Regional Municipality of Waterloo
Consolidated
Council Agenda

Wednesday, September 17, 2014

Closed Session 6:45 p.m.
Waterloo County Room
Regular Meeting 7:00 p.m.
Regional Council Chamber
150 Frederick Street, Kitchener, ON

* Denotes items not part of Original Agenda

1. Moment of Silence

2. Roll Call

3. Motion To Go Into Closed Session

That a closed meeting of Council be held on Wednesday, September 17, 2014 at 6:45 p.m. in the Waterloo County Room in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

   a) proposed or pending litigation related to an agreement

4. Motion to Reconvene Into Open Session
5. **Declaration of Pecuniary Interest Under The Municipal Conflict of Interest Act**

6. **Presentations**

   a) Award for Planning Excellence for the Region of Waterloo Central Transit Corridor Community Building Strategy
      - Presented by Mark Seasons on behalf of the Canadian Institute of Planners

7. **Petitions**

8. **Delegations**

   * a) Mr. Lester Green, Six Nations Men’s Fire; Re: Environmental Protection and Responsibilities **delegation replaced** by Dan Kellar, Waterloo Region Against Line 9, re: Line 9 Pipeline Project

   b) Out of the Cold Program
      i. Catherine Stewart Savage
      * ii. Sharon Feeney

   c) Item #1 on the **August 12, 2014 Planning and Works** Summary of Recommendations (E-14-092, Manitou Drive Improvements, Homer Watson Boulevard to Bleams Road, City of Kitchener – Approval of Project)
      i. Brian Kroetsch, Deborah Kroetsch, Colin Kroetsch and Brienna Schiedel, Quality Car Sales
      ii. Mike Boos, Kitchener Cycling Advisory Committee
      iii. Michael Druker
      iv. Jeff Owen, Director of Operations, Newo Holdings
      v. Dillon Meyer
      vi. Andrew Budhram
      vii. Ken Chappell
      viii. Marie Rutledge
      ix. Annette Hie
      x. Lee and Lynne Jackson

   * xi. Pat Grobe, Chief Operating Officer/Chief Financial Officer, Great Canadian Holidays, Coaches and Fleet Services – **Delegation cancelled**
xii. Verne Sawyer  
xiii. Brian Thomas  
xiv. Terry Doherty  
xv. Stephen Hill  
* xvi. Kelly Walesa  
* xvii. Duncan Class  

9. Minutes of Previous Meetings  
a) Closed Council – August 20, 2014  
b) Council – August 20, 2014  
c) Closed Committee – September 9, 2014  
d) Community Services – September 9, 2014  
e) Administration & Finance – September 9, 2014  
f) Planning & Works – September 9, 2014  
g) Special Council – September 9, 2014  
h) Special Closed Council – September 9, 2014  

10. Communications  

11. Motion To Go Into Committee Of The Whole To Consider Reports  

12. Reports  

Finance Reports  
a) F14-115, P2013-07 Transit Shelters  
b) F-14-116, T2014-158, Motorized Valve Chamber MV3 Upgrades, Fischer-Hallman Road, Waterloo, Ontario  
c) F-14-117, Sole Source Purchase of Variable Message Signs for Adapted Bus Rapid Transit (aBRT) Project  

Committee Reports  
a) Planning & Works - attached & marked PS-140812 Memorandum, Manitou Drive Left Turn Lane at Wabanaki Drive, City of Kitchener  

b) Community Services - attached & marked SS-140909  
* Closed Community Services - attached & marked CSS-140909  
c) Planning & Works - attached & marked PS-140909  
* Closed Planning & Works - attached & marked CPS-140909

Chief Administrative Officer
Regional Chair
Regional Clerk

13. Other Matters Under Committee Of The Whole
   a) Memorandum, Ontario Works Caseload: August 2014

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) Take Notice that I, Councillor Jane Mitchell, intend to introduce the following motion at the Council meeting to be held on Wednesday, September 17, 2014:

   "That the March 28, 2012 Regional Council minutes be amended to replace the current wording on page 2 "A question was raised if the Jordans have ever used their venue for commercial purposes. K. Jordan responded that they have not and it has only been used for strictly private events." with the following revised wording:

   "A question was raised if venues have been used for commercial purposes. K. Jordan responded that there is no commercial part of it and is strictly private events."

   *Minutes from March 28, 2012 attached

   * I, Rob Deutschmann, intend to introduce the following notice of motion to be discussed at the October 8, 2014 Regional Council meeting:
Whereas s.223.2(1) of the Municipal Act provides a municipality with the authority to establish a code of conduct for members of council and local boards of the municipality

And Whereas s.223.3(1) of the Municipal Act provides a municipality with the authority to appoint an independent Integrity Commissioner who reports to council and is responsible for performing in an independent manner the functions assigned by the municipality with respect to the application of the code of conduct and the application of any procedures, rules and policies of the municipality and local boards governing the ethical behaviour of members of council and local boards.

