MEDIA RELEASE:  Friday, August 16, 2013, 4:30 P.M.

REGIONAL MUNICIPALITY OF WATERLOO COUNCIL AGENDA

Thursday, August 22, 2013
Closed Session 6:30 p.m.
WATERLOO COUNTY ROOM
Regular Meeting 7:00 p.m.
REGIONAL COUNCIL CHAMBER
150 Frederick Street, Kitchener, ON

1. MOMENT OF SILENCE
2. ROLL CALL
3. MOTION TO GO INTO CLOSED SESSION

THAT a closed meeting of Council be held on Thursday, August 22, 2013 at 6:30 p.m. in Waterloo County Room in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

   a) proposed or pending litigation and receiving of legal advice subject to solicitor client privilege related to an agreement
   b) proposed or pending disposition of land in the City of Kitchener
   c) labour relations related to a Board decision

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
9. MINUTES OF PREVIOUS MEETINGS
   a) Planning & Works Public Input – June 25, 2013
   c) Council – June 26, 2013
   d) Closed Special Council – July 10, 2013
   e) Special Council – July 10, 2013
   f) Planning & Works – August 13, 2013
   g) Administration & Finance – August 13, 2013
   h) Closed Committee – August 13, 2013
   i) Community Services - August 13, 2013
   j) Special Council – August 13, 2013
10. COMMUNICATIONS
   a) Email received from Nicholas Ermeta, City of Cambridge, on August 13, 2013
11. **MOTION TO GO INTO COMMITTEE OF THE WHOLE TO CONSIDER REPORTS**

12. **REPORTS**

   **Finance Reports**
   
   a) F-13-081, T2013-133 LED Traffic Signal Kits
   
   b) F-13-082, T2013-022, Landscape Planting at Various Locations – Township of Wilmot, City of Cambridge and City of Kitchener
   
   c) F-13-083, P2013-06, Supply and Installation of Filter Underdrains & Media for the Cambridge East Water Treatment Plants

   **Committee Reports**
   
   a) Community Services - attached & marked SS-130813
   
   b) Administration & Finance - attached & marked FS-130813
   
   c) Planning & Works - attached & marked PS-130813

13. **OTHER MATTERS UNDER COMMITTEE OF THE WHOLE**

   a) Memo: Ontario Works Caseload: July 2013

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**

   a) I, Sean Strickland, intend to introduce the following motion at the August 22, 2013 meeting of Regional Council.

   "WHEREAS Regional Council has approved the design and construction of 11 roundabouts along Franklin Blvd. in Cambridge and;

   WHEREAS these 11 roundabouts include a roundabout at the corner of Saginaw Parkway and Franklin Blvd. which is directly in front of St. Benedict Secondary (High) School and;

   WHEREAS a similar roundabout located in front of St. Mary’s High School in Kitchener has proven to be difficult for motor vehicle traffic and pedestrians to use safely and;
WHEREAS the St. Mary's roundabout has required several measures to improve its functionality including, reduced speed limit signs, additional large portable electronic signs, the closure of a traffic lane, and the use of school crossing guards;

THEREFORE BE IT resolved that in light of the operational challenges and pedestrian safety concerns experienced with the roundabout in front of St. Mary's High School that Regional Council does not replicate this situation with a roundabout in front of St. Benedict High School in Cambridge and RECONSIDERS its decision to build a roundabout at the corner of Saginaw Parkway and Franklin Blvd."

b) I, Rob Deutschmann, am providing notice that it is my intention to introduce the following motion at the August 22, 2013 meeting of Regional Council:

WHEREAS the current Regional Municipality of Waterloo Council Procedural By-Law 00-031 (referred to as the “Procedural By-Law”), as amended, provides at Section 35 that:

SPEAK ONCE – REPLY
No member will speak more than once to the same question without the approval of Council, except that a member who has presented a substantive motion rather than an amendment, may reply for not longer than five (5) minutes

AND WHEREAS Section 48(2) of the Procedural By-Law provides that:

While sitting in Committee of the Whole, the rules governing the procedure of Council and the conduct of members will be observed except that the number of times of speaking on any question will not be limited, provided that no member speaks more than once until every member who desires to speak has spoken.

AND WHEREAS Roberts Rules of Order Newly Revised 10th Edition in Section 4, The Handling of a Motion, under the heading Debate on a Question provides:

In the debate, each member has the right to speak twice on the same question on the same day, but cannot make a second speech on the same question so long as any member who has not spoken on that question desires the floor.

AND WHEREAS it is in the public interest to encourage as fulsome debate as can reasonably be accommodated at Regional Council;

BE IT RESOLVED that Section 35 of the Procedural By-Law be amended to provide that any member will be entitled to speak twice on the same question but the member cannot reply so long as any member who has not spoken on that question desires the floor.
18. **UNFINISHED BUSINESS**

   a) **E-13-099**, Franklin Boulevard Improvements, City of Cambridge – Saginaw Parkway Intersection Implementation Options

   *Report E-13-032, Franklin Boulevard Improvements – Roundabout Design at Franklin Boulevard and Saginaw Parkway, City of Cambridge and Supplementary Memo previously discussed distributed separately*

19. **OTHER BUSINESS**

20. **QUESTIONS**

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

   a) A By-law to Authorize the Entering into Agreement(s) for the Provision of Municipal Capital Facilities for Affordable Housing by King Street Properties (Elmira) Ltd., in the Township Woolwich

   "Pursuant to Regional By-law 02-035, and the Municipal Act, 2001 and Ontario Regulation 603/06 thereunder, the Regional Municipality of Waterloo (“the Region”) may enact this project specific capital facility by-law which permits the Region to enter into agreements with King Street Properties (Elmira) Ltd. to provide financial assistance for the construction of up to two (2) affordable rental housing units at 17 Memorial Avenue in the Township of Woolwich. Funding for this project has been approved by the Ministry of Municipal Affairs and Housing under the Investment in Affordable Housing for Ontario program – Rental Housing Component - and was approved by resolution of Council on June 26th, 2013."

   b) A By-law to Amend By-law 06-072, as amended, Being the Region’s Traffic and Parking By-Law (Roseville Road, North Dumfries Township)

   c) A By-law to Confirm the Actions of Council – August 22, 2013

22. **ADJOURN**
Dear Waterloo Regional Chair Ken Seiling and all members of Waterloo Regional Council,

As the ward councillor for North Galt, I must say I have received overwhelming opposition to the proposed roundabout on Franklin Boulevard at St Benedict Catholic Secondary School. I highly urge you to quash the idea of a proposed roundabout at this location and keep the traffic signals.

I’m receiving many complaints from residents who have difficulty crossing at other roundabouts in the city. Some of them call me while they are stuck waiting for a break in traffic to cross. Many motorists are not stopping to let them go and just zoom right by. Given some of the pedestrian problems at the other roundabouts, I’m of the impression that a roundabout at the high school is a potential disaster in the making - one that should be avoided like the plague. Many people still aren’t using roundabouts properly and there are a significant number of transport trucks that use Franklin on a regular basis at all times of the day. It has been said that roundabouts are to keep traffic moving and many in Cambridge fear this will compromise pedestrian safety. Many of my constituents also believe that a pedestrian crosswalk with lights defeats the purpose of removing the traffic lights.

To help address some of the concerns regarding the existing traffic signal at Saginaw and Franklin, I believe regional council should consider lowering the speed limit from...
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: August 22, 2013

FILE CODE: F18-30

SUBJECT: T2013-133 LED TRAFFIC SIGNAL KITS

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the tender of Electromega Limited for the supply of LED Traffic Signal Kits for a contract period of 3 years with an estimated total price of $652,040.25 including all applicable taxes.

SUMMARY:

Nil

REPORT:

The 2013 Transportation Capital Base Program includes the replacement of Traffic Signal LED Kits. A Pre-Qualification (PQ213-02) was issued for this work and submissions were evaluated with the suppliers listed below meeting the requirements. A tender was issued to the pre-qualified suppliers for the supply of LED Traffic Signal Kits for a three year period with prices being submitted for the 2013 requirement. The tender allows the supplier to apply the Ontario Consumer Price Index for years 2014 and 2015. The amount of LED kits to be purchased is 5,975 in 2013, 6,331 in 2014 and 5,400 in 2015.

Tenders were opened in the presence of A. Dooling, P. Fleming and A. Perrin.

The following tenders were received (prices reflect the 3 year cost, based on 2013 unit prices, and excluding any CPI adjustments):

- Electromega Limited, Oakville, ON - $652,040.25
- Fortran Traffic System Limited, Toronto, ON - $683,423.49
- Innovative Traffic Solutions, Stoney Creek, ON - $700,207.89
- Tacel Ltd., Toronto, ON - $742,328.64
- Econolite Canada Inc., Markham, ON - $836,975.85

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 Corporate Strategic Plan and specifically strategic objective 5.3 which is to ensure all Regional programs and services are efficient and effective and demonstrate accountability to the public.
FINANCIAL IMPLICATIONS:

Region of Waterloo Transportation Division Costs - 2013

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2013-123</td>
<td>$217,347</td>
</tr>
<tr>
<td>Regional Operations (Labour &amp; Equipment)</td>
<td>110,400</td>
</tr>
<tr>
<td>Wire and Cabling</td>
<td>66,000</td>
</tr>
<tr>
<td>Signal Heads and Accessories</td>
<td>55,000</td>
</tr>
<tr>
<td>LED Pedestrian Countdown Timers</td>
<td>150,000</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td><strong>$598,747</strong></td>
</tr>
</tbody>
</table>

Less: Municipal Rebate of 86.46% of HST (11.24%)

<table>
<thead>
<tr>
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<tr>
<td><strong>(48,575)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$550,172</td>
</tr>
</tbody>
</table>

The Region of Waterloo’s 2013 Ten Year Transportation Capital Program includes a total budget of $1,900,000 (Project #9631 - $700,000 in 2013 and $600,000 in each if 2014 and 2015) for the purchase and installation of LED Traffic Signal Kits funded from the Roads Rehabilitation Reserve Fund. Based on the low tender result, the resulting projected cost of $550,172 is $149,828 under the available budget in 2013. There are sufficient funds available in the 2014 and 2015 budgets to complete the work.

The final date of acceptance for this tender is September 29, 2013.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE: Nil

ATTACHMENTS: Nil

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

APPROVED BY: Craig Dyer, Chief Financial Officer
Tender T2013-133 LED Traffic Signal Replacement Kit Quantities

### 2013

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>300 mm Diameter Red LED Kit</td>
<td>1490</td>
</tr>
<tr>
<td>300 mm Diameter Amber LED Kit</td>
<td>256</td>
</tr>
<tr>
<td>300 mm Diameter Green LED Kit</td>
<td>256</td>
</tr>
<tr>
<td>200 mm Diameter Amber LED Kit</td>
<td>1234</td>
</tr>
<tr>
<td>200 mm Diameter Green LED Kit</td>
<td>1234</td>
</tr>
<tr>
<td>300 mm Square Bimodal Pedestrian LED Kit</td>
<td>1130</td>
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<tr>
<td>300 mm Bi-modal Green/Amber Arrow LED Kit</td>
<td>375</td>
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### 2014

<table>
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<tr>
<th>Description</th>
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<tbody>
<tr>
<td>300 mm Diameter Red LED Kit</td>
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<tr>
<td>300 mm Diameter Amber LED Kit</td>
<td>199</td>
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<tr>
<td>300 mm Diameter Green LED Kit</td>
<td>199</td>
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<tr>
<td>200 mm Diameter Amber LED Kit</td>
<td>1444</td>
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<tr>
<td>200 mm Diameter Green LED Kit</td>
<td>1442</td>
</tr>
<tr>
<td>300 mm Square Bimodal Pedestrian LED Kit</td>
<td>1120</td>
</tr>
<tr>
<td>300 mm Bi-modal Green/Amber Arrow LED Kit</td>
<td>284</td>
</tr>
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### 2015

<table>
<thead>
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<th>Quantity</th>
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</thead>
<tbody>
<tr>
<td>300 mm Diameter Red LED Kit</td>
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<tr>
<td>300 mm Diameter Amber LED Kit</td>
<td>535</td>
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<tr>
<td>300 mm Diameter Green LED Kit</td>
<td>478</td>
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<tr>
<td>200 mm Diameter Amber LED Kit</td>
<td>1012</td>
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<tr>
<td>200 mm Diameter Green LED Kit</td>
<td>976</td>
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<tr>
<td>300 mm Square Bimodal Pedestrian LED Kit</td>
<td>878</td>
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<tr>
<td>300 mm Bi-modal Green/Amber Arrow LED Kit</td>
<td>164</td>
</tr>
</tbody>
</table>
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: August 22, 2013

FILE CODE: F18-30

SUBJECT: T2013-022, LANDSCAPE PLANTING AT VARIOUS LOCATIONS - TOWNSHIP OF WILMOT, CITY OF CAMBRIDGE AND CITY OF KITCHENER

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the tender of Cedar Springs Landscape Group Ltd. for Landscape Planting at Various Locations - Township of Wilmot, City of Kitchener and the City of Cambridge, in the amount of $1,093,969.45 including all applicable taxes.

