Regional Municipality of Waterloo
Consolidated Council Agenda

Wednesday, June 22, 2016

Closed Session 5:45 p.m.
Waterloo County Room

Regular Meeting 7:00 p.m.
Regional Council Chamber
150 Frederick Street, Kitchener, ON

*Denotes Item(s) Not Part of Original Agenda

1. Moment of Silence

2. Roll Call

3. Motion To Go Into Closed Session

That a closed meeting of Council be held on Wednesday, June 22, 2016 at 5:45 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 disposition of property in the City of Kitchener
   b) proposed or pending disposition of property in the City of Kitchener
   c) proposed or pending acquisition of property in the City of Kitchener
   d) proposed or pending acquisition of property in the City of Cambridge
   e) receiving of advice that is subject to solicitor-client privilege pertaining to an agreement
   f) receiving of advice that is subject to solicitor-client privilege pertaining
to an appointment

4. Motion to Reconvene Into Open Session

5. Declaration of Pecuniary Interest under the “Municipal Conflict of Interest Act”

6. Presentations

   a) Ontario Senior of the Year Award – Barb Wilkie

   b) June Callwood Outstanding Achievement Award for Volunteerism – Alison Jackson (Friends of the Waterloo Region Museum)

   c) Young Heritage Leaders Award (Individual) – Tijana Mutlak

   d) Young Heritage Leaders Award (Group) – Waterloo-Oxford District Secondary School

   e) Jennifer Murray, Friends of the Waterloo Region Museum, Re: Cheque Presentation

   f) Ontario Heritage Trust Lieutenant Governor’s Award - Lifetime Achievement – Craig Campbell

   g) 2016 FCM Green Champions Award

7. Petitions

8. Delegations

   a) Fahad Islam, 657 Franklin Boulevard, Cambridge, Re: Expropriation of Land in Cambridge on Franklin Boulevard (Item # 9 on the Planning & Works Committee Summary)

9. Minutes of Previous Meetings

   a) Closed Council – June 1, 2016

   b) Council – June 1, 2016

   c) Closed Licensing & Hearings – June 8, 2016

   d) Licensing & Hearings – June 8, 2016

   e) Planning & Works – June 14, 2016
f) Closed Committee – June 14, 2016

g) Administration & Finance – June 14, 2016

h) Community Services – June 14, 2016

i) Library – June 14, 2016


10. Communications

a) Council Information Package – Friday, June 17, 2016 (Distributed Electronically)

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

12. Reports

Finance Reports

a) COR-FSD-16-17, Development Charge Background Study and By-law for Transit and Waste Management – Update (Information) 9

b) COR-FSD-16-18, Canada 150 Community Infrastructure Program – Intake Two 12

**Recommendation:**

That the Regional Municipality of Waterloo submit applications for the Canada 150 Community Infrastructure Program as set out in Report CSD-FSD-16-18 dated June 22, 2016.

c) COR-TRY-16-60, T2016-101 Fountain Street and King Street Improvements, Shantz Hill Road to Eagle Street, Cambridge, Ontario 16

**Recommendation:**

That the Regional Municipality of Waterloo accept the tender of Amico Infrastructures (Oxford) Inc. for T2016-101 Fountain Street and King Street Improvements, Shantz Hill Road to Eagle Street, Cambridge, Ontario in the amount of $12,108,649.54 plus all applicable taxes as set out in report COR-TRY-16-60 dated June 22, 2016.

And that the Regional Municipality of Waterloo approve an increase in project costs of $1,201,628 gross and $0.00 net to facilitate the portion of
the work undertaken on behalf of the City of Cambridge.

d) **COR-TRY-16-61**, T2016-113 2016 Rural Resurfacing, Townships of North Dumfries, Wilmot and Woolwich

**Recommendation:**

That the Regional Municipality of Waterloo accept the tender of Steed and Evans Limited for T2016-113 2016 Rural Resurfacing, Townships of North Dumfries, Wilmot and Woolwich in the amount of $3,331,000.00 including all applicable taxes as set out in report COR-TRY-16-61 dated June 22, 2016.

e) **COR-TRY-16-62**, T2016-170 2016 Miscellaneous Intersection Improvements

**Recommendation:**

That the Regional Municipality of Waterloo accept the tender of Capital Paving Inc. for T2016-170 2016 Miscellaneous Intersection Improvements in the amount of $1,741,000.14 plus all applicable taxes as set out in report COR-TRY-16-62 dated June 22, 2016.