And Whereas a Code of Conduct will assist in establishing a minimum standard of behaviour of Council members, committee members, local board members and employees of the Regional Municipality of Waterloo in carrying out their functions;

And Whereas a Code of Conduct can assist members of Council, board members and employees:

1. Understand the standards of conduct that are expected of them and the law that applies in relation to these standards;
2. Fulfill their duty to act honestly and exercise reasonable care and diligence; and
3. Act in a way that enhances public confidence in government.

Be it resolved that the Regional Municipality of Waterloo work to develop and adopt a Code of Conduct that would apply to members of Regional Council in the performance of their duties and responsibilities as well as members of Region of Waterloo committees and local boards and the employees of the Region of Waterloo;

And be it further resolved that the Regional Municipality of Waterloo appoint an Integrity Commissioner upon adoption of a Code of Conduct.

18. Unfinished Business
19. Other Business
20. Questions
21. Enactment Of By-laws – First, Second & Third Readings
a) A By-law to Confirm the Proceedings of the Council of the Regional Municipality of Waterloo at this Meeting Held on September 17, 2014

22. Adjourn
Region of Waterloo
Finance Department
Procurement & Supply Services

To: Regional Chair Ken Seiling and Members of Regional Council
Date: September 17, 2014  File Code: F18-40
Subject: P2013-07 Transit Shelters

Recommendation:
That the Regional Municipality of Waterloo approve an increase to the current contract with Enseicom Ltd for P2013-07 Transit Shelters in the amount of $175,405.00 including all applicable taxes for a total contract price of $713,606.00 including all applicable taxes.

Summary: Nil

Report:
On May 17, 2013 the Chief Administrative Officer approved the award of P2013-07 - Transit Shelters to Enseicom Ltd. in the amount of $538,200.92 including all applicable taxes (report P13-024). The contract was for the design, supply and installation of 46 transit shelters for the new iXpress route along University Avenue and an extension of the existing iXpress route along King Street North. A total of five (5) proposals were received from which two vendors were shortlisted based on scoring criteria of company profile and affiliates, compliance to all terms including AODA and CSA, comprehensive program approach, proposal clarity and qualifications/experience. From the two shortlisted vendors, Enseicom received the highest overall score and had the lowest price on a per unit basis.

The proposal included an option for the Region to purchase additional shelters under the same contract at the same price originally provided. Staff have determined that 18 additional transit shelters are required for the new iXpress route along Maple Grove Road and for local service on Langs Drive in Cambridge resulting in additional contract costs of $175,405.00, including all applicable taxes. This requested increase is approximately 33% of the original contract cost. Subject to Council approval, it is
expected that the additional shelters will be installed by January 2015.

**Corporate Strategic Plan:**

Award of this contract meets the Corporate Strategic Plan objective to implement a Light Rail Transit System in the Central Transit Corridor fully integrated with an expanded conventional transit system under Strategic Focus Area 3 Sustainable Transportation.

**Financial Implications:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>P2013-07 (initial order)</td>
<td>$538,201</td>
</tr>
<tr>
<td>18 Additional Shelters-Maple Grove iXpress and Langs Dr, Cambridge</td>
<td>$175,405</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td><strong>$713,606</strong></td>
</tr>
<tr>
<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td><strong>(70,982)</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$642,624</strong></td>
</tr>
</tbody>
</table>

The additional shelters planned for the Maple Grove iXpress and Langs Drive in Cambridge will be funded from the RTMP Reserve Fund as part of the Cambridge Transit Supportive Strategy (CTSS). The approved 2014 CTSS budget includes $399,000 for the purchase and installation of transit shelters of which $122,000 has been committed for recent stop improvements in Cambridge.

The initial shelter order under P2013-07, in the amount of $538,200.92, was funded as part of the 2013 GRT Capital Budget.

**Other Department Consultations/Concurrence:** Grand River Transit

**Attachments:** Nil

**Prepared By:** Lisa Buitenhuis, Acting Director, Procurement & Supply Services

**Approved By:** Craig Dyer, Chief Financial Officer
Region of Waterloo
Finance Department
Procurement & Supply Services

To: Regional Chair Ken Seiling and Members of Regional Council
Date: September 17, 2014
File Code: F18-30
Subject: T2014-158, Motorized Valve Chamber MV3 Upgrades, Fischer-Hallman Road, Waterloo, Ontario

Recommendation:
That the Regional Municipality of Waterloo accept the tender of Selectra Inc. for the T2014-158 Motorized Valve Chamber MV3 Upgrades, Fischer-Hallman Road, Waterloo, Ontario in the amount of $168,031.61, including all applicable taxes.