AND THAT the Regional Municipality of Waterloo approve an increase in project costs of $188,463.99 gross and $0.00 net to facilitate the work undertaken on behalf of the City of Kitchener.

SUMMARY: Nil

REPORT:

Tenders were called for Landscape Planting at Various Locations - Township of Wilmot, City of Cambridge and City of Kitchener and were advertised in the Waterloo Region Record, the Daily Commercial News, on the Ontario Public Buyers Association website and on the Region’s website. Tenders were opened in the presence of Michele Palmer-Novakovic, Mike Henderson and Ken Brisbois.

The following tenders were received:

<table>
<thead>
<tr>
<th>Company</th>
<th>Location</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cedar Springs Landscape Group Ltd.</td>
<td>Ancaster, ON</td>
<td>$1,093,969.45</td>
</tr>
<tr>
<td>Moser Landscape Group Inc.</td>
<td>Waterloo, ON</td>
<td>$1,258,078.44</td>
</tr>
<tr>
<td>Klomps Landscaping</td>
<td>St Marys, ON</td>
<td>$1,421,655.77</td>
</tr>
<tr>
<td>Twin-City Interloc Inc.</td>
<td>Kitchener, ON</td>
<td>$1,827,156.21</td>
</tr>
<tr>
<td>Bomar Landscaping Inc.</td>
<td>Guelph, ON</td>
<td>$2,491,379.93</td>
</tr>
</tbody>
</table>

The work under this contract includes the planting and maintenance of trees. In addition to tree planting, shrubs and perennial beds will also be planted at the roundabout locations. Planting will occur along the following Regional roads:

- Fischer Hallman Road (Victoria Street to Queens Boulevard), City of Kitchener
- Townline Road (Gore Road to Saginaw Parkway and Saginaw Parkway to CanAmera Parkway), City of Cambridge
- Trussler Road (Bleams Road South to New Dundee Road) City of Kitchener and Township of Wilmot
- Frederick Street (East Avenue to Edna Street), City of Kitchener
- Fairway Road Extension (Pebble Creek Drive to Fairway Bridge and Fairway Bridge to Fountain Street), City of Cambridge and City of Kitchener
- Maple Grove Road (Fountain Street to Cherry Blossom Road), City of Cambridge
- Pinebush Road (Hespeler Road to Franklin Boulevard), City of Cambridge
- Dundas Road (Maple Bush Drive to Branchton Road), City of Cambridge
- King Street at Morrison Road, City of Kitchener
- 76 Bloomingdale Road North, City of Kitchener
- Hespeler Road (Bishop Street to Eagle Street/Pinebush Road), City of Cambridge

This work includes landscape planting at eleven project sites with approximately 1,500 trees, 5,100 shrubs and 4,100 perennials/grasses/vines with a follow-up three year landscaping maintenance program for all plantings.

Subject to Council approval, the work is scheduled to begin September 3, 2013 with completion expected by October 28, 2013.

CORPORATE STRATEGIC PLAN:

Award of this contract is in accordance with the Region’s public tendering practices and meets the following Focus Areas of the Region’s Corporate Strategic Plan: 1.2 (Reduce greenhouse gas emissions and work to improve air quality); 2.2 (Develop optimize and maintain infrastructure to meet current and projected needs); and 5.3 (Ensure Regional programs and services are efficient and effective and demonstrate accountability to the public).

FINANCIAL IMPLICATIONS:

T2013-022 costs are shared as follows:

| Region of Waterloo Transportation Division | $ 918,358.85 |
| City of Kitchener | 175,610.60 |

Total (Including HST) $1,093,969.45

Region of Waterloo Transportation Division Costs

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2013-022</td>
<td>$ 918,359</td>
</tr>
<tr>
<td>Landscape Architect Fees</td>
<td>117,003</td>
</tr>
<tr>
<td>Engineering - Regional</td>
<td>42,000</td>
</tr>
<tr>
<td>Material Inspection and Testing during Construction</td>
<td>5,000</td>
</tr>
</tbody>
</table>

Sub-total $1,082,362

Less: Municipal Rebate of 86.46% of HST (11.24%) (103,482)

Total $ 978,880

The Region of Waterloo’s approved 2013 Ten Year Transportation Capital Program includes a total 2013 budget of $9,885,000 for these Regional road projects of which $1,055,000 is available for landscaping (projects 5659, 5786, 5204, 5275, 5274, 7115, 5251, 5989, 5190, 5572, and 5555). Based on the low tender result, the estimated cost of the work is $978,880 to be funded from the Roads Rehabilitation and Regional Development Charge Reserve Funds. The project costs are $76,120 or approximately 7% under the available budget sources for landscaping.
City of Kitchener Costs

<table>
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<tbody>
<tr>
<td>T2013-022</td>
<td>$175,611</td>
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<tr>
<td>Landscape Architect Fees</td>
<td>22,286</td>
</tr>
<tr>
<td>Engineering - Regional</td>
<td>8,000</td>
</tr>
<tr>
<td>Material Inspection and Testing during Construction</td>
<td>2,500</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td><strong>$208,397</strong></td>
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<tr>
<td>Less: Municipal Rebate of 86.46% HST (11.24%)</td>
<td>(19,933)</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$188,464</strong></td>
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The City of Kitchener had committed funding in the amount of $143,871 for their portion of work on this contract. Based on the low tender result, the estimated cost of the City’s work is $188,464. The project costs are $44,593 or approximately 30% over the City of Kitchener’s budget. Kitchener’s contract items (which represent 16% of the total contract value) were tendered as provisional items.

The City of Kitchener has not yet confirmed the additional required funding for this work. Should the City of Kitchener choose to proceed with the work and provide the necessary funding in the full amount of $188,464, the Region will proceed with the work on behalf of the City of Kitchener. Should the City of Kitchener choose not to provide the additional funding prior to the start of construction, the provisional item work will be reduced in scope by a contract Change Order to not exceed available City funding. The value of this reduction in scope would not alter the rankings of the submitted tenders. Because the City’s landscaping work was tendered as provisional items, Cedar Springs Landscaping Group Ltd. is not entitled to any additional payment (under the contract) as a result of any scope reduction to the City’s landscaping work.

The final date of acceptance for this tender is October 22, 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: August 22, 2013  

FILE CODE: F18-40  

SUBJECT: P2013-06, SUPPLY AND INSTALLATION OF FILTER UNDERDRAINS & MEDIA FOR THE CAMBRIDGE EAST WATER TREATMENT PLANTS  

RECOMMENDATION:  

THAT the Regional Municipality of Waterloo accept the proposal of Continental Carbon Group Inc. for the Supply and Installation of Filter Underdrains & Media for the Cambridge East Water Treatment Plants Upgrade in the amount of $1,973,545 including all applicable taxes.  

SUMMARY: Nil  

REPORT:  

Proposals were called for the Supply and Installation of Filter Underdrains & Media for the Cambridge East Water Treatment Plants project and were advertised in the Waterloo Region Record, on the Region’s website and on the Ontario Public Buyers Association website. One proposal was received and opened publicly in the presence of F. Smith, N. Morris and A. Dooling. Seven (7) proponents accessed the bid documents, five (5) proponents attended two (2) optional pre bid meetings and one proponent submitted a bid. 

Proposals were evaluated using pre-determined technical criteria which included compliance with technical specifications, installation experience for both the contractor and the equipment supplier, and references. The submission from Continental Carbon Group Inc. met the Region’s technical requirements and the price envelope was opened. 

The following proposal was received:  

Continental Carbon Group Inc.  

Stoney Creek, ON  

$1,973,545  

Work for this proposal is for the selection of a contractor to complete filter preparation, installation, and commissioning of new underdrains and new filter media for each of the ten (10) gravity filters at the Cambridge East (Pinebush, Shades Mills, and Turnbull) Water Treatment Plants. The existing filter underdrains at the three (3) Cambridge East Water Treatment Plants are approaching the end of their operating lifespan of 20 years and are facing operational challenges. Replacement of the existing underdrains and filter media has been recommended as the result of a thorough condition assessment of the Cambridge East Water Treatment Plants filtration system by the Region’s consultant. 

Both the supply and installation of this type of equipment are highly specialized with very few qualified proponents available to do this type of work. The Region made every possible effort to attract bidders by arranging two optional pre-bid site meetings and a two week extension was granted to the RFP closing date. In addition, equipment suppliers and installation contractors that normally do this type of work were informed of the RFP and details of the work. The scope
of this project is very similar to the project Continental Carbon Group Inc. is currently completing for the Mannheim filter underdrain upgrades, which may have discouraged additional bids due to the high specialization of the work (T2012-015 & P2012-24).

Work for this proposal is expected to begin April 2014 with completion in April 2015. This type of work can only be performed while the treatment plants are shut down. Due to the lead time for equipment, it is not possible to begin the work during the fall shut down.

CORPORATE STRATEGIC PLAN:

Award of this contract meets the Corporate Strategic Plan objective to develop, optimize and maintain infrastructure to meet current and projected needs under strategic Focus Area 2 Growth Management and Prosperity.

FINANCIAL IMPLICATIONS:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>P2013-06 Engineering - Consultant</td>
<td>$1,973,545</td>
</tr>
<tr>
<td>P2013-06 Engineering - Regional</td>
<td>95,609</td>
</tr>
<tr>
<td>P2013-06 Advertising</td>
<td>10,000</td>
</tr>
<tr>
<td>Sub-total</td>
<td>$2,079,480</td>
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<tr>
<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td>$205,849</td>
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<tr>
<td>Total</td>
<td>$1,873,631</td>
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</table>

The 2013 Ten Year Water Capital Forecast includes $2.05 million between 2013 and 2014 for upgrading the Cambridge East Water Treatment Plant Filters (Project #04168), which is sufficient to cover all costs for this work. This project is funded by the Region’s Water Reserve and Development Charge Fund.

The final date of acceptance for this proposal is September 1, 2013.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE: Nil

ATTACHMENTS: Nil

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

APPROVED BY: Craig Dyer, Chief Financial Officer
The Community Services Committee recommends as follows:

1. THAT the Regional Municipality of Waterloo approve an agreement to permit Opportunities Waterloo Region to continue to co-locate with Employment and Income Support, Social Services at 235 King Street East, Kitchener with no licence fee for the period September 1, 2013 to March 31, 2014, such an agreement to be satisfactory to the Regional Solicitor as outlined in Report SS-13-025, dated August 13, 2013.

