussion about the specific clauses of the motion and amendments were proposed related to changing “concurrence” to “consultation”, adding “the Ministry of Finance” and removing “and obtain approval from” in the first three enacting clauses. It was agreed to vote on each clause separately, with the noted amendments.

C. Zehr advised this motion will apply to any municipality within the Region and he stated the City of Kitchener now has a request to deal with the casino issue at an upcoming meeting.

C. Zehr requested a recorded vote for each motion.

MOVED by C. Zehr
SECONDED by J. Brewer

BE IT RESOLVED that in the event any local municipality within the Region of Waterloo (Region) expresses an intent to be considered for a new host community for a casino, consultation be sought with the Region.

CARRIED


Nays: D. Craig, R. Deutschmann, J. Mitchell
RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the tender of E & E Seegmiller Limited for Eagle Street Resurfacing, Hespeler Road to Concession Road/Speedsville Road, City of Cambridge, in the amount of $1,478,022.20 including all applicable taxes.

SUMMARY: Nil

REPORT:

Tenders were called for Eagle Street Resurfacing, Hespeler Road to Concession Road/Speedsville Road, City of Cambridge and were advertised in the Record, the Daily Commercial News, on the OPBA website and on the Region’s website. Tenders were opened in the presence of J. McCarty, D. Zehr and D. Brown.

The following tenders were received:

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<tr>
<th>Company</th>
<th>Location</th>
<th>Amount</th>
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<tbody>
<tr>
<td>E &amp; E Seegmiller Limited</td>
<td>Kitchener, ON</td>
<td>$1,478,022.20</td>
</tr>
<tr>
<td>Capital Paving Inc.</td>
<td>Puslinch, ON</td>
<td>$1,561,805.51</td>
</tr>
<tr>
<td>Steed and Evans Limited</td>
<td>Heidelberg, ON</td>
<td>$1,645,280.00</td>
</tr>
<tr>
<td>Coco Paving Inc.</td>
<td>Peterborough, ON</td>
<td>$1,748,249.76</td>
</tr>
</tbody>
</table>

The work under this contract includes the replacement of all base course and surface course roadway asphalt on Eagle Street from Concession Road to Hespeler Road, construction of an asphalt sidewalk on the south side of Eagle Street, and boulevard and driveway restoration. Resurfacing of the intersection of Eagle Street and Hespeler Road is not included in this contract; however, this work is planned to be completed under a separate Regional contract later in 2013.

Construction is scheduled to commence on or about May 6, 2013 with completion expected by June 28, 2013.

The resurfacing of Eagle Street from Hespeler Road to Concession Road will be completed in two (2) stages as follows:

Stage One – Eagle Street from Hespeler Road to Industrial Road (Approx. May 6th to May 31st)

- Asphalt removal and repaving operations will take place only during overnight hours (7:00 p.m. and 6:00 a.m.) with one lane of traffic in each direction and left-turn lanes being maintained at all times; and,
- Temporary lane closures may be required during daytime hours (7:00 a.m. to 7:00 p.m.) for curb and boulevard works.
Stage Two – Eagle Street from Industrial Road to Concession Rd. (Approx. June 3rd to June 28th)

- Asphalt removal and repaving operations will take place during normal daytime hours (7:00 a.m. and 7:00 p.m.).
- Traffic will be restricted to one-way only in the westerly direction for the duration of Stage Two construction. Eastbound traffic will be detoured around the work zone via King Street, Bishop Street and Hespeler Road for the duration of Stage Two. The timing of traffic control signals along the detour route will be optimized and the Region will provide the appropriate signage for the detour; and,
- Paving of surface course asphalt for Stage Two will require the full closure of Eagle Street from Concession Road to Industrial Road for two (2) days for echelon paving operations. Access to local streets and abutting properties will be maintained to the greatest practical extent.

During construction of each stage, local and emergency services traffic will be maintained at all times. Access to local businesses, residences and local streets will be maintained to the greatest extent possible but short-term disruptions will occur when construction activities are being completed directly in front of any entrance or local street.

CORPORATE STRATEGIC PLAN:

Award of this contract is in accordance with the Region’s public tendering practices and meets Focus Area 2 Growth Management and Prosperity to develop, optimize and maintain infrastructure to meet current and projected needs of the Region’s Corporate Strategic Plan and specifically strategic objective 2.2.1 which is to continue to prioritize and implement capital program projects required to meet community needs and ensure sustainability.

FINANCIAL IMPLICATIONS:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tr>
<td>T2013-006 Engineering - Regional</td>
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<td>Region Traffic Control Signals</td>
<td>150,000</td>
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<td>85,000</td>
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<td>Materials Inspection &amp; Testing</td>
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<td>Pavement Markings and Signing</td>
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<td>Hydro Pole Relocation</td>
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<td>Advertising and Printing</td>
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<td></td>
<td><strong>Sub-total</strong></td>
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<tr>
<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td>(157,130)</td>
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<tr>
<td></td>
<td><strong>Total</strong></td>
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</table>

The Region of Waterloo’s approved 2013 Ten-Year Transportation Capital Program includes funds of $2,205,000 in 2013 (Project #5617) for this Regional Road Project to be funded from the Roads Rehabilitation Reserve Fund. Based on the low tender result, the cost of this work is $517,408 (approximately 23.5%) under the project budget. This is primarily attributable to tendering early in the season and very competitive bidding. Staff arranged for additional technical investigations in late 2012 after the project budget was established which resulted in optimizing the roadway design.