And that the Regional Municipality of Waterloo approve an increase in the project cost of $170,709.84 plus applicable taxes to be funded from the Roads Development Charges Reserve Fund;

And that the Regional Municipality of Waterloo approve an increase in the project cost of $452,317.83 gross and $0.00 net to facilitate the access improvement work on Fairway Road undertaken on behalf of CF Realty Holdings Inc.;

And that the Regional Municipality of Waterloo approve an increase in the project cost of $103,429.67 gross and $0.00 net to facilitate the access improvement work on King Street undertaken on behalf of Canuck Properties Limited.

f) **COR-TRY-16-63**, Tender T2016-128 NEA Final Capping and Civil Works Construction at the Waterloo Landfill

**Recommendation:**

That the Regional Municipality of Waterloo accept the tender of VanRooyen Earthmoving Ltd. for T2016-128 NEA Final Capping and Civil
Works Construction at the Waterloo Landfill in the amount of $1,563,451.75 plus all applicable taxes as set out in report COR-TRY-16-63 dated June 22, 2016.

g) **COR-TRY-16-64**, T2016-102 Airport Infrastructure Improvements, Region of Waterloo International Airport, Breslau, Ontario

**Recommendation:**

That the Regional Municipality of Waterloo accept the tender of Steed and Evans Limited for T2016-102 Airport Infrastructure Improvements, Region of Waterloo International Airport, Breslau, Ontario in the amount of $3,047,041.75 plus all applicable taxes as set out in report COR-TRY-16-64 dated June 22, 2016.

h) **COR-TRY-16-65**, T2016-173 Supply of Two (2) Oracle Database Appliances

**Recommendation:**

That The Regional Municipality of Waterloo accept the tender of Ecipsys Solutions Inc. for T2016-173 Supply of Two (2) Oracle Database Appliances in the amount of $261,889.80 plus all applicable taxes as set out in COR-TRY-16-65 dated June 22, 2016.


**Recommendation:**

That the Regional Municipality of Waterloo accept the tender of James Kemp Construction Limited, for T2016-174 Refrigeration Machine Replacement – 99 Regina Street, Waterloo in the amount of $949,888.00 plus all applicable taxes as set out in report COR-TRY-16-66 dated June 22, 2016.

j) **COR-TRY-16-67**, Authorization For Disbursement of Additional Funds for T2015-142 Parking Area Rehabilitation, 150 Main St, Cambridge

**Recommendation:**

That the Regional Municipality of Waterloo increase the contract with JB Construction Management Corporation for T2015-142, Parking Area Rehabilitation, 150 Main St. Cambridge in the amount of $270,000.00 for
a total contract price of $1,383,228.60 plus all applicable taxes as set out in report COR-TRY-16-67 dated June 22, 2016.

k) **COR-TRY-16-68**, T2016-136 Sunnyside Localized Leak Repairs

**Recommendation:**

That the Regional Municipality of Waterloo accept the tender of Ball Construction Inc., for the T2016-136 Sunnyside Localized Leak Repairs in the adjusted amount of $333,000.00 plus all applicable taxes as set out in report COR-TRY-16-68 dated June 22, 2016.

**Committee Reports**

a) Planning & Works - attached & marked PS-160614

* b) Closed Planning & Works - attached & marked CPS-160614

b) Administration & Finance - attached & marked FS-160614

d) Community Services - attached & marked SS-160614

e) Library - attached & marked LS-160614

**Chief Administrative Officer**

**Regional Chair**

**Regional Clerk**

**13. Other Matters Under Committee Of The Whole**

a) **TES-DCS-16-12.1**, Class Environmental Assessment Study Bridgeport Road/Caroline Street from King Street to Erb Street and Erb Street from King Street to Caroline Street, City of Waterloo

**Recommendation:**

That the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment Study for proposed improvements to Bridgeport Road/ Caroline Street from King Street to Erb Street and Erb Street from King Street to Caroline Street in the City of Waterloo:

a) Approve the Recommended Design Concept for the proposed improvements to Bridgeport Road/ Caroline Street from King
Street to Erb Street and Erb Street from King Street to Caroline Street as described in Report TES-DCS-16-12.1 dated June 14, 2016;

b) Direct staff to file a Notice of Completion for this Class Environmental Assessment Study by means of advertisements in local newspapers and mailings to adjacent property owners, tenants and agencies, and place the Project File on the public record for review for a period of 30 days.