Summary: Nil

Report:
Tenders were called for T2014-158 Motorized Valve Chamber MV3 Upgrades, Fischer-Hallman Road, Waterloo, Ontario and were advertised in the Record, the Daily Commercial News, on the Ontario Public Buyers Association website and on the Region’s website. Three (3) tenders were received, with two (2) being disqualified. The tender was opened in the presence of N. Corbett, J. Medd and A. Dooling.

The following tender was received:
Selectra Inc. Stratford, ON $168,031.61

* 2 other tenders were disqualified

The primary treated drinking water feed for Waterloo Zone 4 is from Kitchener Zone 4 through a 600 mm diameter concrete pressure pipe watermain located on Fischer-Hallman Road in the City of Waterloo. The transfer of water between the two pressure zones is controlled by an in-line motorized valve located in the underground valve chamber MV3 at the limit between the two zones. MV3 is an important part of the water
supply system and the Region has identified a number of necessary upgrades within the facility. This bid is for the replacement of the existing magnetic flow meter in the valve chamber which has reached the end of its operational life, and to perform necessary electrical, structural and instrumentation upgrades.

Subject to Council approval, construction work is expected to commence in September 2014 with completion expected in January 2015.

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:

T2014-158 $168,032
Consulting Engineering 64,822
Regional Engineering 10,000

Sub-total $242,854

Less: Municipal Rebate of 86.46% of HST (11.24%) (23,162)

Total $219,692

The approved 2014 Water Capital Program includes funding of $2,750,000 for Facilities Upgrades (Project #04893) to be funded from the Water Reserve Fund and the Development Charge Reserve Fund. The budget includes an allowance of $250,000 for the MV3 upgrades. The cost of the MV3 upgrades is approximately 12% below the budget. The remaining amount will be used for other facility upgrades work.

The final date of acceptance for this tender is October 27, 2014.

Other Department Consultations/Concurrence: Nil

Attachments: Nil

Prepared By: Lisa Buitenhuys, Acting Director, Procurement & Supply Services

Approved By: Craig Dyer, Chief Financial Officer
Report: F-14-117

Region of Waterloo
Finance Department
Procurement & Supply Services

To: Regional Chair Ken Seiling and Members of Regional Council
Date: September 17, 2014
File Code: F18-01

Subject: Sole Source Purchase of Variable Message Signs for Adapted Bus Rapid Transit (aBRT) Project

Recommendation:

That the Regional Municipality of Waterloo approve the sole source purchase of Variable Message Signs for the Adapted Bus Rapid Transit (aBRT) project including remote technical support and project management from INIT Innovations in Transportation, Inc., in the amount of $183,343.84 including all applicable taxes.

Summary: Nil

Report:

In August of 2014 the Region began construction for the ION Rapid Transit Service. ION construction will go ahead at 12 locations over the next six months – five along the ION adapted bus rapid transit (aBRT) corridor, and seven along the ION light rail transit (LRT) corridor. The aBRT will run between Fairview Park Mall in the City of Kitchener and the Ainslie Street terminal in the City of Cambridge (17 KM). The Region’s new ION aBRT services will require Variable Message Signs (VMS). The VMS signs display bus departure times, and will advise customers of the times of the next two buses departing that point in real time.

The preferred units are the PIDstation 1 LED signs which are to be located at each of the aBRT stations; Hespeler Rd. at Pinebush/Eagle Street, Hespeler Rd. at Can-Amara Parkway, Ainslie Street transit terminal, Hespeler Rd. at the Delta and the future location of the Cambridge Centre terminal.
The purchase of VMS from INIT Innovations in Transportation, Inc. ensures compatibility with the existing 112 VMS units along the iXpress routes and also ensures timely completion within 2015 for the ION aBRT. Using another system may not be compatible with the Region’s existing CAD AVL system and there would be costs incurred to develop an interface with another vendor. Previous market research in 2013 determined the prices quoted by INIT Innovations in Transportation, Inc. were similar to those quoted to other transit agencies. Staff has reviewed the quotation and are satisfied that the price is fair, reasonable and competitive. Due to the quantity ordered, the purchase cost is approximately 40% lower for each similar unit than the Region’s last purchase in early 2013.

The purchase of the signs includes remote technical support and Project Management from the INIT Innovations in Transportation, Inc. throughout the implementation of the VMS.