The final date of acceptance for this tender is May 3, 2013.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE: Nil
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: March 27, 2013

FILE CODE: F18-30

SUBJECT: T2013-008 NEW DUNDEE ROAD TRUNK WATERMAIN FROM REICHERT DRIVE TO EXECUTIVE PLACE, CITY OF KITCHENER

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the tender of Terracon Underground Ltd. for the New Dundee Road Trunk Watermain from Reichert Drive to Executive Place, City of Kitchener in the amount of $827,962.39 including all applicable taxes.

SUMMARY: Nil

REPORT:

Tenders were called for the New Dundee Road Trunk Watermain from Reichert Drive to Executive Place, City of Kitchener, and were advertised in the Record, the Daily Commercial News, on the OPBA website and on the Region’s website. Tenders were opened in the presence of J. McCarty, J. Borovicka and I. Young.

The following tenders were received:

- Terracon Underground Ltd. Brantford, ON $827,962.39
- Network Sewer & Watermains Cambridge, ON $851,387.40
- Yirka Contracting Inc. Cambridge, ON $887,715.23
- G. Melo Excavating Ltd. Cambridge, ON $921,442.68
- Kieswetter Excavating Inc. Heidelberg, ON $961,794.98
- Mardave Construction Ltd. Toronto, ON $966,590.36
- Sierra Construction Ltd. Woodstock, ON $999,400.08
- Bel-Air Excavating & Grading Ltd. Cambridge, ON $1,051,308.77
- Sousa Concrete Branchton, ON $1,055,773.12
- Amico Infrastructure Inc. Woodstock, ON $1,065,404.22
- London Excavators & Trucking Ltd. Etobicoke, ON $1,078,363.31
- GRT Excavating Ltd. Woodstock, ON $1,123,590.75
- J. Weber Contracting Ltd. Breslau, ON $1,240,899.33
- Drainstar Contracting Ltd. Concord, ON $1,831,696.10

One bid was disqualified. They ranked fourth in their bid submission and this did not affect the award of the contract to the lowest bidder.

The work of this contract includes:

- Construction of approximately 1,330m of 450mm diameter watermain including all necessary appurtenances;
- Construction of an air & vacuum release chamber and a drain chamber; and
- Construction of a westbound left turn lane at the intersection of New Dundee Road and Reichert Drive and construction of an eastbound left turn lane and a westbound right turn lane at the intersection of New Dundee Road and Robert Ferrie Drive.

Traffic will be restricted at some locations within the construction limits to facilitate construction operations. The contract documents stipulate that the contractor shall use traffic control personnel to alternate between eastbound and westbound traffic on New Dundee Road during working days. In times of work inactivity, the contractor must restore the traffic lanes to the original, two way conditions. Also, the City of Kitchener agreed to allow the contractor to close Robert Ferrie Drive and Pinnacle Drive for construction operations for a maximum of three days each in non-concurrent order.

Kitchener Zone 2 and 4 Optimization Study Preliminary Design Report (Stantec, 2009) stated that the southwest portion of Kitchener comprised of Zones Kitchener 2W, Kitchener 4 and Kitchener 5, is an area of high growth and that this area is currently experiencing operational constraints, specifically during typical high demand periods. Construction of the New Dundee Road Trunk Watermain is the first stage of providing a second source of water supply to this area.

Transportation Planning has identified the need for turning lanes on New Dundee Road at the intersections of Reichert Drive and Robert Ferrie Drive to accommodate projected traffic growth.

The necessary approvals for this project have been obtained from the Ministry of the Environment. Subject to Council approval, construction is scheduled to commence on April 8, 2013 with completion expected by July 20, 2013.

**CORPORATE STRATEGIC PLAN:**

Award of this contract meets the Corporate Strategic Plan Objective to “ensure adequate infrastructure capacity to meet current needs and planned growth” under Strategic Focus Area 1 to “ensure operational effectiveness and efficiency.”

**FINANCIAL IMPLICATIONS:**

Contract T2013-008 costs are shared as follows (including HST):

- Region of Waterloo, Water Services Division $647,056.11
- Region of Waterloo, Transportation Division 180,906.28

Total (including HST) $827,962.39

Cost Sharing Summary

**Water Services Division**

- T2013-008 (Water Services Division) $647,056
- Pre-purchase of Four 450mm Diameter Gate Valves 76,094
- Region Contract Administration and Site Inspection 70,000
- Geotechnical Inspection and Material Testing 10,763
- Ministry of the Environment Fee 1,200
- Advertisement and Printing 1,000

Sub-total $806,113

Less: Municipal Rebate of 86.46% of HST (11.24%) (73,101)

Total $733,012
The approved 2013 Water Ten Year Capital Program includes a budget of $842,000 in 2013 for this project (project #04156) to be funded from the Development Charge Reserve Fund. The net total estimated project cost for the New Dundee Road Trunk Watermain of $733,012 is $108,988 (13%) less than the total project budget.