- City of Waterloo Correspondence with Recommendation Re: Class Environmental Assessment Study – Albert Street, Bridgeport Road, Caroline Street and Erb Street

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

I, Councillor D. Craig, hereby intend to introduce the following motion at the June 22, 2016 Council meeting:

That Council direct Regional staff to investigate the feasibility of installing a pedestrian and cycling crossing of Water Street at the location of the Crossing;

And That Regional staff consult with representatives of Cambridge Trails Advisory Committee and Cambridge Cycling Focus Group and City of Cambridge staff as part of their investigations;

And Further That Regional staff report to Regional Council.

18. Unfinished Business

19. Other Business

20. Questions

21. Enactment Of By-laws – First, Second & Third Readings

a) A By-law to Expropriate Lands For Reconstruction Of Franklin Boulevard From 200m North Of Clyde Road To 200m North Of
Avenue Road (Year 2 North), And From 125m South Of Champlain Boulevard To 200m South Of Main Street (Year 2 South), In The City Of Cambridge, In The Region Of Waterloo

b) A By-law to Amend By-law 06-072, as Amended, Being the Region's Traffic and Parking By-law (Rates of Speed, Level 2 Pedestrian Crossover at all Roundabouts Under Regional Jurisdiction, in the Region of Waterloo and Regional Road 54 (Lackner Boulevard), City of Kitchener, No Parking and Reserved Lanes, Township of Wellesley)

c) A By-law to Limit Tax Decreases For Properties in the Commercial, Industrial and Multi-Residential Classes in the 2016 Taxation Year

d) A By-law to Confirm the Actions of Council – June 22, 2016

22. Adjourn
Report: COR-FSD-16-17

Region of Waterloo
Corporate Services
Financial Services & Development Financing

To: Regional Chair Ken Seiling and Members of Regional Council

Date: June 22, 2016 File Code: F27-50

Subject: Development Charge Background Study and By-law for Transit and Waste Management - Update

Recommendation:
For Information

Summary: Nil

Report:

The purpose of the Regional Development Charge (RDC) is to recover growth-related capital costs from the segments of the community (namely residential and non-residential development) which give rise to the need for additional growth-related capital works. The authority for a municipality to collect development charges is provided by the Development Charges Act (DCA).

Development Charge Background Study

Through Report COR-FSD-16-02 dated January 12, 2016 Council directed staff to undertake a Development Charge Background Study (DCBS) and By-law for Transit and Waste Management in 2016. The proposed RDC rates for Transit and Waste Management to be established under the new By-law will be calculated by projecting growth, determining the increase in capital infrastructure necessary to service that growth (taking into account service standard constraints and existing capacity), estimating the costs of that infrastructure, apportioning the costs between residential and non-residential development and determining the unit charges which must be recovered from development to provide the necessary revenue to finance the growth-related expenditures. The Region is required to prepare a DCBS which incorporates all these principles, provide an opportunity for public
input and review of the DCBS and draft By-law and then approve the By-law to establish the
development charges.

A Staff Committee of representatives from Transportation and Environmental Services,
Corporate Services and Planning, Development and Legislative Services has been working
with Hemson Consulting to complete the Background Study and draft By-law for Transit and
Waste Management. The Background Study will be completed and available to the public in
mid-July. Staff had originally targeted late June to release the DCBS but have deferred the
release to mid-July to allow sufficient time for Regional staff and the consultants to compile
and review the contents of the study. The overall schedule will not be impacted as the
release of the DCBS in mid-July meets the requirement for the study to be available to the
public at least 60 days prior to passing the DC By-law.