2. THAT the Regional Municipality of Waterloo, as the Board of Health, send a copy of Report PH-13-032 to Dr. Arlene King, Chief Medical Officer of Health of Ontario, for her information.

3. THAT the Regional Municipality of Waterloo approve an increase to the 2013 Operating Budget for the Seniors’ Services Division in the amount of $225,768 gross and $0 net; AND THAT the 2013 Operating Budget for the Seniors’ Services Division be increased by $51,000 gross and $0 net on a one-time basis for the purchase of equipment and training costs; AND FURTHER THAT an increase of 4.45 full-time equivalents (FTE) be approved for the Seniors’ Services Division as of September 1, 2013 to increase the hours of direct care services and behavioural support staffing for the residents of Sunnyside Home as outlined in report SS-13-013, dated August 13, 2013.

4. THAT the Regional Municipality of Waterloo amend current service agreements with the Waterloo Region District School Board and the Waterloo Catholic District School Board to incorporate all school sites offering extended day programs, as outlined in report SS-13-022, effective September 1, 2013; AND further that the Regional Municipality of Waterloo amend current service agreements with Conestoga College Institute of Technology and Advanced Learning, 299 Doon Valley Drive, Kitchener, ON N2G 4M4; Jacob Hespeler Child Care Services, 640 New Hampshire Street, Waterloo, ON N2K 0A5; Young Women’s Christian Association, Kitchener-Waterloo, 153 Frederick Street, Kitchener, ON N2H 2M2; and Kitchener Waterloo Young Men’s Christian Association, 161 Roger Street, Waterloo, ON N2J 1B1, for the purposes of offering youth development programs, as outlined in report SS-13-022, effective September 1, 2013.

5. THAT the Regional Municipality of Waterloo amend the current Service Contract with the YWCA Kitchener-Waterloo Incorporated, 153 Frederick Street, Kitchener, Ontario, to include the new Jean Steckle Child Care Centre as outlined in report SS-13-023, dated August 13, 2013, effective August 22, 2013.

6. THAT the Regional Municipality of Waterloo approve entering into an agreement with the J.W. McConnell Family Foundation and Social Innovation Generation dated August
2013, in a form satisfactory to the Commissioner of Social Services and the Regional Solicitor;

AND THAT the 2013 Operating Budget for Social Planning, Policy and Program Administration be increased by $20,000 and $0 net Regional Levy, as outlined in report SS-13-026, dated August 13, 2013.

7. THAT the Regional Municipality of Waterloo, as the Board of Health, endorse the draft recommendations of the Ontario Public Health Association (OPHA) Health and the Built Environment working group report, “Beginner Driver Education (BDE) Curriculum Study”, as follows:

1. Advocate for mandatory cycling content in the Ministry of Transportation (MTO)’s Beginner Driver Education Curriculum Standards
2. Advocate for all MTO-approved Beginner Driver Education educators to receive regular consistent professional development training
3. Encourage MTO to identify accurate and consistent Share the Road with Cyclists resources for Beginner Driver Education educators to use as additional teaching tools.

And that a copy of Report PH-13-033 and the resolution be sent to the President of the Ontario Public Health Association and the Minister of Transportation.

August 13, 2013
THE REGIONAL MUNICIPALITY OF WATERLOO
ADMINISTRATION AND FINANCE COMMITTEE

Summary of Recommendations to Council

The Administration and Finance Committee recommends as follows:

1. THAT the Minutes of the Audit Committee – May 8, 2013 be approved.

2. THAT the Audit Committee endorse the recommendations and proposed actions of the Cultural Sites – Program Review 2012-2013 as described in Report No. CA-13-002/P-13-037, dated June 18, 2013;

   AND THAT $50,000 from Project 4404 Visitor Services, included in the McDougall Cottage 2013 Ten Year Capital Program, be transferred to a new project in order to complete the Strategic Planning for the Cultural Sites Program in 2013.

3. THAT Regional Commissioners be directed to make presentations to the appropriate committee meetings, to be held on September 10, 2013 and October 1, 2013, highlighting department priorities, trends and key issues as they relate to the 2014 budget review process.

4. THAT the Regional Municipality of Waterloo forward the full grant commitment of $7.8 million to the Cambridge Memorial Hospital redevelopment project immediately and that the matter of interest payment options be referred to staff for further study and a recommendation for Council’s consideration.

August 13, 2013
The Planning and Works Committee recommends as follows:

1. THAT the Regional Municipality of Waterloo reduce the speed limit to 60 km/h on Roseville Road (Regional Road 46) from 150 metres east of Brown Avenue to the City of Cambridge boundary.


3. THAT the Regional Municipality of Waterloo enter into a Consultant Services Agreement with Associated Engineering Ltd. to provide consulting engineering services for a Class Environmental Assessment, detailed design, contract administration and construction inspection for Fountain Street from Kossuth Road / Fairway Road to Cherry Blossom Road in the City of Cambridge at an upset fee limit of $579,368.00 plus applicable taxes for the Class Environmental Assessment and detailed design phases, with construction administration and construction inspection to be paid on a time basis as described in this Report E-13-093 dated August 13, 2013.

4. THAT the Regional Municipality of Waterloo direct staff to undertake a review on the associated impacts, benefits, costs etc., of implementing Pavement Degradation Fees for asphalt road cuts on Regional roadways as outlined in Report E-13-076 dated August 13, 2013.

5. THAT the Regional Municipality of Waterloo:

   a) Declare surplus the lands shown and described as Part Lot 320, Plan 376, Parts 1 to 5 on Reference Plan 58R-17636, City of Kitchener, Regional Municipality of Waterloo, and provide the standard public notification as required by the Region's property disposition by-law; and

   b) Approve a transfer of the property to the abutting property owners at 183 Louisa Street, Kitchener, Ontario

6. THAT the Regional Municipality of Waterloo pass a by-law to close to public passage part of Regional Road 8 (Weber Street) between Victoria Street and Wilhelm Street, during construction of improvements to Weber Street and grade separation at the CN Rail crossing, effective on a date to be determined by the Commissioner of Transportation and Environmental Services, and to authorize the Commissioner of Transportation and Environmental Services to designate reasonable temporary alternate routes for all property owners with access to Regional Road 8 (Weber Street) who cannot obtain access to their property by reason of such closing;

   AND THAT the Regional Municipality of Waterloo pass a by-law to amend Road Consolidation By-law 01-059 (Regional Road System) to:
Effective on a date to be determined by the Commissioner of Transportation and Environmental Services establish and open as part of Regional Road 8 (Weber Street) of the Regional Road System the lands as described below:

a. Part of Lots 8 and 9, Registered Plan 401, designated as Parts 1 and 2 on Plan WR720017 PIN 22317-0347;

b. Part of Lots 1, 3, and 4, Registered Plan 389, designated as Part 1 on Reference Plan 58R-17827 being Part of PIN 22315-0011 (LT);

c. Part of Lots 4 and 8, Registered Plan 389, designated as Part 2 on Reference Plan 58R-17827 being Part of PIN 22315-0020 (LT);

d. Parts of Lots 8 and 9, Registered Plan 389, designated as Part 3 on Reference Plan 58R-17827 being Part of PIN 22315-0303 (LT);

e. Part of Wellington Street, Registered Plan 376 being Part 15 on the unregistered Reference Plan attached as Schedule C to Report CR-RS-10-071/E-13-098, PIN 22319-0188;


g. Part of Lot 267, Registered Plan 376; Part Lot 69 Streets and Lanes being Part 17 on the unregistered Reference Plan attached as Schedule C to Report CR-RS-13-071/E-13-098, PIN 22319-0104;

h. Part of Lot 320, Registered Plan 376 being Parts 18 and 19 on the unregistered Reference Plan attached as Schedule C to Report CR-RS-13-071/E-13-098, PINs 22319-0094 and 22319-0093;

i. Part of Louisa Street, Registered Plan 376 being Part 20 on the unregistered Reference Plan attached as Schedule C to Report CR-RS-13-071/E-13-098 PIN 22319-0187;


Notwithstanding By-law No. 13-____ the Subject Lands shall be open to public passage as of the effective date of this by-law;

AND THAT the Regional Municipality of Waterloo pass a by-law effective on a date to be determined by the Commissioner of Transportation and Environmental Services to establish and open as a temporary detour road during construction of improvements to Weber Street and a grade separation at the CN Rail crossing the lands described below:

a) Part Lot 16, Registered Plan 374, Part Lot 19 Municipal Complied Plan of Subdivision of Lot 3, German Company Tract being Part 1 on 58R-17826 PIN 22319-0177;

b) Part Lot 19, Municipal Complied Plan of Subdivision of Lot 3, German Company Tract being Parts 2 and 3 on 58R-17826 PINs 22319-0165 and 22319-0194;

c) Part Lot 19, Municipal Complied Plan of Subdivision of Lot 3, German Company Tract; Part Lot 221, Registered Plan 376 being Part 4 on 58R-17826 PIN 22319-0195;

d) Part Lot 221, Registered Plan 376 being Part 5 on 58R-17826 PIN 22319-0171;

e) Part Breithaupt Street, Registered Plan 376, being Part 6 on 58R-17826 PIN 22319-0190;
f) Part Lot 155, Registered Plan 376, being Part 7 on 58R-17826 PIN 22319-0158;
g) Part of Lots 155 and 156, Registered Plan 376, being Parts 8, 9 and 10 on 58R-17826 PINs 22319-0159, 22319-0160 and 22319-0161;
h) Part of Lane, Registered Plan 376 being Parts 11 and 12 on 58R-17826 PIN 22319-0189;
i) Part of Lot 81, Registered Plan 376, being Part 14 on 58R-17826 PIN 22319-0150;
j) Part of Lots 80 and 81, Registered Plan 376 being Part 15 on 58R-17826 PIN 22319-0149;
k) Part of Lot 80, Registered Plan 376 being Part 16 on 58R-17826 PIN 22319-0148;

AND FURTHER THAT the Regional Municipality of Waterloo pass a by-law effective on a date to be determined by the Commissioner of Transportation and Environmental Services to permanently close the existing accesses to Regional Road 8 (Weber Street) from the properties known as: 126, 136, 140 and 142 Weber Street and 111 Ahrens Street in the City of Kitchener.