**Corporate Strategic Plan:**

Award of this contract meets the Corporate Strategic Plan objective to implement a Light Rail Transit System in the Central Transit Corridor fully integrated with an expanded conventional transit system under Strategic Focus Area 3 Sustainable Transportation.

**Financial Implications:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 Variable Message Signs</td>
<td>$168,806</td>
</tr>
<tr>
<td>Remote Technical Support and Project Management</td>
<td>14,537</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td><strong>$183,343</strong></td>
</tr>
<tr>
<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td>(18,237)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$165,106</strong></td>
</tr>
</tbody>
</table>

The 2014 Council approved Rapid Transit Capital Program provides a total budget of $19.5 million for the adapted bus rapid transit service including an allowance for variable message signs, traffic signal improvements for transit priority, utility relocation cost sharing, and acquisition of buses. The costs will be accommodated within the aBRT budget.

**Other Department Consultations/Concurrence:**

Planning, Housing and Community Services and Rapid Transit were involved in the review of the quotation.

**Attachments:** Nil

**Prepared By:** Lisa Buitenhuis, Acting Director, Procurement & Supply Services

**Approved By:** Craig Dyer, Chief Financial Officer
The Regional Municipality of Waterloo

Planning and Works Committee

Summary of Recommendations to Council

The Planning and Works Committee recommends as follows:

1. That the Regional Municipality of Waterloo take the following actions with respect to the proposed improvements on Manitou Drive (Regional Road 69) from Homer Watson Boulevard to Bleams Road in the City of Kitchener:

   1. approve the Recommended Design Alternative for Manitou Drive (Regional Road 69) as outlined in Report E-14-092; and

   2. amend Traffic and Parking By-law 06-072, as amended, upon completion of construction to accommodate the proposed improvements as follows:

      i) Add to Schedule 24, Reserved Cycling Lanes Anytime, on both sides of Manitou Drive (Regional Road 69) from Homer Watson Boulevard to Bleams Road.

August 12, 2014
Transportation and Environmental Services

Design and Construction

Date: September 17, 2014

Memorandum

To: Chair Ken Seiling and Members of Regional Council
From: Michael Halloran, Project Manager
Subject: Manitou Drive Left Turn Lane at Wabanaki Drive, City of Kitchener

1. Introduction

At its meeting on August 12, 2014, Planning and Works Committee approved the recommendations in Report E-14-092, Manitou Drive Improvements, Homer Watson Boulevard to Bleams Road, City of Kitchener - Approval of Project. Prior to Council’s final approval of the project however, staff was asked to reconsider the installation of a southbound left turn lane at the intersection of Manitou Drive and Wabanaki Drive. This memo provides further information on this possible left turn lane installation.

2. Traffic Analysis

During the preliminary design phase of the project in 2012, the members of the Project Team examined the need for a left turn lane on Manitou Drive at Wabanaki Drive and determined the additional lane was not required based on a 2010 traffic count and future projected traffic patterns. It was concluded that the existing two southbound lanes could more than adequately accommodate the traffic volumes on Manitou Drive through the Wabanaki Drive intersection.

The original traffic analysis was based on a 2010 traffic count, and forecasted traffic to 2021. Staff has now reviewed updated new counts (conducted through the regular traffic data collection program in November 2013) and a new forecast for 2026, ie. 10 years after the anticipated construction. As part of the review staff determined that there was little change between the 2010 and 2013 counts.
The Level of Service (LOS) concept is used to describe the delay at an intersection and LOS can range from LOS A being the shortest delay to LOS F being the longest delay. LOS E represents the level at which the capacity of the intersection has been reached and LOS F represents the condition where the traffic demand exceeds capacity. The analysis of the Manitou Drive / Wabanaki Drive intersection indicates that the southbound traffic (including through and left turn movements) will operate at a LOS B in both the current and 2026 AM peak hours and a LOS C in both the current and 2026 PM peak hours. It is the Region’s practice to only consider improvements at intersections when intersections reach a LOS of D or E.

Staff also reviewed the collision history at the intersection. There were two collisions in the last 5 years that involved southbound left turning vehicles being “rear-ended”. Although it is likely that these two collisions would not have occurred if a left turn lane were present, this number of collisions over 5 years is considered low for this type of intersection and does not indicate that there is a collision problem related to the lack of a left turn lane.