**Project Timeline and Consultation**

The project timetable is as follows:

<table>
<thead>
<tr>
<th>Date</th>
<th>Background Study &amp; By-law Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mid-July</td>
<td>Release Background Study to Public</td>
</tr>
<tr>
<td>July-Aug</td>
<td>Stakeholder Consultation</td>
</tr>
<tr>
<td>September 13, 2016</td>
<td>Public Meeting on September 13 at 4:00 p.m.</td>
</tr>
<tr>
<td>October</td>
<td>Administration &amp; Finance Committee Recommendations to Council and Council Approval of By-law.</td>
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</tbody>
</table>

Public consultation and stakeholder engagement has, and will continue to, take place
throughout the process. Staff will meet with stakeholders in July and August to review the
DCBS and all related material will be posted to the Region’s website. The DCBS will be
distributed directly to various stakeholders including, but not limited to, the following:
Waterloo Region Homebuilders, Grand Valley Construction Association, Business
Improvement Associations, Economic Development Advisory Committees, Chambers of
Commerce, Smart Growth Waterloo, Area Municipalities and other interested organizations.

**Corporate Strategic Plan:**

This report supports strategic objectives found in the Corporate Strategic Plan, and
particularly Focus Area 1.2 - Plan for and provide the infrastructure and services necessary
to create the foundation for economic success.
Financial Implications:

The timely review and approval of the Development Charge By-law for Transit and Waste Management will provide a key funding source for capital projects required as a result of development within the Region. The costs associated with preparing the Background Study and draft By-law are estimated at $75,000 and are included in the 2016 Capital Budget with funding from Development Charge Reserve Funds (90%) and the Capital Levy Reserve Fund (10%).

Other Department Consultations/Concurrence:

Staff in Planning, Development and Legislative Services, and Transportation & Environmental Services was consulted in the preparation of this report.

Attachments: Nil

Prepared By: Shane Fedy, Manager, Infrastructure Financing

Approved By: Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo  
Corporate Services  
Financial Services & Development Financing

To: Regional Chair Ken Seiling and Members of Regional Council

Date: June 22, 2016 File Code: F25-30

Subject: Canada 150 Community Infrastructure Program – Intake Two

Recommendation:

That the Regional Municipality of Waterloo submit applications for the Canada 150 Community Infrastructure Program as set out in Report CSD-FSD-16-18 dated June 22, 2016.

Summary:

The Federal Government recently released the Program Guidelines for the Canada 150 Community Infrastructure Program – Intake Two. Up to $44.4 million is available to programs in southern Ontario that meet the funding criteria. It is recommended that the Region of Waterloo submit applications for the following projects, in priority sequence:

1. LED lighting retrofit at several Regional buildings and facilities ($3,740,000 - grant request $1 million)

2. LED lighting retrofit at several Waterloo Region Housing sites ($1.7 million – grant request $850,000)

3. Joseph Schneider Haus roof replacement ($40,000 – grant request $20,000)

Report:

The Federal Government recently announced the Canada 150 Community Infrastructure Program – Intake Two. This is the second round of a federal grant program to cost-share in the rejuvenation of existing community infrastructure. In mid-2015 the Region submitted funding requests to the Canada 150 Infrastructure Program (CIP) for
renovations to Joseph Schneider Haus and McDougall Cottage, improvement of energy efficient lighting at several Regional facilities and two roads rehabilitation projects. None of the applications was successful. There is a very short turnaround time to apply for these grants – the application deadline for the Intake Two is June 24, 2016.

The program approval criteria is quite broad and is similar to the 2015 program and has been expanded to include propriety for projects that support a clean growth economy. Additional information about the CIP is set out below.

- $150m federally over two years to support the rehabilitation, renovation and expansion of existing community infrastructure; $44 million for Southern Ontario which includes ROW
- Renewal of existing infrastructure is eligible, no new infrastructure will be funded
- Funding available up to 50% of cost, priority will be given to those only needing 33% funding from the federal government
- Eligible recipients may receive contributions of up to a maximum of $1 million
- Expenditures must be incurred between April 1, 2016 and March 31, 2018 (projects must be construction-ready)
- The work must be an incremental expenditure that would not otherwise have been constructed or constructed as quickly were it not for the funding.