7. THAT the Regional Municipality of Waterloo approve the Final Draft, Freeport Creek and Tributary to the Grand Watershed Study (Aquafol Beech, July, 2013) pursuant to Regional Official Plan policy 7.F.6 to the extent that it addresses matters of Regional interest, and more specifically:

a) That Regional staff collaborate with City of Cambridge and Grand River Conservation Authority staff to incorporate policies in the City’s planning documents for the East Side Lands to implement a Groundwater Management Plan pursuant to the Source Water Protection policies in the Regional Official Plan and the proposed Sourcewater Protection Plan that would, among other matters:

i) Maintain the quantity and distribution of groundwater recharge through the design of stormwater management facilities and buried infrastructure;
ii) Require Salt Impact Assessments that include consideration of the design of stormwater management facilities to reduce need for winter de-icing practices for plans of subdivision, new employment and multiple-unit residential land uses;
iii) Require Salt Management Plans that mitigate the risks of winter de-icing for all new employment and multi-unit residential land uses with large parking lots;
iv) Consider requiring the accreditation of private winter maintenance contractors through the Smart About Salt™ program; and
v) Implement a Groundwater Monitoring Program to assess changes to the shallow water table as a result of development and verify that the pre-development water balance is being maintained as imperviousness increases and also document whether local private wells are adversely affected by ongoing development.

b) That the following revisions to the mapping of the Greenlands Network within the study area be incorporated in a future amendment to Map 4 of the Regional Official Plan:

i) Identify woodland areas shown in Attachment A as proposed additions to Significant Woodlands and Core Environmental Features;
ii) Identify the Lower Freeport Creek Wetland Complex as a proposed addition to the northern end of the Grandview Woods Environmentally Sensitive Policy Area (ESPA 73) as shown in Attachment B;

ii) Identify the Freeport Marsh Core Environmental Feature, as shown on Attachment C, as a proposed new Environmentally Sensitive Policy Area, and

iv) Identify the Middle Block Swamp Core Environmental Feature, as shown on Attachment D as a proposed new Environmentally Sensitive Policy Area.

c) That staff continue to work with City of Cambridge staff to reflect linkages and Supporting Environmental Features identified in the sub-watershed study in the City’s planning documents.

d) That staff continue to collaborate with staff of the City of Cambridge, City of Kitchener, and Grand River Conservation Authority to implement recommendations for the protection, stewardship, enhancement, and monitoring of the Greenlands Network [P-13-080/E-13-097]

8. THAT The Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands for the reconstruction of Franklin Boulevard from Pinebush Road to south of Bishop Street, and north of Clyde Road to south of Main Street, in the City of Cambridge, in the Region of Waterloo as detailed in report CR-RS-13-065 dated August 13, 2013:

1. Complete application(s) to the Council of the Regional Municipality of Waterloo, as may be required from time to time, for approval to expropriate land, which is required for the reconstruction of Franklin Boulevard and described as follows:

Fee Simple Partial Taking:

1. PT LT 6-7 PL 837 being Part 1 on 58R-17759 being Part of 03766-0271 (210 Pinebush Road, Cambridge);
2. PT LT 9 & 11, RCP1384 being PT 25 on 58R-17759, being Part of 03796-3637 (225 Pinebush Road, Cambridge);
3. LT 31 RCP 1382 being Part 46 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);
4. LT 2 RCP 1383, being Part 10 on 58R-17760, being Part of 03796-0047 (210 Sheldon Drive, Cambridge);
5. PT LT 21 RCP 1383 being PTs 23 and 29 on 58R-17760 being Part of 03796-0069 (1201 Franklin Blvd, Cambridge);
6. PT LT 24 RCP 1383 being PT 3 on 58R-17761, being Part of 03796-0101 (1111 Franklin Blvd, Cambridge);
7. LT 29 RCP 1379 being PT 35 on 58R-17760 being Part of 03790-0051 (1200 Franklin Blvd, Cambridge);
8. PT LT 1 RCP 1380 being Parts 17 and 23 on 58R-17761, being Part of 03796-0115 (1700 Bishop Stret, Cambridge);
9. PT LT 30 RCP 1379 being Part 36 on 58R-17761, being Part of 03790-0159 (1625 Bishop Street, Cambridge);
10. PT LT 15 RCP 1378 being Part 31 on 58R-17761, being Part of 03794-0025 (1680 Bishop Street, Cambridge);
11. PT LT 56-57, PL 1126 being Part 1 on 58R-17762, being Part of 03813-0153 (288 Clyde Road, Cambridge);
12. PT LT 56 PLAN 1126 being Part 4 on 58R-17762, being Part of 03825-0443 (310 Clyde Road, Cambridge);
13. PT LT 20 PL 1126 being Part 33 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
14. PT LT 46 RCP 1135 being Part 5 on 58R-17763, being Part of 03826-0171 (399 Franklin Blvd, Cambridge);
15. PT LT 19 PL 1126 being Part 35 on 58R-17762, being Part of 03821-0149 (285 Clyde Road, Cambridge);
16. LT 47 RCP 1135 being Part 6 on 58R-17763, being Part of 03826-0173 (401 Franklin Blvd, Cambridge);
17. PT LT 46 RCP 1135 being Part 3 on 58R-17763, being Part of 03826-0172 (501 Franklin Blvd, Cambridge);
18. PT LT 5 CON 11 being Parts 2 and 3 on 58R-17767, being Part of 03826-0200 (600 Main Street, Cambridge);
19. PT LT 41 and 42 RCP 1135 being Parts 13, 14, 16, 17 and 20 on 58R-17763, being Part of 03821-0787 (430-440 Franklin Blvd, Cambridge);
20. PT LT 5 CON 10 being Part 15 on 58R-17767, being Part of 03845-0007 (605 Main Street E, Cambridge);
21. PT LT 22 & 24 PL 1126 being Part 24 on 58R-17762, being Part of 03826-0017 (531 Franklin Blvd, Cambridge);
22. PT LT 9 RCP 1384 being Part 7 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
23. PT of LT 33, RCP 1135 being Part 9 on 58R-17763, being Part of 03826-0174 (395 Franklin Blvd, Cambridge);
24. PT LT 29 & 34 RCP 1135 being Parts 1 and 3 on 58R-17766, being Part of 03826-0189 (385 Franklin Blvd, Cambridge);
25. PT LT 21 RCP 1383 being Parts 12, 15, 16 and 20 on 58R-17760, being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
26. PT LT 5 CON 11 being Part 1 on 58R-17767, being Part of 03826-0218 (North East Corner of Franklin & Main Street, Cambridge);
27. PT LT 9 RCP 1384 being Part 8 on 58R-17760, being Part of 03796-0032 (1225 Franklin Blvd, Cambridge);
28. PT LT 24, PL 1126 being Parts 25 and 26 on 58R-17762, being Part of 03821-0152 (532 Franklin Blvd, Cambridge);
29. PT LT 44 RCP 1135 being PT 6 on 58R-17764, being Part of 03821-0390 (500 Franklin Blvd, Cambridge);
30. PT LT 44 RCP 1135 being Parts 24, 26 and 28 on 58R-17763, being Part of 03821-0381 (470-472 Franklin Blvd, Cambridge);
31. PT LT 39 & 40 RCP 1135 being Part 10 on 58R-17763, being Part of 03822-0039 (416 Franklin Blvd, Cambridge);
32. PT LT 5 CON 10 being Parts 25 and 28 on 58R-17767, being Part of 03824-0045 (200 Franklin Blvd, Cambridge);
33. PT LT 29 RCP 1135 being Parts 9, 11 and 12 on 58R-17766, being Part of 03826-0190 (365 Franklin Blvd, Cambridge);
34. PT LT 5 CON 11 being Parts 40 and 41 on 58R-17767, being Part of 03824-0043 (500 Main Street, Cambridge);
35. PT LT 28 RCP 1135 and PT LT 5 CON 11 being Part 33 on 58R-17766, being Part of 03824-0042 (350 Franklin Blvd, Cambridge);  
36. PT LT 38 RCP 1135 being Parts 69, 75 and 78 on 58R-17766, being Part of 03822-0083 (384-390 Franklin Blvd, Cambridge);  
37. PT LT 18 PL 1126 being Part 37 on 58R-17762, being Part of 03821-0148 (283 Clyde Road, Cambridge);  
38. PT LT2 PL837 being Part 8 on 58R-17766, being Part of 03822-0085 (358 Franklin Blvd, Cambridge);  
39. PT LT 37 RCP 1135 being Part 67 on 58R-17766, being Part of 03822-0084 (378 Franklin Blvd, Cambridge);  
40. PT LT 36 RCP 1135 being Parts 64 and 70 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);  
41. PT LT 35 RCP 1135 being Parts 47 and 51 on 58R-17766, being Part of 03822-0087 (356 Franklin Blvd, Cambridge);  
42. PT LT 28 RCP 1135 being Parts 36, 38 and 40 on 58R-17766, being Part of 03824-0041 (352 Franklin Blvd, Cambridge);  
43. PT LT 29 RCP 1135 being Parts 7 and 8 on 58R-17766, being Part of 03826-0202 (375 Franklin Blvd, Cambridge);  
44. PT LT 28 RCP 1135 being Parts 17, 18 and 19 on 58R-17766, being Part of 03826-0191 (345 Franklin Blvd, Cambridge);  
45. PT LT 28 RCP 1382 being Part 39 on 58R-17760, being Part of 22642-0066(R) (200 Sheldon Drive, Cambridge);  
46. PT LT 28 RCP 1382 being Part 38 on 58R-17760, being Part of 22642-0133 (1220 Franklin Blvd, Cambridge);  
47. PT LT 2, RCP 1384 being Part 9 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge);  
48. PT LT 2 RCP 1149 being Part 51 on 58R-17759, being Part of 22642-0046 (201 Pinebush Road, Cambridge);  
49. PT LT 1 RCP 1149 being Part 54 on 58R-17759, being Part of 22642-0045 (193 Pinebush Road, Cambridge);  
50. PT LT 3 RCP 1149 being Part 49 on 58R-17759, being Part of 22642-0054 (203 Pinebush Road, Cambridge);  