3. Effect of River Road Extension on Future Traffic

The 2026 forecast volumes are based on the recently completed River Road Extension Environmental Assessment and the high-level transportation model used for the Regional Transportation Master Plan. The 2026 forecast includes two major considerations:

1. The general traffic growth expected in the area; and

2. The redistribution of trips that is expected when the River Road Extension adds new routing alternatives to the area.

Figure 1 (on the following page) shows the travel pattern today that contributes to the majority of southbound left turning traffic at Manitou Drive and Wabanaki Drive. The destination for these travelers is likely along Wilson Avenue, Goodrich Drive or Wabanaki Drive. After the completion of the River Road Extension, this travel pattern will have a new alternative route in this area. As shown in Figure 2, those travelers destined to most locations along Wilson Avenue and Goodrich Drive will find the trip shorter and faster to travel via the River Road Extension. The southbound left turn at Manitou Drive and Wabanaki Drive will therefore be affected by both this expected shift in travel patterns and traffic growth in the area. The net impact of these changes is a net reduction in left-turning traffic in the future; the left turn volumes are expected to drop by 35% in the AM peak hour (from 104 to 68), and drop by 32% in the PM peak hour (from 91 to 54).
Figure 1: Existing Major Travel Pattern for Southbound Left at Manitou Drive and Wabanaki Drive

Figure 2: Future Major Travel Pattern with the River Road Extension
4. Left Turn Lane Design Options

Two left turn lane options have been developed by staff. Option 1 includes a typical standard left turn lane design with a centre median island. Option 2 provides an alternate design that does not include a median island to separate opposing traffic, but Option 2 has a lesser impact on property and retains a full width boulevard for snow storage and pedestrian comfort. The 2 design options are illustrated in Appendix ‘A’.

Both options would require additional property acquisitions from three (3) businesses on the west side: Quality Car Sales at #241 Manitou Drive, as well as the 2 adjacent industrial properties to the south, #257 and #277. The property required is 2.1m (7 feet) in width across the entire frontage of the 3 properties. Option 1 (with centre island) would also require an additional 0.4m strip of property from the industrial property on the east side at #262 Manitou Drive.

Since the widening for the left turn lane must extend through the intersection in both designs before tapering out beyond the intersection, both designs would result in the creation of a short northbound left turn lane on the south side of the intersection. This short northbound left turn lane would by default therefore, be beneficial for customers and employees accessing the Quality Used Cars property.

Both designs would have no negative impact on the use of the adjacent properties, as the land that would be acquired is all grassed frontage. Option 2 would be preferred by staff over Option 1 in that it would maintain boulevard space adjacent to the sidewalk allowing for snow storage, and it would provide a more comfortable buffer for pedestrians on the sidewalk. Option 2 would also be slightly less costly than Option 1. The estimated additional project cost for Option 2 is $175,000 and the estimated additional project cost for Option 1 is $225,000. The overall project budget is $6.3M.

5. Collision-based Cost/Benefit Analysis

Staff also completed a cost/benefit analysis of the possible left turn lane. This analysis takes into account the capital cost of a left turn lane compared to the social collision cost benefits over 20 years after construction. In general, a good investment is said to have the benefit of paying itself back over the life cycle of the investment and logically, a better investment would have benefits that exceed costs. Typically, a 20 year life cycle is considered for transportation facilities.

Staff has predicted that the installation of a southbound left turn lane at this location would result in approximately 10 fewer collisions over a 20 year period. Based on industry data and staff’s experience, the 10 fewer collisions would result in 20-year net present value savings of approximately $136,000. Please refer to Appendix ‘B’ for a summary of observed and projected collisions.

The 20-year collision-reduction “benefit” of the left turn lane is $136,000, which is less than the...
cost of its construction; therefore, it can be concluded that the cost of the left turn lane is not justified using the Collision-based Cost/Benefit Analysis.

6. Consultation with Affected Property Owners

Staff has consulted with the owners of the four affected Manitou Drive properties and provided copies of the two left turn lane design options so that the owners are aware of the additional property impacts associated with the installation of a left turn lane. The owner of 262 and 277 Manitou Drive indicated he has no objections to the proposed improvements but would prefer Option 2 to reduce the amount of land required from them. The owners at 241 and 257 Manitou Drive suggested that a left turn lane would not be needed if an advance green traffic signal phase was provided for the southbound left turning vehicles (discussed in Section 7).

7. Other Suggestions

If a left turn lane is not constructed at the intersection, staff recommends the installation of a “Through Traffic Keep Right” sign. This sign would provide some guidance to southbound traffic, by alerting through traffic to the potential for turning vehicles to be stopped in the centre lane.

Staff also considered an advance left turn signal phase for southbound traffic; however, introducing this extra phase in the signals cycle would create more delays for northbound traffic approaching on Manitou Drive. Therefore in order to maintain efficient traffic signal operations and to avoid delaying other movements at the intersection, an advance southbound left turn signal phase is not recommended at this time. Staff will continue to monitor the intersection and can implement a left turn advance phase if appropriate at any time in the future. It is interesting to note that advanced signal phases are often perceived as providing a safety benefit to motorists. However, local data and research abroad suggest that in general, the addition of an advance signal phase will not result in a reduction in overall collisions at an intersection.