**Transportation Division**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2013-008 (Transportation Division)</td>
<td>$180,906</td>
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<tr>
<td>Region Contract Administration and Site Inspection</td>
<td>20,000</td>
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<tr>
<td>Geotechnical Inspection and Material Testing</td>
<td>7,000</td>
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<td>Advertisement and Printing</td>
<td>500</td>
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<td><strong>Sub-total</strong></td>
<td><strong>$208,406</strong></td>
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Less: Municipal Rebate of 86.46% of HST (11.24%)

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tr>
<td></td>
<td>(18,691)</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$189,715</strong></td>
</tr>
</tbody>
</table>

The approved 2013 Transportation Ten Year Capital Program includes $220,000 for development related left and right turn lanes on Regional Road 12 (New Dundee Road) at Robert Ferrie Drive and Reichert Drive (Project # 7296) funded from the Development Charge Reserve Fund. The net total estimated project cost for the subject turning lane improvements of $189,715 is $30,285 (14%) less than the total project budget.

The favourable tender result is primarily attributed to tendering early in the construction season.

The final date of acceptance for this tender is May 4, 2013.

**OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:** Nil

**ATTACHMENTS:** Nil

**PREPARED BY:** Charles Whitlock, Director, Procurement & Supply Services

**APPROVED BY:** Craig Dyer, Chief Financial Officer
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: March 27, 2013

FILE CODE: F18-30

SUBJECT: T2013-004 ROUNDABOUT CONSTRUCTION – HESPELER ROAD (REGIONAL ROAD 24) AT QUEEN STREET/BEAVERDALE ROAD, CITY OF CAMBRIDGE

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the tender of E & E Seegmiller Limited for the Roundabout Construction on Hespeler Road (Regional Road 24) at Queen Street/Beaverdale Road, City of Cambridge in the amount of $2,908,666.78 including all applicable taxes.

AND THAT the Regional Municipality of Waterloo approve an increase in project costs of $108,910 (gross) including all applicable taxes and $0.00 (net) to facilitate the portion of work undertaken on behalf of the City of Cambridge.

SUMMARY: Nil

REPORT:

Tenders were called for Roundabout Construction – Hespeler Road (Regional Road 24) at Queen Street/Beaverdale Road, City of Cambridge, and were advertised in the Record, the Daily Commercial News, on the OPBA website and on the Region’s website. Tenders were opened in the presence of J. McCarty, K. Brisbois and M. Kroker.

The following tenders were received:

<table>
<thead>
<tr>
<th>Company</th>
<th>Location</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>E &amp; E Seegmiller Limited</td>
<td>Kitchener, ON</td>
<td>$2,908,666.78</td>
</tr>
<tr>
<td>Steed and Evans Ltd.</td>
<td>St. Clements, ON</td>
<td>$3,058,650.10</td>
</tr>
<tr>
<td>Capital Paving Inc.</td>
<td>Guelph, ON</td>
<td>$3,091,089.03</td>
</tr>
<tr>
<td>Network Sewer &amp; Watermain</td>
<td>Cambridge, ON</td>
<td>$3,375,883.42</td>
</tr>
<tr>
<td>Cox Construction Ltd.</td>
<td>Guelph, ON</td>
<td>$3,833,204.54</td>
</tr>
</tbody>
</table>

The work of this contract includes the removal of the existing traffic control signal and converting the intersection to a two-lane modern roundabout with right turn bypass lanes on the westbound and northbound approaches. The contract also includes the waterproofing and deck paving of the bridges on Hespeler Road over the Goderich Exeter Railway (GEXR) and the Speed River. Both bridges are located immediately north of the Hespeler Road and Queen Street/Beaverdale Road intersection.

The contract limits on Hespeler Road are approximately from 200 m south of Queen Street/Beaverdale Road intersection to approximately 600 m north of Queen Street/Beaverdale Road intersection in the City of Cambridge.
This project is proposed to be constructed in four stages and is scheduled to start on April 15th with completion expected in late July or early August.

**Stage 1:**
- Traffic will operate under temporary traffic control signals with 2 lanes of traffic on Hespeler Road and all turning movements are still available at the intersection.
- Construction of the southbound lane from Beaverdale Road and the eastbound right turn bypass lane from Hespeler Road to Queen Street.
- This stage will take approximately 2-3 weeks to complete.

**Stage 2:**
- Maintain single lane northbound and southbound traffic on Hespeler Road.
- Close east leg of Queen Street with the exception of the eastbound right turn movement from Hespeler Road onto Queen Street East.
- Close west leg of Beaverdale Road with the exception of the southbound right turn movement from Beaverdale Road onto Hespeler Road South.
- With traffic restricted to the east side of Hespeler Road, strip asphalt and waterproofing membrane on the west side of both bridges. Repair bridge deck surface as marked and install waterproofing membrane and place base asphalt and temporary lane marking.
- Switch traffic from the east side of Hespeler Road to the west side.
- With traffic restricted to the west side of Hespeler Road, strip asphalt and waterproofing membrane on the east side of both bridges. Repair bridge deck surface as marked and install waterproofing membrane and place base asphalt and temporary lane marking.
- This stage will take approximately 7-8 weeks to complete.