Temporary Easement:  
1. PT LT 6-7 PL 837 being Part 2 on 58R-17759 being Part of 03766-0271 (210 Pinebush Road, Cambridge);  
2. PT LT 9 & 11, RCP1384 being Parts 22, 24, 26, 27, 30, 33 and 58 on 58R-17759, being Part of 03796-3637 (220 Pinebush Road, Cambridge);  
3. LT 31 RCP 1382 being Parts 45 and 47 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);  
4. LT 2 RCP 1383, being Part 9 on 58R-17760, being Part of 03796-0047 (210 Sheldon Drive, Cambridge);  
5. PT LT 24 RCP 1383 being Part 2 on 58R-17761, being Part of 03796-0101 (1111 Franklin Blvd, Cambridge);  
6. LT 29 RCP 1379 being Part 33 on 58R-17760 and Part 1 on 58R-17768, being Part of 03790-0051 (1200 Franklin Blvd, Cambridge);
7. PT LT 1 RCP 1380 being Parts 16, 21, 22, and 25 on 58R-17761, being Part of 03796-0115 (1700 Bishop Street, Cambridge);
8. PT LT 30 RCP 1379 being Parts 33 and 37 on 58R-17761, being Part of 03790-0159 (1625 Bishop Street, Cambridge);
9. PT LT 56-57, PL 1126 being Part 2 on 58R-17762, being Part of 03813-0153 (288 Clyde Road, Cambridge);
10. PT LT 56 PL 1126 being Part 7 58R-17762, being Part of 03825-0443 (310 Clyde Road, Cambridge);
11. PT LT 20 PL 1126 being Part 32 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
12. PT LT 46 RCP 1135 being Part 4 on 58R-17763, being Part of 03826-0171 (399 Franklin Blvd, Cambridge);
13. PT LT 19 PL 1126 being Part 34 on 58R-17762, being Part of 03821-0149 (285 Clyde Road, Cambridge);
14. LT 47 RCP 1135 being Part 7 on 58R-17763, being Part of 03826-0173 (401 Franklin Blvd, Cambridge);
15. PT LT 46 RCP 1135 being Parts 1 and 2 on 58R-17763, being Part of 03826-0172 (501 Franklin Blvd, Cambridge);
16. PT LT 5 CON 11 being Parts 4, 5 and 6 on 58R-17767, being Part of 03826-0200 (600 Main Street, Cambridge);
17. PT LTS 41 and 42 RCP 1135 being Parts 12, 15, 18,19 and 21 on 58R-17763, being Part of 03821-0787 (430-440 Franklin Blvd, Cambridge);
18. PT LT 22 & 24 PL 1126 being Part 23 on 58R-17762, being Part of 03826-0017 (531 Franklin Blvd, Cambridge);
19. PT LT 9 RCP 1384 being Parts 1 and 6 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
20. PT of LT 33, RCP 1135 being Part 8 on 58R-17763, being Part of 03826-0174 (395 Franklin Blvd, Cambridge);
21. PT LT 29 & 34 RCP 1135 being Parts 2 and 4 on 58R-17766, being Part of 03826-0189 (385 Franklin Blvd, Cambridge);
22. PT LT 21 RCP 1383 being Parts 18 and 22 on 58R-17760, being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
23. PT LT 5 CON 11 being Part 42 on 58R-17767, being Part of 03826-0218 (North East Corner of Franklin & Main Street, Cambridge);
24. PT LT 23 PL 1126 being Part 19 on 58R-17762, being Part of 03826-0011 (299 Clyde Road, Cambridge);
25. PT LT 24 RCP 1383 being Part 1 on 58R-17761, being Part of 03796-0100 (1165 Franklin Blvd, Cambridge);
26. PT LT 28, RCP 1135 being Parts 26 and 29 on 58R-17766, being Part of 03826-0206 (East Side Franklin Blvd, Cambridge);
27. PT LT 24, PL 1126 being Parts 27, 28 and 29 on 58R-17762, being Part of 03821-0152 (532 Franklin Blvd, Cambridge);
28. PT LT 28, RCP 1135 being Parts 21, 24 and 25 on 58R-17766 and PT LT5 CON 11 being Part 8 on 58R-17767, being Part of 03826-0192 (East side Franklin Blvd, Cambridge);
29. PT LT 44 RCP 1135 being Parts 1, 2, 3, 4, 5 and 7 on 58R-17764, being Part of 03821-0390 (500 Franklin Blvd, Cambridge);
30. PT LT 23 PL 1126 being Part 17 on 58R-17762, being Part of 03826-0012 (301 Clyde Road, Cambridge);
31. PT LT 44 RCP 1135 being Parts 25 and 27 on 58R-17763, being Part of 03821-0381 (470-472 Franklin Blvd, Cambridge);
32. PT LT 39-40 RCP 1135 being Part 11 on 58R-17763, being Part of 03822-0039 (416 Franklin Blvd, Cambridge);
33. PT LT 23 PL 1126 being Part 14 on 58R-17762, being Part of 03826-0013 (303 Clyde Road, Cambridge);
34. PT LT 23 PL 1126 being Part 13 on 58R-17762, being Part of 03826-0014 (305 Clyde Road, Cambridge);
35. PT LT 23 PL 1126 being Part 12 on 58R-17762, being Part of 03826-0015 (307 Clyde Road, Cambridge);
36. PT LT 23 PL 1126 being Parts 10 and 11 on 58R-17762, being Part of 03826-0016 (309 Clyde Road, Cambridge);
37. PT LT 5 CON 10 being Part 23 on 58R-17767, being Part of 03845-0008 (615 Main Street, Cambridge);
38. PT LT 5 CON 11 being Parts 36 and 38 on 58R-17767, being Part of 03824-0043 (500 Main Street, Cambridge);
39. PT LT 28 RCP 1135 and PT LT 5 CON 11 being Part 34 on 58R-17766, being Part of 03824-0042 (350 Franklin Blvd, Cambridge);
40. PT LT 5 CON 10 being Part 11 on 58R-17767, being Part of 03845-0008 (615 Main Street, Cambridge);
41. PT LT 38 RCP 1135 being Parts 68, 76 and 77 on 58R-17766, being Part of 03822-0083 (384-390 Franklin Blvd, Cambridge);
42. PT LT 18 PL 1126 being Part 36 on 58R-17762, being Part of 03821-0148 (283 Clyde Road, Cambridge);
43. PT LT 5 CON 10 being Part 9 on 58R-17767, being Part of 03845-0009 (635 Main Street, Cambridge);
44. PT BLK 40 PL 58M241 being Parts 18, 19, 20, 21 and 22 on 58R-17767, being Part of 03845-0165 (255 Franklin Blvd, Cambridge);
45. PT LT 5 CON 10 being Part 33 on 58R-17767, being Part of 03824-0024 (495 Main Street, Cambridge);
46. PT LT 5 CON 10 being Part 32 on 58R-17767, being Part of 03824-0026 (503 Main Street, Cambridge);
47. PT LT 37 RCP 1135 being Part 65 on 58R-17766, being Part of 03822-0089 (374 Franklin Blvd, Cambridge);
48. PT LT 36 RCP 1135 being Part 62 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);
49. PT LT 35 RCP 1135 being Part 48 on 58R-17766, being Part of 03822-0087 (354 Franklin Blvd, Cambridge);
50. PT LT 5 CON 11 being Parts 34 and 35 on 58R-17767, being Part of 03824-0016 (490 Main Street, Cambridge);
51. PT LT 44 RCP 1135 being Part 22 on 58R-17763, being Part of 03821-0379 (460-462 Franklin Blvd, Cambridge);
52. PT LT 44 RCP 1135 being Parts 23, 29 and 30 on 58R-17763, being Part of 03821-0380 (466 Franklin Blvd, Cambridge);
53. PT LT 28 RCP 1135 being Part 35 on 58R-17766, being Part of 03824-0041 (352 Franklin Blvd, Cambridge);
54. PT LT 2 RCP 1149 being Part 53 on 58R-17759, being Part of 22642-0046 (201 Pinebush Road, Cambridge);
55. PT LT 1 RCP 1149 being Part 55 on 58R-17759, being Part of 22642-0045 (193 Pinebush Road, Cambridge);
56. PT LT 3 RCP 1149 being Part 50 on 58R-17759, being Part of 22642-0054 (203 Pinebush Road, Cambridge);
57. PT LT 30 RCP 1379 being Part 36 on 58R-17759, being Part of 22642-0049 (1250 Franklin Blvd, Cambridge);
58. PT LT 29 RCP 1135 being Parts 5 and 6 on 58R-17766, being Part of 03826-0202 (375 Franklin Blvd, Cambridge);
59. PT LT 28 RCP 1135 being Parts 15, 16, and 20 on 58R-17766, being Part of 03826-0191 (345 Franklin Blvd, Cambridge);
60. PT LT 5 CON 11 being Part 7 on 58R-17767, being Part of 03826-0199 (620 Main Street, Cambridge);
61. PT LT 23-24 RCP 1383 being Parts 3, 4 and 5 on 58R-17768, being Part of 03796-0095 (1177 Franklin Blvd, Cambridge);
62. PT LT 1 RCP 1380 being Part 9 on 58R-17761, being Part of 03796-0116 (1710 Bishop Street North, Cambridge);
63. PT LT 37 RCP 1135 being Part 66 on 58R-17766, being Part of 03822-0084 (378 Franklin Blvd, Cambridge);
64. PT LT 22 RCP 1383 being Part 2 on 58R-17768, being Part of 03796-0094 (1185 Franklin Blvd, Cambridge);
65. PT LT 22 RCP 1383 being Part 31 on 58R-17760, being Part of 03796-0070 (1195 Franklin Blvd, Cambridge);
66. PT LT 25 PL 1126 being Parts 8 and 9 on 58R-17762, being Part of 03826-0018 (311 Clyde Road, Cambridge);
67. PT LT 28 RCP 1382 being Parts 40 and 43 on 58R-17760, being Part of 22642-0066 (R) (200 Sheldon Drive, Cambridge);
68. PT LT 28 RCP 1382 being Parts 36 and 37 on 58R-17760, being Part of 22642-0133 (1220 Franklin Blvd, Cambridge);
69. PT LT 2, RCP 1384 being Parts 10, 13, 18 and 21 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge);
70. PT LT 21 RCP 1383 being Part 25 on 58R-17760, being Part of 03796-0069 (1201 Franklin Blvd., Cambridge);
71. PT LT 29 RCP 1135 being Parts 10, 13 and 14 on 58R-17766, being Part of 03826-0190 (365 Franklin Blvd., Cambridge).

**Permanent Easement:**

1. PT LT 6-7 PL 837 being Parts 3, 4, 5 and 6 on 58R-17759 being Part of 03766-0271 (210 Pinebush Road, Cambridge);
2. PT LT 9 & 11, RCP 1384 being Parts 23, 28, 29, 31, 32, 56, 57, 60 and 61 on 58R-17759, being Part of 03796-3637 (225 Pinebush Road, Cambridge);
3. LT 31 RCP 1382 being Parts 38, 39, 40, 41, 42, 43, 44, 48 and 59 on 58R-17759, being Part of 22642-0047 (209 Pinebush Road, Cambridge);
4. LT 2 RCP 1383, being Part 42 on 58R-17760, being Part of 03796-0047 (210 Sheldon Drive, Cambridge);
5. PT LT 21 RCP 1383 being Parts 24, 26, 27, and 28 on 58R-17760 and Parts 5 and 6 on 58R-17769, being Part of 03796-0069 (1201 Franklin Blvd, Cambridge);
6. PT LT 24 RCP 1383 being Parts 4, 5, 6, 7, 8, 38 and 39 on 58R-17761, being Part of 03796-0101 (1111 Franklin Blvd, Cambridge);
7. LT 29 RCP 1379 being Parts 32 and 34 on 58R-17760 being Part of 03790-0051 (1200 Franklin Blvd, Cambridge);
8. PT LT 1 RCP 1380 being Parts 24, 26, 27, and 28 on 58R-17761 and Parts 5 and 6 on 58R-17769, being Part of 03796-0069 (1201 Franklin Blvd, Cambridge);
9. PT LT 30 RCP 1379 being Parts 34 and 35 on 58R-17761, being Part of 03790-0159 (1625 Bishop Street, Cambridge);
10. PT LT 15 RCP 1378 being Parts 29, 30 and 32 on 58R-17761, being Part of 03794-0025 (1680 Bishop Street, Cambridge);
11. PT LT 56 PLAN 1126 being Parts 5 and 6 58R-17762, being Part of 03826-0011 (288 Clyde Road, Cambridge);
12. PT LT 56-57, PL 1126 being Part 3 on 58R-17762, being Part of 03813-0153 (288 Clyde Road, Cambridge);
13. PT LT 56 PLAN 1126 being Parts 5 and 6 58R-17762, being Part of 03825-0443 (310 Clyde Road, Cambridge);
14. PT LT 20 PL 1126 being Parts 30 and 31 and 38 on 58R-17762, being Part of 03821-0150 (287 Clyde Road, Cambridge);
15. PT LT 5 CON 10 being Parts 13, 14 and 16 on 58R-17767, being Part of 03845-0007 (605 Main Street E, Cambridge);
16. PT LT 9 RCP 1384 being Parts 2, 3, 4 and 5 on 58R-17760, being Part of 03796-0027 (1245 Franklin Blvd, Cambridge);
17. PT LT 21 RCP 1383 being Parts 11, 13, 14, 17, 19, and 21 on 58R-17760 and Parts 1, 2, 3 and 4 on 58R-17769 being Part of 03796-0068 (225 Sheldon Drive, Cambridge);
18. PT LT 5 CON 11 being Part 32 on 58R-17766 being Part of 03826-0218 (North East Corner of Franklin & Main Street, Cambridge);
19. PT LT 23 PL 1126 being Parts 18, 20, 21 and 22 on 58R-17762, being Part of 03826-0011 (299 Clyde Road, Cambridge);
20. PT LT 28, RCP 1135 being Parts 27, 28, 30 and 31 on 58R-17766, being Part of 03826-0206 (East Side Franklin Blvd, Cambridge);
21. PT LT 23 PL 1126 being Part 16 on 58R-17762, being Part of 03826-0012 (301 Clyde Road, Cambridge);
22. PT LT 23 PL 1126 being Part 15 on 58R-17762, being Part of 03826-0013 (303 Clyde Road, Cambridge);
23. PT LT 5 CON 10 being Parts 24, 26, 27, 29, 30 and 31 on 58R-17767, being Part of 03824-0045 (200 Franklin Blvd, Cambridge);
24. PT LT 5 CON 11 being Parts 37 and 39 on 58R-17767, being Part of 03824-0043 (500 Main Street, Cambridge);
25. PT LT 5 CON 10 being Part 12 on 58R-17767, being Part of 03845-0008 (615 Main Street, Cambridge);
26. PT LT 5 CON 10 being Part 10 on 58R-17767, being Part of 03845-0009 (635 Main Street, Cambridge);
27. PT BLK 40 PL 58M241 being Part 17 on 58R-17767, being Part of 03845-0165 (255 Franklin Blvd, Cambridge);
28. PT LT 36 RCP 1135 being Parts 55, 56, 57, 58, 59, 60, 61, 63, 71, 72, 73 and 74 on 58R-17766, being Part of 03822-0086 (364 Franklin Blvd, Cambridge);
29. PT LT 35 RCP 1135 being Parts 49, 50, 52, 53 and 54 on 58R-17766, being Part of 03822-0087 (354 Franklin Blvd, Cambridge);
30. PT LT 28 RCP 1135 being Parts 37, 39, 41, 42, 43, 44, 45 and 46 on 58R-17766, being Part of 03824-0041 (352 Franklin Blvd, Cambridge);
31. PT LT 2 RCP 1149 being Part 52 on 58R-17759, being Part of 22642-0046 (201 Pinebush Road, Cambridge);
32. PT LT 15 RCP 1378 being Parts 26, 27 and 28 on 58R-17761, being Part of 03794-0026 (1100 Franklin Blvd, Cambridge);
33. LT 30 RCP 1379 being Parts 34, 35 and 37 on 58R-17759, being Part of 22642-0049 (1250 Franklin Blvd, Cambridge);
34. PT LT 22 RCP 1383 being Part 30 on 58R-17760, being Part of 03796-0070 (1195 Franklin Blvd, Cambridge);
35. PT LT 28 RCP 1382 being Part 41 on 58R-17760, being Part of 22642-0066(R) (200 Sheldon Drive, Cambridge);
36. PT LT 2, RCP 1384 being Parts 11, 12, 14, 15, 16, 17, 19, and 20 on 58R-17759, being Part of 03765-0106 (220 Pinebush Road, Cambridge);
37. PT LT 1, RCP 1380 being Part 10 on 58R-17761, being Part of 03796-0116 (1710 Bishop Street North, Cambridge).