8. Staff Recommendation

Staff has re-assessed the need for a left turn lane at the intersection of Manitou Drive and Wabanaki Drive using the most current traffic counts and projections to 2026, after the River Road Extension is in place. It is confirmed that the intersection will operate satisfactorily without a left turn lane. It is also expected that left turn volumes will drop by approximately 35% with the extension of River Road.

However, it is also acknowledged that there are some operational and safety improvements that would be achieved with the installation of a left turn lane. Left turn vehicles would have a dedicated lane to queue in, eliminating any delay to through traffic and reducing the incidence of rear-end collisions involving left-turning traffic. The only disadvantages associated with the left turn lane (other than the additional property required) would be a slightly longer crossing for pedestrians and increased costs (construction and operations/maintenance). If directed to install a left turn lane, staff would recommend Option 2 (no centre island) in order to maintain
boulevard space between the segregated cycling lane and the sidewalk on both sides.

9. Financial Implications

The additional project cost of a left turn lane installation at the intersection of Manitou Drive and Wabanaki Drive would be approximately $175,000 - $225,000 including property acquisitions, representing 2-3% of the estimated project total budget of $6.3M. The additional cost of the left turn lane can be accommodated within the existing project budget.
Appendix A
Option 1 – Left Turn Lane design (With Centre Island)

Paper Copies Available at the Region of Waterloo, 150 Frederick Street, Regional Clerk’s Office, Second floor.
Option 2 – Left Turn Lane Option (Without Centre Island)

Paper Copies Available at the Region of Waterloo, 150 Frederick Street, Regional Clerk’s Office, Second floor.
Appendix ‘B’ - Summary of Observed and Predicted Collisions

Benefit costs are logically assumed to be the collision costs that would be reduced as a result of the installation of a left turn lane. To determine the benefits of the left turn lane, factors known as collision modification factors are relied upon to determine collision impacts. At present the most reliable collision modification factor is sourced from the Highway Safety Manual. The Highway Safety Manual, 1st Edition suggests that the installation of a left turn lane at a 3-legged signalized intersection will yield a 7% reduction in overall collisions.

The table below summarizes both historical average and predicted collisions per year based on the Region’s collision prediction model which has been developed based on Highway Safety Manual methodology.

<table>
<thead>
<tr>
<th></th>
<th>No Left turn Lane</th>
<th>With Left turn Lane</th>
<th>20-Year Social Collision Cost Savings with Left turn Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>Observed Total Collisions Per year</td>
<td>5.8</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Predicted Total Collisions Per Year</td>
<td>6.97</td>
<td>6.48</td>
<td>N/A</td>
</tr>
<tr>
<td>Predicted Injury Collisions Per Year</td>
<td>2.43</td>
<td>2.26</td>
<td>$118,000</td>
</tr>
<tr>
<td>Predicted Non-Injury Collisions Per Year</td>
<td>4.54</td>
<td>4.22</td>
<td>$18,300</td>
</tr>
<tr>
<td>20-Year Net Present Value Social Collision Cost Benefit</td>
<td></td>
<td></td>
<td>$136,300</td>
</tr>
</tbody>
</table>
The Regional Municipality of Waterloo

Community Services Committee

Summary of Recommendations to Council

The Community Services Committee recommends as follows:

1. That the Regional Municipality continue their agreement with RBB Innovations for the delivery of OneList Waterloo Region at an annual cost of $68,505.

And further that the Regional Municipality enter into an additional agreement with RBB Innovations for the development of a child care manager module for the directly operated Children’s Centres and Home Child Care Program at the discretion of the Commissioner, Social Services not to exceed a total cost of $18,600 as outlined in report SS-14-046, dated September 9, 2014.

2. That the Regional Municipality of Waterloo endorse the approach to distribution of operating funding to licensed Early Learning and Care programs as outlined in report SS-14-045, dated September 9, 2014.

September 9, 2014
The Regional Municipality of Waterloo
Community Services Committee

Summary of Closed Recommendations to Council

The Community Services Committee recommends as follows:

1. That the Regional Municipality of Waterloo endorse the nominees for the 2014 Ontario Heritage Trust Recognition Awards, as recommended by staff, as described in Report No. P-14-2014, dated September 9, 2014.