**Stage 3:**
- The intersection is now operating as a roundabout on 3 legs with yield control on all legs except for northbound. Lane restrictions are in place as required.
- The west leg of Beaverdale Road is now open to single lane traffic in both directions.
- The east leg of Queen Street is now open to traffic in both directions.
- This stage will take approximately 2-3 weeks to complete.

**Stage 4:**
- Final completion of splitter islands and other work outside of the traffic lanes. Some lane restrictions required for completion of these works.
- This stage will take approximately 2-3 weeks to complete.

Traffic Restrictions include:
- Two way traffic (one lane in each direction) will be maintained at all times on Hespeler Road, except that full closure of the Hespeler Road and Queen Street/Beaverdale Road intersection will be permitted for placement of surface asphalt and permanent line painting only (weekend night work).
- Surface course paving followed by pavement marking will take place on a Saturday night (8 pm Saturday to 6am Sunday) under full closure.
- Closure of Queen Street for approximately 6-8 weeks with the exception of the eastbound right turn movement from Hespeler Road onto Queen Street East.
- Closure of Beaverdale Road for approximately 6-8 weeks with the exception of the southbound right turn movement from Beaverdale Road onto Hespeler Road south.
CORPORATE STRATEGIC PLAN:

Award of this contract is in accordance with the Region’s public tendering practices and meets Focus Area 5 Service Excellence of the Region’s Corporate Strategic Plan and specifically Strategic Objective 5.3 to ensure all Regional programs and services are efficient, effective and accountable to the public. In addition, implementation of this contract achieves Focus Area 2 Growth Management and Prosperity of the Corporate Strategic Plan and specifically Strategic Objective 2.2 to optimize the use of existing infrastructure and ensure it is adequately maintained.

FINANCIAL IMPLICATIONS:

Contract T2013-004 costs are shared as follows:

Region of Waterloo Transportation Division $2,815,113.80
City of Cambridge 93,552.98
Total (including HST) $2,908,666.78

Region of Waterloo Transportation Division Costs

T2013-004 $2,815,114
Engineering – Consultant 240,916
Engineering – Regional 80,000
Geotechnical Material Inspection and Testing 56,500
Detours, Signing and Line Painting 47,000
Utility Relocations – Cambridge Hydro 25,000
Advertising and Printing 2,000
Sub-total $3,266,530
Less: Municipal Rebate of 86.46% of HST (11.24%) (312,280)
Total $2,954,250

The Region of Waterloo’s approved 2013 Ten Year Transportation Capital Program includes a total budget of $3,300,000 in 2013 for the Hespeler Road Improvements project to be funded from the Development Charges Reserve Fund ($2,610,000 - Project #7185) for the roundabout construction and the Roads Rehabilitation Capital Reserve Fund ($40,000 - Project #5990 and $650,000 – Project #5991) for the bridge rehabilitations.

Overall, based on the low tender result, the actual cost of this work is $345,750 (approximately 10.5%) under the budget sources.

The budget under-run on this project is attributable to lower unit prices than expected for asphalt, granular road base and concrete curb and median items which make up a significant portion of this contract. These lower prices are a result of tendering this project early and receiving competitive pricing from the five bidders early in the 2013 construction season.

City of Cambridge Costs – Share of Left Turn Lane Requirements on Queen Street

Contract T2013-004 $93,553
Engineering – Consultant 9,355
Engineering – Regional 3,742
Geotechnical Material Inspection and Testing 2,260
Sub-total $108,910
Less: Municipal Rebate of 86.46% of HST (11.24%) (10,460)
Total $98,450
Staff from the City of Cambridge has advised they have sufficient funding for these works and have asked the Region to proceed on the City’s behalf.

The final date of acceptance for this tender is May 6, 2013.

**OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:** Nil

**ATTACHMENTS:** Nil

**PREPARED BY:** Charles Whitlock, Director, Procurement & Supply Services

**APPROVED BY:** Craig Dyer, Chief Financial Officer
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: March 27, 2013

FILE CODE: F18-30

SUBJECT: T2013-002 WESTMOUNT ROAD RECONSTRUCTION – GREENBROOK DRIVE TO VICTORIA STREET, CITY OF KITCHENER

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the tender of E & E Seegmiller Limited for Westmount Road Reconstruction – Greenbrook Drive to Victoria Street, City of Kitchener in the amount of $4,388,101.32 including all applicable taxes.

AND THAT the Regional Municipality of Waterloo approve an increase in project costs of $468,756.65 gross and $0.00 net to facilitate the work undertaken on behalf of the City of Kitchener.

SUMMARY: Nil

REPORT:

Tenders were called for the Westmount Road Reconstruction – Greenbrook Drive to Victoria Street, City of Kitchener and were advertised in the Record, the Daily Commercial News, on the OPBA website and on the Region’s website. Tenders were opened in the presence of J. McCarty, D. Pletch and K. Brisbois.