Full Taking:

1. PT LT 21-22 PL 1126 being Parts 2 and 3 on 67R-745 except PT 1 on 67R3788, being all of 03821-0151 (289 Clyde Road, Cambridge);
2. PT LT 22 PL 1126 as in WS654737, being all of 03826-0010 (297 Clyde Road, Cambridge);
3. PT LT 56 PL 1126 as in 383969 except 423005, being all of 03825-0139 (300 Clyde Road, Cambridge);

2. Serve notices of the above application(s) required by the Expropriations Act;
3. Forward to the Chief Inquiry Officer any requests for a hearing that may be received;
4. Attend, with appropriate Regional staff, at any hearing that may be scheduled;
5. Discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete a transaction whereby the required interests in the lands are conveyed; and
6. Do all things necessary and proper to be done, and report thereon to Regional Council in due course

August 13, 2013
MEMORANDUM

To: Chair Sean Strickland and Members of the Community Services Committee
From: David Dirks, Director, Employment and Income Support
Copies: Douglas Bartholomew-Saunders, Commissioner, Social Services
File No.: S09-80
Subject: ONTARIO WORKS CASELOAD: JULY 2013

This memorandum is provided as information for members of Council. Employment & Income Support, Social Services with Finance monitors the Ontario Works (OW) caseload on a monthly basis. Below is a chart summarizing the caseload at the end of July 2013 with comparisons to the months of June 2013 and July 2012 as well as September 2008.

Very briefly,
• The OW caseload at July 2013 was: 8,560
• The OW caseload at June 2013 was: 8,717
• The decrease from June to July 2013 was: 157 cases (1.8%)
• The decrease from July 2012 was: 198 cases (2.3%)
• The increase from September 2008 was: 2,268 cases +36.1%
• Waterloo Region unemployment rate for July 2013 was: 8.0%
• Waterloo Region unemployment rate for July 2012 was: 7.1%

Ontario Works Caseload and Unemployment Rate

<table>
<thead>
<tr>
<th></th>
<th>July 2013</th>
<th>June 2013</th>
<th>July 2012</th>
<th>% Change June to July</th>
<th>% Change Year to Year</th>
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<tbody>
<tr>
<td>OW Caseload</td>
<td>8,560</td>
<td>8,717</td>
<td>8,758</td>
<td>(1.8%)</td>
<td>(2.3%)</td>
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</tbody>
</table>
Unemployment Rates – Seasonally Adjusted*

<table>
<thead>
<tr>
<th>Province</th>
<th>July 2013</th>
<th>June 2013</th>
<th>July 2012</th>
<th>% Change June to July</th>
<th>% Change Year to Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Province</td>
<td>7.6%</td>
<td>7.5%</td>
<td>7.9%</td>
<td>1.3%</td>
<td>(3.8%)</td>
</tr>
<tr>
<td>Waterloo Region</td>
<td>8.0%</td>
<td>7.5%</td>
<td>7.1%</td>
<td>6.7%</td>
<td>12.7%</td>
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</tbody>
</table>

*As revised by Statistics Canada

The July caseload declined 157 cases over June 2013. The caseload is 36% higher than at the outset of the 2008 recession.

The provision of social assistance supports the Region’s 2011-2014 Corporate Strategic Focus Area 4: Healthy and Inclusive Communities; (to) foster healthy, safe, inclusive and caring communities.

If you have any questions or comments or for further information, please contact David Dirks, Director, Employment and Income Support at 519-883-2179 or ddirks@regionofwaterloo.ca
TO: Chair Ken Seiling and Members of Region Council

DATE: August 22, 2013

FILE CODE: CO4-30, 5549

SUBJECT: FRANKLIN BOULEVARD IMPROVEMENTS, CITY OF CAMBRIDGE – SAGINAW PARKWAY INTERSECTION IMPLEMENTATION OPTIONS

RECOMMENDATION:

For Information.

SUMMARY:

This Report provides information as requested at the June 26, 2013 Regional Council meeting concerning the impacts of revising the proposed roundabout at the Franklin Boulevard and Saginaw Parkway intersection to a signalized intersection. In response to Council’s request, staff has prepared and analysed the impacts of the following three options for implementation of intersection improvements at the Franklin Boulevard/Saginaw Parkway intersection and the remainder of the Franklin Boulevard improvements project:

A. Continue with the Franklin Boulevard Improvements Project as currently proposed including a roundabout at Franklin Boulevard/Saginaw Parkway intersection and the current implementation schedule.

B. Revise the roundabout at Saginaw Parkway to a signalized intersection.

C. Defer the decision of whether the Franklin Boulevard/Saginaw Parkway Intersection remains as a roundabout or is revised to a signalized intersection until after the Year 1 improvements have been completed, drivers have a substantial period to acclimate to the roundabouts and a full operational review of the performance of the Year 1 improvements has been completed.

Any option which revises the proposed roundabout at Saginaw Parkway to a signalized intersection would require public consultation in order to undertake an Addendum to the current approved Class Environmental Assessment (EA). Revising the proposed roundabout at Saginaw Parkway to a signalized intersection would result in widening of Franklin Boulevard in the Saginaw Parkway area to 6 or more lanes and reconsideration of the roundabout at the adjacent Can-Amera Parkway intersection, requiring considerable re-design work for approximately 1/6 of this 8 km long project. A Class EA Addendum and re-design would add considerable time to complete the Franklin Boulevard improvements and delay the completion of the Saginaw Parkway section to between 2019 and 2022, depending on which implementation option is selected. In addition, selecting an option which revises the approved roundabout at Saginaw Parkway to a signalized intersection would result in additional costs to the project, ranging in value from $2 million to $4.5 million depending on which option is selected. Maintaining traffic signals at the Saginaw Parkway intersection in lieu of a roundabout would result in more injuries and delays to motorists and pedestrians. A larger signalized intersection will not improve the current pedestrian collision problem at this location.
REPORT:

1. Background

This Report provides information as requested at the June 26, 2013 Regional Council meeting concerning the impacts of revising the proposed roundabout at the Franklin Boulevard and Saginaw Parkway intersection to a signalized intersection.

The Franklin Boulevard Improvements Class Environmental Assessment (EA) was approved by Regional Council on March 24, 2010. The approved roadway improvements include approximately 8.0 km of road along Franklin Boulevard from Myers Road to Pinebush Road, with the construction of eleven roundabouts. Five of the roundabouts on Franklin Boulevard will have 3 lane entries/exits (at Pinebush Road, Sheldon Drive, Bishop Street, Can-Amera Parkway and Saginaw Parkway).

The current Council-approved construction phasing plan is as follows:

- **Year 1 construction in 2015**
  - North End - Pinebush Road to north of Can-Amera Parkway, including roundabouts at Pinebush Road, Sheldon Drive and Bishop Street, and
  - South End - north of Clyde Road southerly to south of Main Street, including roundabouts at Clyde Road, Savage Drive and Main Street.

- **Year 2 construction in 2016**
  - North End - north of Can-Amera Parkway southerly to north of Clyde Road, including roundabouts at Can-Amera Parkway, Saginaw Parkway and Avenue Road, and
  - South End - south of Main Street southerly to south of Champlain Boulevard, including roundabouts at Dundas Street and Champlain Boulevard.

Please refer to Appendix A for a key plan showing the Council-approved construction phasing.

At the May 8, 2012 Planning and Works Committee meeting, Committee members raised questions and concerns regarding pedestrian crossing safety at roundabouts and requested staff to review options for enhancements to assist pedestrian/student crossing at the Franklin Boulevard/Saginaw Parkway roundabout and report back with further design of this roundabout. Staff conducted a review of the Saginaw Parkway roundabout to address concerns regarding student crossing safety and presented design recommendations for enhancing pedestrian/student crossing at this intersection to Regional Planning and Works Committee at its June 18, 2013 meeting (Report E-13-032 as attached to the Council agenda). Staff’s design recommendations for enhancing pedestrian/student crossing at the Saginaw Parkway roundabout includes for raised crosswalks at the roundabout and implementation of an accessible traffic control signalized crossing on Franklin Boulevard north of Saginaw Parkway that is available for use by all pedestrians.

As a result of concerns raised by delegations at the June 18, 2013 Planning and Works Committee meeting regarding the roundabout design and student/pedestrian crossing safety at the Saginaw Parkway intersection, together with questions from members of Committee regarding previous direction on a roundabout at this intersection, Regional Planning and Works Committee referred a decision on the Saginaw Parkway roundabout design to Regional Council on Wednesday June 26, 2013. Staff responded to issues and concerns of the June 18, 2013 Committee meeting in a memo to Council dated June 25, 2013 (as attached to the Council agenda). This memo confirmed Council’s previous approval for a roundabout at the Saginaw Parkway intersection. Staff’s memo also identified that the proposed design enhancements to
pedestrian crossing safety at the Saginaw Parkway roundabout for raised crosswalks (as per Report E-13-032) would be further developed with local Fire Department staff prior to implementation, and that additional traffic calming measures such as rumble strips were not appropriate or necessary on Franklin Boulevard.

At the June 26, 2013 Regional Council meeting, Council deferred a decision on the design of the Saginaw Parkway roundabout and a member of Council gave notice to bringing forward a motion at the next Regional Council meeting in August 2013 to reconsider the roundabout at Saginaw Parkway. As a result, Council requested staff to bring back a report on the impacts of revising the roundabout at Saginaw Parkway to a signalized intersection for Council's consideration at the August 22, 2013 Council meeting.