September 9, 2014
The Regional Municipality of Waterloo

Planning and Works Committee

Summary of Recommendations to Council

The Planning and Works Committee recommends as follows:


2. That The Regional Municipality of Waterloo:
   
i. Authorize Regional staff to commence the surplus declaration of lands process with respect to lands described as Part of Lot 17 (B. Moogk), South of King Street, Plan 364 designated as Part 1 Plan 58R-18253 being Part of PIN 22502-0083, in the City of Kitchener forming part of lands municipally known as 25 Cedar Street, Kitchener and more particularly depicted in Appendix “A” hereto (the “Cedar Surplus Lands”) in accordance with the Region’s Property Disposition By-Law 95-034 (the “Property Disposition By-Law) and to report back to Council for final consideration of the matter upon completion thereof;

   ii. Declare lands described as Part of Subdivision of Lot 3, Concession 12, East of the Grand River, being Part 1, 67R-1687 except Parts 4, 5 and 6 on 58R-9757, subject to WS725400, being Part of PIN 03793-0228, in the City of Cambridge forming part of lands municipally known as 176 Hespeler Road, Cambridge, and more particularly depicted in Appendix “B” hereto (the “Hespeler Surplus Lands”) as surplus to the needs of the Region subject to the satisfactory completion of all steps required under the Region’s Property Disposition By-Law, to the satisfaction of the Regional Solicitor;

   iii. Approve, enter into an Agreement for, and execute all documentation related to an Easement in favour of Cambridge and North Dumfries Hydro Inc. (“Cambridge Hydro”) with respect to the Hespeler Surplus Lands for nominal consideration and on such terms as reasonably required by
Cambridge Hydro to accommodate certain civil works planned for Hespeler Road in relation to the implementation of Rapid Transit in the City of Cambridge, with all documentation to the satisfaction of the Regional Solicitor. [CR-RS-14-081]

3. That the Regional Municipality of Waterloo enter into a Consultant Services Agreement with WalterFedy of Kitchener, Ontario to provide consulting engineering services for preliminary design, detailed design, construction contract administration and construction inspection for the Dundas Street Improvements from Hespeler Road to Elgin Street in the City of Cambridge at an upset limit of $386,920.95 plus applicable taxes for the preliminary design and detailed design phases with construction contract administration and construction inspection to be paid on a time basis. [E-14-105]

4. That the Regional Municipality of Waterloo enter into a Consulting Services Agreement with R.E. Poisson Engineering Inc., to provide engineering services during the detailed design and services during construction for the Heidelberg Wastewater Treatment Plant Upgrades, Township of Woolwich at an upset fee limit of $417,120.00, plus all applicable taxes. [E-14-106]

5. That the Regional Municipality of Waterloo purchase a submersible pump from Xylem Water Solutions for the Hidden Valley Low Lift Pumping Station, City of Kitchener, for the amount of $156,887.85 excluding all applicable taxes. [E-14-108]

September 9, 2014
The Regional Municipality of Waterloo
Planning and Works Committee

Summary of Closed Recommendations to Council

The Planning and Works Committee recommends as follows:

1. That the Regional Municipality of Waterloo appoint the following citizen to fill the vacancy on the Specialized Transit Services Advisory Committee (STSAC) commencing immediately upon Council approval for the term ending December 31, 2015:

   Ms. Susan Morgan     MobilityPLUS User.

September 9, 2014
To: Chair Ken Seiling and Members of Regional Council  
From: David Dirks, Director, Employment and Income Support  
Copies: Douglas Bartholomew-Saunders, Commissioner, Social Services  
File No: S09-80  
Subject: Ontario Works Caseload: August 2014  

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 August 2014 with comparisons to the months of July 2014 (last report) and August 2013 as well as September 2008.

Very briefly,

- The OW caseload at August 2014 was: 8,431
- The OW caseload at July 2014 was: 8,524
- The decrease from July 2014 was: 93 (-1.1%)
- The decrease from August 2013 was: 140 (-1.6%)
- The increase from September 2008 was: 2,139 (+34.0%)

- Waterloo Region unemployment rate for August 2014 was: 6.4%
- Waterloo Region unemployment rate for August 2013 was: 8.0%
## Ontario Works Caseload and Unemployment Rate

### Ontario Works Caseload

<table>
<thead>
<tr>
<th></th>
<th>August 2014</th>
<th>July 2014</th>
<th>August 2013</th>
<th>% Change July to August</th>
<th>% Change Year to Year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8,431</td>
<td>8,524</td>
<td>8,571</td>
<td>(1.1%)</td>
<td>(1.6%)</td>
</tr>
</tbody>
</table>

### Unemployment Rates – Seasonally Adjusted*

<table>
<thead>
<tr>
<th></th>
<th>August 2014</th>
<th>July 2014</th>
<th>August 2013</th>
<th>% Change July to August</th>
<th>% Change Year to Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Province</td>
<td>7.4</td>
<td>7.5</td>
<td>7.5</td>
<td>(1.3%)</td>
<td>0%</td>
</tr>
<tr>
<td>Waterloo Region</td>
<td>6.4</td>
<td>6.2</td>
<td>8.0</td>
<td>3.2%</td>
<td>(20.0%)</td>
</tr>
</tbody>
</table>

*As revised by Statistics Canada

The current caseload continues to reflect the 2013 experience with the caseload at the end of July only 140 cases fewer than the previous year. It is 34% higher than the outset of the recession.