The following tenders were received:

- E & E Seegmiller Limited, Kitchener, ON, $4,388,101.32
- Steed and Evans Limited, St. Clements, ON, $4,460,279.95
- Network Sewer and Watermain Ltd., Cambridge, ON, $4,533,194.59
- 410754 Ontario Limited O/A Sousa Concrete, Branchton, ON, $4,704,506.31
- Sierra Construction (Woodstock) Ltd., Woodstock, ON, $4,774,135.93
- Yirka Contracting (2006) Ltd., Cambridge, ON, $4,909,522.79
- Verly Construction Group Ltd., Mississauga, ON, $4,921,735.61
- Bel-Air Excavating & Grading Ltd., Cambridge, ON, $5,250,314.88
- Amico Infrastructures (Oxford) Inc., Woodstock, ON, $5,489,447.23

The work under this contract includes all new storm sewer, curb and gutter on Westmount Road, new granulars and asphalt riding surface. Also included are upgrades at Greenbrook Drive with the construction of northbound and southbound left turn lanes as well as culvert repairs at the Henry Sturm Greenway. There are provisional works at Victoria Street which include the construction of a northbound right turn lane on Westmount Road as well as an eastbound right turn lane on Victoria Street. The completion of the provisional work at Victoria Street is contingent on the acquisition of two strips of property which is expected in early September. In addition, there will be isolated sidewalk replacement on behalf of the City of Kitchener and subdrain installation throughout to improve subsurface drainage.
The contract limits on Westmount Road are approximately from 100 m south of the Westmount Road/Greenbrook Drive intersection northerly to Victoria Street in the City of Kitchener, a total distance of 2.0 km.

Construction is scheduled to start in mid-April and will be completed in 2 stages as follows:

**Stage 1**

- A temporary widening on Westmount Road from Greenbrook Drive to Queens Boulevard will be constructed to provide adequate road width for 2-way traffic in Stage 1.
- One lane of traffic in each direction will be maintained on the west side of Westmount Road while the east side is reconstructed.
- This stage will take approximately 3 months to complete.

**Stage 2**

- One lane of traffic will be maintained in each direction on the newly reconstructed east side of Westmount Road while the west side is reconstructed.
- This stage will take approximately 3 months to complete.

One (1) lane of traffic in each direction will be maintained on Westmount Road for the duration of construction except for one week-end closure required at Greenbrook Drive during Stage 2 to complete the necessary storm sewer replacements. In order to maintain traffic flow along Westmount Road with the reduced number of lanes, it is necessary to close some City streets to help reduce queuing of traffic along Westmount Road. Side streets that will be closed during construction will be Gatewood Drive, Forest Hill Drive, Overlea Drive and Vicmount Drive. Residents of these streets will be required to use alternate routes to access their properties during the construction period. Since it’s a dead-end street, Evergreen Crescent will remain open, however left turns will be prohibited and residents will access their street by way of right in and right out only to and from Westmount Road. Access to all residents and businesses will be maintained to the best practical extent during the construction, however due to the nature of the work, short-term access interruptions are unavoidable. In these instances, arrangements will be made for alternate parking.

**CORPORATE STRATEGIC PLAN:**

Award of this contract is in accordance with the Region’s public tendering practices and meets Focus Area 5 Service Excellence of the Region’s Corporate Strategic Plan and specifically strategic objective 5.3 to ensure all Regional programs and services are efficient, effective and accountable to the public. In addition, implementation of this contract achieves Focus Area 2 Growth Management and Prosperity of the Corporate Strategic Plan and specifically strategic objective 2.2 to optimize the use of existing infrastructure and ensure it is adequately maintained.

**FINANCIAL IMPLICATIONS:**

Contract T2013-002 costs are shared as follows:

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<tr>
<td>Region of Waterloo Transportation Division</td>
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<tr>
<td>City of Kitchener</td>
<td>$468,756.65</td>
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<tr>
<td><strong>Total (Including HST)</strong></td>
<td><strong>$4,388,101.32</strong></td>
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</table>
Region of Waterloo Transportation Division Costs:

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<td>T2013-002</td>
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<td>Engineering - Consultant</td>
<td>340,000</td>
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<td>Engineering – Regional</td>
<td>200,000</td>
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<tr>
<td>Geotechnical Material Inspection and Testing</td>
<td>81,000</td>
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<tr>
<td>Detours, Signing and Line Painting</td>
<td>59,000</td>
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<tr>
<td>Property Acquisition</td>
<td>57,000</td>
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<tr>
<td>Archaeological Investigation</td>
<td>40,000</td>
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<td>Utility Relocations</td>
<td>40,000</td>
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<td>Precondition Survey</td>
<td>18,000</td>
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<tr>
<td>Advertising and Printing</td>
<td>2,000</td>
</tr>
</tbody>
</table>

Sub-total $4,756,345

Less: Municipal Rebate of 86.46% of HST (11.24%) $(447,139)

Total $4,309,206

The Region of Waterloo’s 2013 Ten Year Transportation Capital Program includes a total budget of $6,215,000 in 2013 and 2014 for the Westmount Road Reconstruction project to be funded from the Roads Rehabilitation Capital and Development Charges Reserve Funds (Project #5500, #5574, #5627, #7250 and #7251).

Based on the low tender result, the actual cost of this work is $1,905,794 (approximately 30.7%) under the budget sources.

The budget under run on this project is attributable to a number of factors as follows:

1. Unit prices on many contract items in this contract are significantly lower than last year’s unit prices. The extremely competitive pricing on this and other recent Regional contracts is largely attributable to early tendering.