2. Impacts of Revising the Proposed Roundabout at Saginaw Parkway to a Signalized Intersection

Staff has considered the impacts of maintaining traffic signals at the Saginaw Parkway/Franklin Boulevard intersection in lieu of the proposed roundabout including the design implications and impacts to traffic operations, schedule and cost. Staff caution that the assessment of the impacts noted herein are very preliminary at this time and are based on a brief, conceptual review. Considerable additional analysis, design and evaluation are required to provide more accurate assessments of the full impacts to the project of revising the proposed roundabout at Saginaw Parkway to a signalized intersection. Based on a very preliminary review of the potential impacts to traffic operations, schedule and cost, the impacts to maintaining traffic signals at Saginaw Parkway are assessed as follows:

Design and Traffic Operation Impacts

The current approved roundabout configuration at Saginaw Parkway requires 5 lanes on Franklin Boulevard between the roundabouts at Can-Amera Parkway and Saginaw Parkway. Therefore, the proposed roundabout at Saginaw Parkway would require students (wishing to cross Franklin Boulevard to access St. Benedict School) to cross Franklin Boulevard as two separate crossings, one of 3 lanes and one of 2 lanes. Should the Saginaw Parkway intersection be revised to a signalized intersection, staff would need to consider revising the Can-Amera Parkway roundabout to a traffic signal, given the close proximity of the intersections and the risk of the Saginaw Parkway traffic signals “backing up” traffic into the Can-Amera Parkway roundabout. With traffic signals at Saginaw Parkway and Can-Amera Parkway, between 6 and 8 lanes of traffic would be required on Franklin Boulevard between Bishop Street and Glamis Road to provide the same amount of capacity provided by roundabouts at these intersections. Staff have concerns with this number of lanes and would have to do considerably more analysis and review before determining if it would perform adequately from a capacity and safety perspective; however, staff's initial assessment is that the impacts of as many as 8 lanes on property and the local community would be excessive and it is likely that staff would instead recommend a 6 lane cross-section between Bishop Street and Glamis Road. The 6 lane scenario, however, would result in delays to Franklin Boulevard motorists during peak periods and there would be frequent times when one signalized intersection queue would “back up” into the other signalized intersection between Can-Amera Parkway and Saginaw Parkway. This traffic congestion would only get worse in the future as traffic volumes increase.

A signalized intersection at Saginaw Parkway with 6 lanes on Franklin Boulevard would also require additional property for road widening from residential lands south of Saginaw Parkway to Glamis Road. It would require St. Benedict students and other pedestrians to cross 7 lanes of
traffic (6 lanes plus a turn lane) at the Saginaw Parkway intersection. The additional road widening south of Saginaw Parkway would also likely necessitate consideration of a noise wall due to the elimination of an existing berm along the west side of the road. Further design would be required to confirm the full impacts of widening the road to 6 or 8 lanes.

Class Environmental Assessment Implications

The current approved Municipal Class Environmental Assessment (EA) for Franklin Boulevard includes roundabouts at Saginaw Parkway and Can-Amera Parkway. Any change to this configuration will require an Addendum to the Class EA. The work to conduct this Addendum would include additional traffic analysis, road redesign, development and evaluation of additional design alternatives and increased public consultation. Once completed, the Class EA Addendum will have to be placed on the public record for review and will be subject to potential requests for Part II Orders (“bump ups”) from the public and agencies. Staff estimate the time to fully complete this Addendum, obtain Ministry of Environment (MOE) approval and be in a position to commence detail design and property acquisition would add approximately 2.0 years to the current project schedule.

Schedule and Cost Impacts

Staff and the consultant are diligently advancing the design for this project to maintain a two-year construction window for completing construction in 2015 and 2016. Any interruption in this design process will result in a delay to the Year 2 improvements from 2016 to 2017 and beyond. To date, the Region has expended approximately $2 million of the $3 million detailed design budget for this project. A decision to revise the Saginaw Parkway roundabout to a signalized intersection would result in a multi-year delay to the re-construction of the corridor in the Saginaw Parkway area due to the need for the Class EA Addendum and re-design of a significant portion of the Year 2 improvements. Staff have estimated the cost of the Class EA Addendum and re-design to be approximately $500,000 to $750,000.

Any delays to the construction of the Year 2 improvements will result in other additional costs to this project as follows:

- Additional maintenance costs to the existing road to maintain the pavement surface
- Increased property costs due to market–value increases
- Increased construction cost due to normal “construction escalation”

The estimated values of the additional costs caused by any construction delay are difficult to quantify and would be dependent on the number of years of delay. Staff has prepared a very preliminary estimate of the total additional cost for various implementation options and these additional costs could range from $2,000,000 to $4,500,000. Other impacts that are related to the delay of construction of the Saginaw Parkway section of this project include the continuing delays to motorists on this and on other corridors in Cambridge and injuries to all users that will continue to occur until the improvements are completed.

3. Design and Property Acquisition Update

Detailed design of the Year 1 phase of the Franklin Boulevard improvements is nearing completion with property acquisition underway, requiring road widening and easements from 79 properties. Construction of the Year 1 improvements is scheduled for 2015. Any delay to the design and property acquisition process for the Year 1 improvements will result in the delay of Year 1 construction to beyond 2015.
Construction of the proposed roundabout at Saginaw Parkway is included as part of the north end of the Year 2 construction phase for the Franklin Boulevard improvements currently planned for 2016. Please refer to Appendix A, Key Plan – Franklin Boulevard Construction Phasing. Detailed design of the Year 2 construction improvements, including the roundabout at Saginaw Parkway, is approximately 50% complete with an estimated 74 properties identified as requiring road widening and or easements. No property has been acquired to date for the Year 2 improvements. Any delay to the design and property acquisition for the Year 2 improvements will result in the delay of Year 2 construction to beyond 2016.

Should construction of improvements at the Saginaw Parkway intersection (including other related road improvements scheduled as Stage 2 of Year 2 North End construction) be deferred beyond 2016, staff would propose proceeding in 2016 with the road improvements between Glamis Road and Clyde Road (Stage 1 of the Year 2 North End construction), including a roundabout at Avenue Road, and road improvements between Main Street and Champlain Boulevard (Year 2 South End construction), including roundabouts at Dundas Street and Champlain Boulevard. This implementation approach would result in 3 years of construction for this project.

4. Implementation Options for Council Consideration

In reviewing the potential impacts of revising the roundabout at Franklin Boulevard and Saginaw Parkway to a signalized intersection, staff have developed three project implementation options for Council’s consideration. In developing these three options, staff considered the following:

- The impacts of revising the roundabout at Saginaw Parkway to a traffic signal as discussed in this report;
- The continued concerns regarding student safety and accommodating visually impaired users at the Saginaw Parkway intersection;
- The concerns expressed by Cambridge Councillors and residents that the project is being implemented too quickly and motorists need more time to adjust to the new roundabouts; and
- The need to reduce congestion and injuries on this corridor as soon as possible.

In light of the considerations noted above, the three implementation options developed by staff are described as follows:

Option A - Continue with the Franklin Boulevard Improvements project as currently proposed including a roundabout at Franklin Boulevard/Saginaw Parkway intersection and the current implementation schedule.

This option includes the immediate continuation of design and property acquisition to construct Year 1 and 2 improvements as approved under the Class EA, including roundabouts at Saginaw Parkway and Can-Amera Parkway. This option will result in completion of the entire project by the end of 2016. As part of this option, staff would conduct a short operational review and public feedback consultation over the winter of 2015/2016 on the functioning of Year 1 roundabouts and report back to Committee with the results of the public consultation in early 2016.

Option B – Revise the roundabout at Saginaw Parkway to a signalized intersection.

This option incorporates traffic signals at the Saginaw Parkway intersection. Staff would immediately cease all current design and property acquisition work on Franklin Boulevard between Bishop Street and Glamis Road and immediately commence the Class EA Addendum to obtain approval for the changes to this project. Due to the additional time required for the
Class EA Addendum and re-design of approximately 1/6 of the project, the construction of the corridor between Bishop Street and Glamis Road would be delayed to 2019 at the earliest.

Option C - Defer the decision of whether the Franklin Boulevard/Saginaw Parkway Intersection remains as a roundabout or is revised to a signalized intersection until after the Year 1 improvements have been completed, drivers have a substantial period to acclimate to the roundabouts and a full operational review of the performance of the Year 1 improvements has been completed.

This option defers a decision on the roundabout versus signalized intersection improvement at Saginaw Parkway to allow for a one year operational review of the Year 1 roundabouts on Franklin Boulevard. Design and property acquisition for construction of Year 2 Saginaw Parkway area improvements would stop immediately and the Year 1 proposed improvements would proceed in 2015 as currently scheduled. The operational review of Year 1 roundabouts would be extended throughout 2016 for a full year of data collection and review. Public consultation concerning the operational review would occur in early 2017. Based on the results of the operational review and public consultation, a report back to Committee would be presented by staff in mid 2017 seeking direction on whether to proceed with a roundabout or signalized intersection at Saginaw Parkway.

As a result of deferring the decision on the roundabout at Saginaw Parkway under Option C, detailed design and property acquisition for construction of the Saginaw Parkway area between Bishop Street and Glamis Road (Stage 2 of Year 2 North End construction) would need to be stopped to avoid incurring costs for design and property acquisition that might not be required.

Should Council, after consideration of the operational review of the Year 1 roundabouts on Franklin, confirm the construction of a roundabout at Saginaw Parkway (herein called Option C1), detail design and property acquisition can be restarted in 2017; however, there would be approximately $500,000 to $1.5 million of additional engineering, road maintenance and increased construction cost for the delay and start-up of the project. Staff estimates that construction of the Saginaw Parkway roundabout and related Franklin Boulevard area improvements under Option C1 would be completed in 2020.

Should Council, after consideration of the operational review of the Year 1 roundabouts in 2017, wish to revise the roundabout to a signalized intersection at Saginaw Parkway (herein called Option C2), an Addendum to the Class EA would be required, including full public consultation. Completion of the Class EA Addendum will result in an additional 1.5 to 2.0 years delay to re-obtain approval for the Saginaw Parkway area improvements on Franklin Boulevard. Detailed design and property acquisition for the signalized intersection at Saginaw Parkway and related Franklin Boulevard Improvements can be started after completion of the Class EA Addendum; however, there would be approximately $2.0 million to $4.5 million of additional costs related to engineering (Class EA Addendum and design), road maintenance and increased construction and property cost for the delay and restart-up of the project. The detailed design and property acquisition for a signalized intersection would result in at least a further 2 years delay in construction. Staff estimate that construction under Option C2 would be completed no sooner then 2022.

Implementing either Option C1 or Option C2 would allow for a full year operational review of the Year 1 roundabouts and public feedback on how they are working, as well as provide at least an additional 4 years for area motorists to gain experience and familiarity in driving the Year 1 roundabouts on Franklin Boulevard before construction commences on any roundabout in the Saginaw Parkway area.
5. **Evaluation of Implementation Options**

Staff has completed a very preliminary assessment of the three implementation options with respect to traffic operations, safety, property impacts, schedule and costs. This assessment is summarized in a Table in Appendix B – Evaluation of Implementation Options for Saginaw Parkway Intersection Design. A summary of the estimated schedules for the three implementation options is shown in Appendix C – Saginaw Parkway Intersection Implementation Option Schedules.