After reviewing a number of potential projects, it is recommended that three applications be submitted for federal funding totaling almost $1.9 million for the following projects, in priority order.

1. **LED lighting retrofit at several Regional buildings and facilities**
   ($3,740,000 - grant request $1 million) As set out in Report COR-FFM-16-08, dated June 14, 2016 the Region’s first phase of replacing lights with LED technology has yielded significant reductions in energy and maintenance costs as well as lower greenhouse gas emissions. Accordingly, staff are recommending that later LED replacement phases be accelerated in the 2017-2026 capital plan.

2. **LED lighting retrofit at community housing units owned by the Region**
   ($1,700,000 – grant request $850,000) This LED lighting retrofit project is to upgrade existing lighting systems to LED lighting at 1,700 Community Housing units owned by the Region Municipality of Waterloo. The new LED fixtures will replace the existing compact fluorescent fixtures that have reached the end of their life. LED lighting is the best choice regarding energy use and lighting
quality, improving tenant comfort and reducing energy operation. LED lighting is also a clean technology available to reduce greenhouse gas emissions, supporting federal, provincial and local initiatives on greenhouse gas emissions and climate change.

3. **Joseph Schneider Haus roof replacement** ($40,000 – grant request $20,000)

Joseph Schneider Haus, built in 1816 and opened as a museum in 1981, requires a new wood shingle roof. After 35 years, the current wood shingle roof is reaching the end of its lifespan. The replacement of the wood shingle roof will safeguard against water leaks into the building which is designated a national historic site, offering protection to the building envelope and to artifacts on exhibit in the house. The work is currently scheduled to be undertaken in 2019.

In addition, the City of Kitchener will be submitting an application to rehabilitate McLennan Park, a City-run park that is located on a Regionally-owned closed landfill site. The purpose of the project is to repair the Great Lawn to add new turf and additional topsoil to support large trees and to improve the structural integrity of the closed landfill site cap. The cost of the work is estimated to be less than $2 million with an estimated cost-sharing of 60% Region and 40% City of Kitchener. Subject to confirmation of the final cost, and depending on the level of subsidy received, the Region’s share is estimated to be in the range of $500,000 to $800,000. This project is currently included in the Waste Management capital forecast in 2017 and would be debt financed.

**Corporate Strategic Plan:**

This report supports strategic objectives found in the Corporate Strategic Plan and particularly Focus Area 1.2 to plan for and provide the infrastructure and services necessary to create the foundation for economic success.

**Financial Implications:**

One of the criteria for the grants program is that the work to be undertaken is an incremental activity that would not otherwise have been constructed or constructed as quickly, were it not for funding from CIP. Accordingly, these projects are not in the approved 2016 capital plan. In the event that these projects are approved for CIP funding, staff will report back to Council and will request an amendment to the capital budget including authority to issue debentures for the Region’s portion of the projects.

**Other Department Consultations/Concurrence:**

Staff in the Transportation and Environmental Services Department, Planning, Legislative and Development Services Department and Facilities and Fleet Management were consulted in the preparation of this report.
Prepared By: Cathy Deschamps, Director Financial Services & Development Financing

Approved By: Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council  
Date: June 22, 2016  
File Code: F18-30

Subject: T2016-101 Fountain Street and King Street Improvements, Shantz Hill Road to Eagle Street, Cambridge, Ontario

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Amico Infrastructures (Oxford) Inc. for T2016-101 Fountain Street and King Street Improvements, Shantz Hill Road to Eagle Street, Cambridge, Ontario in the amount of $12,108,649.54 plus all applicable taxes as set out in report COR-TRY-16-60 dated June 22, 2016.

And that the Regional Municipality of Waterloo approve an increase in project costs of $1,201,628 gross and $0.00 net to facilitate the portion of the work undertaken on behalf of the City of Cambridge.