2. During the detailed design stage, the Project Team re-evaluated the need for a right turn lane on Westmount Road at Queen Street and it was determined that the need was not justified and therefore it was eliminated from the construction contract.

3. In addition, late in 2012 during the detailed design phase a scope change in the road reconstruction strategy resulted in significant savings in granular material required.

City of Kitchener Costs – Share of Storm Sewer and Sidewalk Replacement

Based upon the low tender submission, the estimated costs for the City of Kitchener on this contract are as follows:

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<td>T2013-002</td>
<td>$468,757</td>
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<tr>
<td>Engineering – Consultant</td>
<td>41,000</td>
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<td>24,000</td>
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<td>Geotechnical Material Inspection and Testing</td>
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<td>Detours, Signing and Line Painting</td>
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</tr>
<tr>
<td>Precondition Survey</td>
<td>2,000</td>
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Sub-total $552,757

Less: Municipal Rebate of 86.46% of HST (11.24%) $(51,897)

Total $500,860
Staff from the City of Kitchener has advised that they have sufficient funds for these works and have asked the Region to proceed.

Final date of acceptance for this tender is May 3, 2013.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE: Nil

ATTACHMENTS: Nil

PREPARED BY: Charles Whitlock, Director, Procurement & Supply Services

APPROVED BY: Craig Dyer, Chief Financial Officer
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: March 27, 2013     FILE CODE: F10-20

SUBJECT: REGIONAL COUNCIL AND COUNCIL APPOINTEE REMUNERATION AND EXPENSES FOR THE YEAR ENDED DECEMBER 31, 2012

RECOMMENDATION:

For Information

REPORT:

Under the Municipal Act, the Treasurer is required to submit to Council a statement of remuneration and expenses paid by the municipality to each Member of Council and to Council Appointees to local boards and other bodies. The statement must be presented by March 31st for remuneration and expenses paid in the previous year. The attached statements list remuneration and expenses for Members of Council and Council Appointees for the year ended December 31, 2012. To improve readability, all amounts have been rounded to the nearest dollar.

CORPORATE STRATEGIC PLAN: Nil

FINANCIAL IMPLICATIONS:

Remuneration and expenses for Regional Council and Council Appointees were included in the approved Regional Budget for 2012 as established per By-laws 03-024 and 06-046 and 12-002 and 2012 costs were within budget.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Staff from the Regional Chair’s office assisted in the preparation of this report.

ATTACHMENTS:

Appendix 1 – 2012 Remuneration and Expenses – Regional Council
Appendix 2 – 2012 Remuneration and Expenses – Police Services Board Appointees
Appendix 3 – 2012 Remuneration and Expenses – Council Appointees

PREPARED BY: Angela Hinchberger, Director of Financial Services, Treasury & Tax Policy

APPROVED BY: Craig Dyer, Chief Financial Officer
## THE REGIONAL MUNICIPALITY OF WATERLOO

### 2012 REMUNERATION AND EXPENSES - REGIONAL COUNCIL

<table>
<thead>
<tr>
<th>Council</th>
<th>Remuneration (1)</th>
<th>Benefits (2)</th>
<th>Travel/Mtg. Expenses (3)</th>
<th>Community Events (4) (5)</th>
<th>Information Technology (6) (7)</th>
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**TOTAL COUNCIL:**

$266,128 $169,221 $10,244 $5,695 $13,670 $32,469

$735 $35 $735

$2,658

**APPENDIX 1**

F-13-028

(1) Effective Jan. 1, 2004 Council salaries 100% taxable
(2) Benefits costs are a function of salary, age, and coverage
(3) Travel costs are a function of distance for meetings and responsibilities assigned by Regional Council
(4) Effective January 1, 2012, Regional Councillors (with the exception of the Regional Chair) were provided with individual expenditure allowances for Information Technology (up to $10,000 per Council term or approximately $2,500 per year) and Community Events (up to $1,500 per year). The information technology allowance covers the cost of technology devices and associated service plans including Blackberry.
(5) As head of Regional Council, the Regional Chair is expected to attend a wide variety of community events and be fully accessible to citizens and groups. Accordingly, there is no prescribed limit to the number of community events the Chair may attend each year.
(6) Information technology devices and plans are provided to the Chair in accordance with the corporate standard for senior staff.
(7) Member of the Police Services Board
(8) GRCA Member - per diems and travel expenses reimbursed directly by the GRCA
(9) Committee Chair
(10) Chair of the Police Services Board
(11) A taxable car allowance is paid to the Regional Chair

1272230
## APPENDIX 2

### THE REGIONAL MUNICIPALITY OF WATERLOO

#### 2012 REMUNERATION AND EXPENSES - POLICE SERVICES BOARD COUNCIL APPOINTEES

<table>
<thead>
<tr>
<th>COUNCIL APPOINTEES</th>
<th>REMUNERATION</th>
<th>BENEFITS</th>
<th>TRAVEL/MTG EXPENSES</th>
<th>CONFERENCES/SEMINARS</th>
<th>DETAILS</th>
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<td>WATERLOO REGIONAL POLICE SERVICES BOARD</td>
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## THE REGIONAL MUNICIPALITY OF WATERLOO
### 2012 REMUNERATION AND EXPENSES - COUNCIL APPOINTEES

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<tr>
<th>COUNCIL APPOINTEES</th>
<th>REMUNERATION *</th>
<th>BENEFITS</th>
<th>TRAVEL/MTG EXPENSES</th>
<th>CONFERENCES/SEMINARS</th>
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* Remuneration for meetings for Council Appointees was discontinued in 2007. Exception is GRCA where Appointee remuneration and expenses are reimbursed directly by GRCA.