With respect to safety and traffic operations, staff has assessed Options A, and C1, which include the roundabout at Saginaw Parkway, as being superior to Options B and C2 because of the following reasons:

- Fewer injury collisions to both motorists and pedestrians would be expected at the roundabout.
- With Options B and C2, which include a traffic signal at Saginaw Parkway, there would be a much larger intersection than exists today. The pedestrian crossing for the signalized Options B and C2 would increase in length from the existing 5 lanes to 7 lanes. A large intersection would likely result in longer delays to pedestrians and in turn would likely result in an increase in the number of students who would elect to “run across the road” rather than wait for the “walk signal”. With a 7 lane wide pedestrian crossing, staff believe that the current pedestrian collision problem at Saginaw Parkway would get worse.
- Motorists would experience more delays with signals than with the roundabout.

With respect to costs, staff has assessed Option A as being superior as it involves no additional cost. The other options would result in additional costs with Options B and C2 having the highest estimated additional cost (Option B - $2.0 to $3.5 million; Option C2 - $2.0 to $4.5 million).

With respect to schedule, staff has assessed Option A as being superior to B, C1, and C2 because it would result in no delay to implementing improvements to this busy corridor. Options C1 and C2 provide the benefit of a full one year for the operational review of the Year 1 roundabouts after their construction and gives drivers a substantial period to acclimate to the roundabouts prior to the decision of whether the Franklin Boulevard/Saginaw Parkway intersection remains as a roundabout or is revised to a signalized intersection.

Options B and C2 for a signalized intersection at Saginaw Parkway would also likely require the construction of a noise wall along Franklin Boulevard between Saginaw Parkway and Glamis Road due to the additional road widening and elimination of an existing berm along the road.

**Construction of a Pedestrian Bridge**

A pedestrian bridge could be constructed for a roundabout or traffic signal option. Staff have not done a design of a potential bridge structure and there are many different options that could be considered. A very preliminary cost could be $1.5 million to $3 million or more.

**CORPORATE STRATEGIC PLAN:**

This project is consistent with the development of Focus Area 2 – Growth Management and Prosperity by optimizing infrastructure to meet current and projected needs.
The improvements on Franklin Boulevard when complete will support Focus Area 3 – Sustainable Transportation by optimizing existing road capacity to safely manage traffic.

FINANCIAL IMPLICATIONS:

The 2013 Ten Year Transportation Capital Program includes $51,680,000 over the years 2013 to 2017 for the design, property acquisition, utility relocations and construction of this project to be funded from the Region Development Charges Reserve Fund. Depending on which option is selected for implementing this project, additional funds ranging from $500,000 to $4.5 million would need to be added as part of the process to develop the 2014 Ten Year Transportation Capital Program.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

NIL

ATTACHMENTS

Appendix A – Key Plan – Franklin Boulevard Construction Phasing
Appendix B – Franklin Boulevard Improvements – Evaluation of Implementation Options for Saginaw Parkway Intersection Design
Appendix C – Franklin Boulevard Improvements – Saginaw Parkway Intersection Implementation Option Schedules

PREPARED BY: William Gilbert, Senior Project Manager, Design and Construction
APPROVED BY: Thomas Schmidt, Commissioner, Transportation and Environmental Services
### APPENDIX B

**FRANKLIN BOULEVARD IMPROVEMENTS – EVALUATION OF IMPLEMENTATION OPTIONS FOR SAGINAW PARKWAY INTERSECTION DESIGN**

<table>
<thead>
<tr>
<th>Option</th>
<th>Traffic Criteria</th>
<th>Safety Criteria</th>
<th>Property Criteria</th>
<th>Schedule Criteria</th>
<th>Cost Criteria</th>
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<tbody>
<tr>
<td>A. <strong>Continue Franklin Blvd Improvements as Currently Proposed including a Roundabout at Saginaw Pkwy and Construction of Year 2 Improvements in 2016</strong></td>
<td><strong>Includes Roundabout at Saginaw (3 lanes entry and exits) with 5 lanes on Franklin</strong></td>
<td><strong>- Reduced pedestrian crossing delay and time (5 lanes at 2 separate crossings; one at 2 lanes, one at 3 lanes)</strong></td>
<td><strong>Roundabout would reduce vehicle injury collisions by 75%</strong></td>
<td><strong>- Construction of improvements completed in 2016</strong></td>
<td><strong>- 2013 10 Year Transportation Capital Program includes $51, 680,000 for design, property and construction of Franklin Improvements (Roundabouts)</strong></td>
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<td><strong>- Provides acceptable level of traffic capacity for planning horizon</strong></td>
<td><strong>Roundabout would reduce pedestrian collisions (on average by 63% compared to traffic signals)</strong></td>
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<tr>
<td></td>
<td></td>
<td><strong>- Improvements to traffic congestion by 2016</strong></td>
<td><strong>Improvement to vehicle and pedestrian collisions occurs in 2016</strong></td>
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<td></td>
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<td><strong>- Requires property from commercial/institutional area at the Saginaw intersection</strong></td>
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<tr>
<td>B. <strong>Revise the Roundabout at Saginaw Parkway to a Signalized Intersection</strong></td>
<td><strong>Includes Traffic signals at Saginaw with 8 lanes plus turn lanes between Can-Amera and Saginaw and a signalized intersection at Can-Amera (alternatively 6 lanes plus turn lanes from Can-Amera to Glamis/Robson with continued traffic congestion during peak periods)</strong></td>
<td><strong>- Increased pedestrian delay and crossing times on Franklin (crossing up to 8 lanes plus turn lanes in comparison to proposed 5 lanes at a roundabout)</strong></td>
<td><strong>4 times more injury collisions at signals than roundabouts</strong></td>
<td><strong>- Construction of Road Improvements delayed to 2019</strong></td>
<td><strong>- Additional cost for EA Addendum and detail design</strong></td>
</tr>
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<td></td>
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<td><strong>- 8 lanes would be required to provide acceptable level of traffic capacity for reducing traffic congestion (alternatively 6 lanes between Can-Amera and Saginaw would result in continued traffic congestion during peak traffic periods)</strong></td>
<td><strong>- Does not improve existing pedestrian collisions (existing 7 collisions over 5 years where 2 on average would be expected)</strong></td>
<td></td>
<td><strong>- Increase in construction cost (3 years construction escalation and contract overlaps)</strong></td>
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<td></td>
<td></td>
<td><strong>- Full improvements to traffic congestion delayed to 2019</strong></td>
<td><strong>Pedestrian collisions are expected to increase with wider intersection (up to 9 lanes)</strong></td>
<td></td>
<td><strong>- Increase in property cost (market increase)</strong></td>
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<td>C. <strong>Defer the decision of whether the Franklin Boulevard/Saginaw Parkway intersection remains as a roundabout or is revised to a signalized intersection until after the Year 1 improvements have been completed, drivers have a substantial period to acclimate to the roundabouts and a full operational review of the performance of the Year 1 improvements has been completed.</strong></td>
<td><strong>- A Roundabout at Saginaw would reduce pedestrian crossing delay and time (5 lanes at 2 separate crossings; one at 2 lanes, one at 3 lanes)</strong></td>
<td><strong>- If Roundabout at Saginaw:</strong></td>
<td><strong>Roundabout alternative; construction of road improvements delayed to 2020</strong></td>
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<td><strong>- If Roundabout at Saginaw:</strong></td>
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<td><strong>- Vs A Traffic Signal at Saginaw would increase pedestrian delay and crossing times on Franklin (crossing up to 8 lanes plus turn lanes)</strong></td>
<td><strong>- Would reduce vehicle injury collisions by 75%</strong></td>
<td></td>
<td><strong>- Increase in construction cost (4 years construction escalation and contract overlaps)</strong></td>
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<td><strong>- A Roundabout at Saginaw would provide acceptable level of traffic capacity for the planning horizon</strong></td>
<td><strong>- Would reduce pedestrian collisions (on average by 63% compared to traffic signals)</strong></td>
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<td><strong>- Increase in property cost (market increase)</strong></td>
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<td><strong>- Vs A Traffic Signal at Saginaw would require 8 lanes to provide</strong></td>
<td><strong>- Delays construction of vehicle and pedestrian collision improvements to 2020</strong></td>
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<td><strong>- Additional road maintenance cost</strong></td>
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<td></td>
<td><strong>- If Traffic Signal at Saginaw:</strong></td>
<td><strong>- Construction of noise wall likely required between Saginaw Parkway and Glamis Road</strong></td>
<td><strong>- Additional cost for EA Addendum and detail design</strong></td>
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<td><strong>- 4 times more injury collisions at signals than roundabouts</strong></td>
<td></td>
<td><strong>- Increase in construction cost (6 years construction escalation and contract overlaps)</strong></td>
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<td></td>
<td><strong>- Does not improve existing pedestrian collisions (existing 7 collisions over 5 years where 2 on average would be expected)</strong></td>
<td></td>
<td><strong>- Increase in property cost (market increase)</strong></td>
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<tr>
<td>Option</td>
<td>Traffic Criteria</td>
<td>Safety Criteria</td>
<td>Property Criteria</td>
<td>Schedule Criteria</td>
<td>Cost Criteria</td>
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|        | acceptable level of traffic capacity for reducing traffic congestion (or alternatively 6 lanes between Can-Am and Saginaw that would result in continued traffic congestion during peak traffic periods)  
  - Allows 1 year operational review of Year 1 roundabouts and additional 4 years for area motorists to gain experience in driving the Year 1 roundabouts on Franklin  
  - Full improvement to traffic congestion delayed to 2020 (Roundabout alternative) or 2022 (Traffic Signal alternative) | ○ Pedestrian collisions are expected to increase with wider intersection (up to 9 lanes) | *Impacts on Property for Options B and C2 require additional design for determining the number of properties impacted and amount of property required | | *Impacts on Property cost for Options B and C2 require additional comprehensive design work and are not included |
|        |                  |                |                   |                   |              |

- Pedestrian collisions are expected to increase with wider intersection (up to 9 lanes)

- Additional road maintenance cost

- Total increased cost estimated at $2.0 million to $4.5 million
# APPENDIX C

FRANKLIN BOULEVARD IMPROVEMENTS - SAGINAW PARKWAY INTERSECTION IMPLEMENTATION OPTION SCHEDULES

<table>
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<tbody>
<tr>
<td><strong>A</strong> Continue Franklin Blvd Improvements as Currently Proposed including a Roundabout at Saginaw Pkwy and Construction of Year 2 Improvements in 2016</td>
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<tr>
<td>Year 1</td>
<td>Design / Property</td>
<td>Utilities</td>
<td>Construction</td>
<td>Short Operational Review of Year 1 Roundabouts</td>
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<tr>
<td>Year 2</td>
<td>Design / Property</td>
<td>Utilities</td>
<td>Construction</td>
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| Year 1 | Design / Property | Utilities | Construction |
| Year 2 | * Stop Detailed Design / Property Acquisition for Saginaw Area |
| Year 2 South End > | Construction |
| Saginaw Area > | Addendum to EA (Public Consultation) |
| Year 2 South End > | Construction |
| Saginaw Area > | Signals Design / Property |
| | Utilities |
| | Construction |

| Year 1 | Design / Property | Utilities | Construction |
| Year 2 | * Stop Detailed Design / Property Acquisition for Year 2 Saginaw Area |
| Year 2 South End > | Construction |
| Saginaw Area > | Yr 1 Rdts Review |
| Option C1 - Roundabout > | Roundabout Design / Property |
| | Utilities |
| | Construction |
| Option C2 - Signals > | Addendum to EA (Public Consultations) |
| | Signals Design / Property |
| | Utilities |
| | Construction |

B Revise the Roundabout at Saginaw Parkway to a Signalized Intersection

C Defer the Decision of Whether the Saginaw Pkwy Intersection Remains as a Roundabout or is Revised to a Signalized Intersection Until After Construction of Year 1 Improvements and A Full Operational Review of the Performance of Year 1 Improvements