The provision of social assistance supports the Region’s 2011-2014 Corporate Strategic Plan, 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
K. Seiling declared a pecuniary interest with respect to Item #4 on the Planning and Works Summary of Recommendations dealing with the King/Victoria Multi-Modal Transit Hub Project and the King Street Grade Separation Project (Part of Phase 1 of the Rapid Transit Project), in the City Of Kitchener, and the closed Council minutes from March 7, 2012 which he was not in attendance for the discussion due to two of his adult children who own residential properties within the proposed corridor.

T. Galloway declared a pecuniary interest with respect to Item #9 on the Planning and Works Summary of Recommendations dealing with the Renewal of U-Pass Agreements with Post Secondary Students, due to his employment at the University of Waterloo.

G. Lorentz disclosed a pecuniary interest with respect to the delegation regarding the use of farm buildings as his employer is part owner of the property located at 2791 Bleams Road.

PRESENTATIONS

Chair Seiling acknowledged the thank you received from Waterloo 4H for the grant, an award from the University of Waterloo for Co-op students and a congratulations on the nomination for the Chamber of Commerce Awards from Peter Braid, M.P.

T. Cowan invited everyone to the Elmira Maple Syrup Festival on Saturday, March 31st.

DELEGATIONS

a) Kathie and John Jordan, New Hamburg, appeared before Council to request support from the Region and the seven area municipalities for the Central Huron resolution regarding use of farm buildings for private/personal events. K. Jordan provided an overview of the types of activities that have been held in barns and the adverse directive from the Ontario Fire Marshall’s office. A copy of the presentation is appended to the original minutes.

*B. Halloran entered the meeting at 7:05 p.m.

Chair Seiling noted L. Armstrong was not able to attend the meeting this evening and has advised a proceeding is taking place between the Township of Wilmot, Fire Marshall’s Office and the delegation. The Region has taken the position of not moving into the jurisdiction of the area municipalities and does not deal with either the Fire Code or the Building Code. He advised any motion brought forward on this issue will be ruled out of order as it is out of the jurisdiction of Regional Council. It was recommended to the delegation to request the support of the seven area municipalities by appearing before each Council.

A question was raised if the Jordans have ever used their venue for commercial purposes. K. Jordan responded that they have not and it has only been used for strictly private events.

J. Mitchell noted this Council has passed motions out of its jurisdiction in the past. D. Craig noted a point of order and suggested a vote be taken on whether or not to allow a motion on this matter.

MOVED by J. Mitchell
SECONDED by D. Craig
THAT the Council allow a motion to be tabled dealing with the request to support the Central Huron resolution regarding use of farm buildings.

MOTION LOST

MINUTES OF PREVIOUS MEETINGS

MOVED by C. Zehr
SECONDED by B. Halloran

THAT the following Minutes be approved:

a) Audit Closed – February 28, 2012
b) Closed Council – March 7, 2012
b) Council – March 7, 2012
b) Closed Committee – March 20, 2012
b) Community Services – March 20, 2012
c) Administration & Finance – March 20, 2012
d) Planning & Works – March 20, 2012
e) Library – March 20, 2012

CARRIED

MOVED by T. Cowan
SECONDED by J. Brewer

THAT Council go into Committee of the Whole to consider reports.

CARRIED

FINANCE REPORTS

a) F-12-023, T2012-003 George Street Reconstruction, St. Andrews Street to Park Hill Road, City of Cambridge

MOVED by S. Strickland
SECONDED by R. Kelterborn

THAT the Regional Municipality of Waterloo accept the tender of Bel-Air Excavating & Grading Ltd. for George Street Reconstruction, St. Andrews Street to Park Hill Road, City of Cambridge, in the amount of $2,385,982.57 including all applicable taxes;

AND THAT the Regional Municipality of Waterloo approve an increase in project costs of $1,443,516.66 including all applicable taxes gross and $0 net to facilitate the sanitary sewers and watermains undertaken for the City of Cambridge.

CARRIED

b) F-12-024, P2012-08 Tow Behind Airport Sweeper

MOVED by S. Strickland
SECONDED by R. Kelterborn

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