1372380
The Planning and Works Committee recommends as follows:

1. THAT the Regional Municipality of Waterloo take the following actions with respect to the Victoria Street (Edna Street to Bruce Street) Class Environmental Assessment Study:
   a) Approve the Recommended Design Concept for Victoria Street from Edna Street to Bruce Street as outlined in Report E-13-042.
   b) Direct staff to file the Notice of Completion for this Class Environmental Assessment by means of advertisement in the local newspaper and mailings to the adjacent property owners, tenants and agencies and place the Screening for Environmental Assessment files on the public record for a period of 30 days.
   c) Direct staff to report back to Council once the Ministry of Transportation’s schedule for the reconstruction of the Victoria Street Bridge is known and prior to commencing the procurement process for construction of the Recommended Design Concept.

2. THAT the Regional Municipality approve the recommendations to enhance pedestrian safety at the intersection of King Street (Regional Road 15) and University Avenue (Regional Road 57) in the City of Waterloo as outlined in Report E-13-027, dated March 19, 2013.

3. THAT the Regional Municipality of Waterloo provide on-going financial support to the Waterloo Wellington Children’s Groundwater Festival in the amount of $30,000 each year for a 5-year term as outlined in Report E-13-039 dated March 19, 2013.


5. THAT the Regional Municipality of Waterloo pass a by-law to add to the Regional Road System to form part of Regional Road 97 (Cedar Street, Cambridge) the lands described as:

   Part of Road Allowance between Concession 10 and 11, North Dumfries; Part Lot 12 Concession 11, North Dumfries; Part Subdivision of Lot 3, Concession 10, WGR; North Dumfries being Part 1 on 67R-3028 (aka Regional Road 97) (aka Cedar St); Cambridge (all of PIN 03800-0002 (LT).

   AND THAT the Regional Solicitor be directed to register notice of such by-law on title to the lands that are subject of the by-law. [CR-RS-13-027]

6. THAT the Regional Municipality of Waterloo enter into a Consulting Services Agreement with Arcadis Canada Inc. of Waterloo, Ontario to provide value engineering services related to the detailed design of construction contracts 2 to 4 of the Kitchener...
Wastewater Treatment Plant (WWTP) Phase 3 Upgrades at an upset fee limit of $295,453.00 plus applicable taxes, as per Report E-13-033, dated March 19, 2013.

7. THAT The Regional Municipality of Waterloo endorse the Business Case Report supporting the procurement of the Region’s centralized biosolids heat drying facility as a Public-Private Partnership (P3) model;

AND THAT The Regional Municipality of Waterloo authorize Region staff to submit the completed Business Case to P3 Canada for funding consideration under the P3 Canada Fund;

AND THAT Region staff report back to Regional Council with an update of P3 Canada approval process and next steps, prior to proceeding with next phase of the procurement process, all as described in Report No. E-13-037.

8. THAT the Regional Municipality of Waterloo express its support for the Niagara to Greater Toronto Area (GTA) Corridor Transportation Development Strategy (TDS) developed by the Ministry of Transportation (MTO), as described in Report P-13-027, dated March 19, 2013;

THAT the Region of Waterloo encourage MTO to implement the Group 1 (Optimize Existing Networks) and Group 2 (New/Improved Non-Road Infrastructure) elements of the TDS as soon as possible;

THAT the Region of Waterloo continue to work with MTO and partner municipalities on strategic transportation planning for this area, to support the future strategic study of long-term highway improvements in the West Area;

AND THAT the Region of Waterloo continue to participate in the Municipal Caucus to advocate for strategic transportation investments that will support the Regional economy and promote economic development.

March 19, 2013
The Regional Municipality of Waterloo
Planning and Works Committee

Summary of Closed Recommendations to Council

The Planning and Works Committee recommends as follows:

1. THAT The Regional Municipality of Waterloo, pursuant to section 40 of the Purchasing By-law, not open and consider bids from Regional Sewer and Watermain Ltd., or otherwise acquire any goods or services from it, for so long as the action of Regional Sewer and Watermain Ltd. v. The Regional Municipality of Waterloo is outstanding.

2. 1) THAT the Regional Municipality of Waterloo approve, enter into a Settlement Agreement for, and execute all documentation related to the expropriation of lands for the Rapid Transit Project – Stage 1, such lands described as Part Lot 53, Registered Plan 376, being Part 3 on WR-726570, PIN 22318-0377, City of Kitchener, Regional Municipality of Waterloo being part of the lands municipally known as 624 King Street West, Kitchener, from 1836862 Ontario Inc. for the sum of $165,000.00 as compensation for the value of the taking of land, compensation for injurious affection and any and all other damages, plus associated legal and appraisal costs, with all documentation to the satisfaction of the Regional Solicitor;

2) THAT the Regional Municipality of Waterloo approve, enter into an Agreement for, and execute all documentation related to, the acquisition of land for the Rapid Transit Project – Stage 1 described as Part Lot 7, Subdivision of Lot 15, German Company Tract, Kitchener, Part PIN 22424-0155 being Part 1 Plan 58R-17699, City of Kitchener, Regional Municipality of Waterloo, being part of the lands municipally known as 825 King Street West, City of Kitchener, from St. Mark’s Lutheran Church, Kitchener, for the sum of $175,000.00 as compensation for the value of the taking of land, compensation for injurious affection and any and all other damages, plus associated legal and appraisal costs, with all documentation to the satisfaction of the Regional Solicitor; and

3) THAT the Regional Municipality of Waterloo approve, enter into an Agreement for, and execute all documentation pursuant to Section 30 of the Expropriations Act for the acquisition of lands for the Rapid Transit Project - Stage 1, described as Part Lot C, Registered Plan 9, Part PIN 22424-0330, being Part 5 on Reference Plan 58R-17699, City of Kitchener, Regional Municipality of Waterloo, being part of the lands municipally known as 765 King Street West, Kitchener, from 2280246 Ontario Inc. for the sum of $9,430.00, plus associated costs, with all documentation to the satisfaction of the Regional Solicitor.

March 19, 2013
THE REGIONAL MUNICIPALITY OF WATERLOO  
ADMINISTRATION & FINANCE COMMITTEE  

Summary of Recommendations to Council

The Administration & Finance Committee recommends as follows:

1. THAT the Regional Municipality of Waterloo establish the following tax ratios for the 2013 property tax year:
   - Residential  1.0000
   - New Multi-residential  1.0000
   - Multi-residential  1.9500
   - Commercial  1.9500
   - Industrial  1.9500
   - Pipeline  1.1613
   - Farmland  0.2500
   - Managed Forest  0.2500

   AND THAT the Regional Municipality of Waterloo set the tax rate reductions for the commercial and industrial property subclasses at 30% effective for the 2013 taxation year;

   AND THAT the necessary by-laws to implement the approved 2013 tax ratios, 2013 subclass tax rate reductions and 2013 regional tax rates be prepared;

   AND FURTHER THAT the Area Municipalities be notified accordingly. [F-13-023]

March 19, 2013
THE REGIONAL MUNICIPALITY OF WATERLOO
ADMINISTRATION AND FINANCE COMMITTEE

Summary of Closed Recommendations to Council

The Administration and Finance Committee recommends as follows:

1. THAT the Regional Municipality of Waterloo approve a Memorandum of Settlement with the Canadian Union of Public Employees, on behalf of members of Local 1656 for the period January 1, 2013 to December 31, 2016.

March 19, 2013
THE REGIONAL MUNICIPALITY OF WATERLOO
COMMUNITY SERVICES COMMITTEE

Summary of Recommendations to Council

The Community Services Committee recommends as follows:

1. THAT the Regional Municipality of Waterloo approve the one-time allocation to Opportunities Waterloo Region in the amount of $50,000;

   AND THAT the funding be drawn from the Region’s Contingency Fund.

2. THAT the Regional Municipality of Waterloo accept the proposal of G.D.G. Environnement for Region of Waterloo Public Health West Nile Virus Surveillance/Monitoring & Larviciding/Abatement Services, for a three year term at a total cost of $499,957.20 including all applicable taxes, with the option to renew for two additional one year periods. [PH-13-013/F-13-016]

3. THAT the Regional Municipality of Waterloo approve a one-time allocation to the Waterloo Region Crime Prevention Council inREACH program of up to $426,770 from the Hospital Reserve Fund, to be reduced by any amount still being considered by the Federal government. [CPC-13-003]

4. THAT the Regional Municipality of Waterloo approve the following with regard to the Investment in Affordable Housing for Ontario – Program Delivery and Fiscal Plan (PDFP) and program delivery, as described in Report P-13-028, dated March 19, 2013:

   a) Endorse the recommended revised Program Delivery and Fiscal Plan as summarized in Table 2 of Report P-13-028 and the proposed implementation revisions of the PDFP; and

   b) Forward a copy of report P-13-028 to Federal and Provincial Ministers responsible for housing, local Members of Parliament and local Members of Provincial Parliament to advise them of the need for a new long term affordable housing agreement, as the CMHC-Ontario Agreement for Investment in Affordable Housing 2011-2014 is set to expire in 2014.

March 19, 2013
THE REGIONAL MUNICIPALITY OF WATERLOO
COMMUNITY SERVICES COMMITTEE

Summary of Closed Recommendations to Council

The Community Services Committee recommends as follows:

1. THAT The Regional Municipality of Waterloo direct staff to seek participant status in the Environmental Review Tribunal case of Hess et al v. Ministry of the Environment to advocate the Region’s position that the officers and directors of Northstar Aerospace (Canada) Inc., and its related corporations, continue the remediation works in regard to the Trichloroethylene (TCE) contamination in the Bishop Street Community of Cambridge.

March 19, 2013