Summary:

Nil

Report:

Tenders were called for T2016-101 Fountain Street and King Street Improvements, Shantz Hill Road to Eagle Street, Cambridge, Ontario and were advertised in the Record, in the Daily Commercial News, on the Ontario Public Buyers Association website and on the Region’s website. The tenders were opened in the presence of J. Lane, W. Cheater and T. Lumgair.
The following tenders were received:

Amico Infrastructures (Oxford) Inc. Cambridge, ON $12,108,649.54
Capital Paving Inc. Guelph, ON $12,249,057.46
Regional Sewer and Watermain Ltd. Cambridge, ON $12,275,397.29
E & E Seegmiller Limited Kitchener, ON $12,395,728.10
Network Sewer and Watermain Ltd. Cambridge, ON $13,770,340.18

The work under this contract includes reconstruction of the asphalt road including:

- expansion and realignment of the intersections with new traffic control signals;
- tributary bridge replacement with a pre-cast concrete arch bridge, Speed River Bridge repairs, and demolition of the Mill Race concrete box culvert;
- municipal infrastructure improvements to storm sewers, sanitary sewers, watermain and appurtenances;
- surface works including asphalt roadway and cycling lanes, concrete sidewalks, multi-use trail, retaining walls, roadway illumination plus landscape and streetscape improvements;
- On behalf of the City of Cambridge, the contract includes sanitary sewers, watermains, landscape, streetscape and illumination improvements.

Construction is scheduled to start on or about July 4, 2016 and be substantially complete by November 2017.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to optimize road capacity to safely manage traffic and congestion under Strategic Focus Area 2, Sustainable Transportation.

**Financial Implications:**

Contract T2016-101 costs are shared as follows:

Region of Waterloo – Transportation Division Costs $11,035,300
City of Cambridge 1,073,300

Total $12,108,600

Note: All figures are rounded to the nearest $100.
Region of Waterloo Transportation Division Costs

T2016-101 $11,035,300
Property, Utilities 3,850,800
Consultant Fees 1,244,800
Detours, Signing, Traffic Signals, Line Painting 468,700
Region Engineering and Administration 274,700
Landscaping 250,000

Sub-total $17,124,300

Plus: Applicable net HST of 1.76% 288,300

Total $17,412,600

Note: All figures are rounded to the nearest $100.

The Region of Waterloo's approved 2016 Transportation Capital Program (TCP) includes a budget of $16,510,000 in 2016 and $2,000,000 in 2017 (total $18,510,000) for King Street from Eagle Street to Fountain Street to Shantz Hill Road (Project No. 5337), Fountain Street from King Street to Highway 401 (Project No. 5393) and Shantz Hill Road from Fountain Street to Highway 401 (Project No. 5969).

The estimated project costs for Contract 2016-101 is to be funded from the Development Charge Reserve Fund (78%; $14,570,250), Roads Capital Levy Reserve Fund (14%; $2,499,750) and the Roads Rehabilitation Reserve Fund (8%; $1,440,000). Based on the low bid result, the cost of Regional work is $17,412,600 which is $1,097,400 (approximately 6%) under the project budget.

For the section of Fountain Street from King Street to Highway 401 (Project No. 5393), the funding in the 2016 TCP was based on construction occurring in 2016; however, the timing of the construction has been phased over two years, 2016 and 2017. This phasing is reflected in the 2016 mid-year Transportation Capital Program budget update, and will be included in the 2017 budget deliberations.
City of Cambridge Costs

<table>
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<th>Description</th>
<th>Amount</th>
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<tr>
<td>T2016-101</td>
<td>$1,073,300</td>
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<tr>
<td>Consultant Fees</td>
<td>80,500</td>
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<tr>
<td>Region Engineering and Administration</td>
<td>14,500</td>
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<tr>
<td>Detours, Signing, Line Painting</td>
<td>13,000</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td><strong>$1,181,300</strong></td>
</tr>
<tr>
<td>Plus: Applicable Net HST of 1.76%</td>
<td>20,300</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,201,600</strong></td>
</tr>
</tbody>
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Note: All figures are rounded to the nearest $100.

The City of Cambridge has indicated that they have sufficient funds budgeted for this work and has asked that the work proceed on their behalf.

The final date of acceptance for this tender is August 7, 2016.

Other Department Consultations/Concurrence:

Transportation and Environmental Services staff was consulted in the preparation of this report.

Attachments: Nil

Prepared By: Lisa Evans, Manager, Procurement/Chief Purchasing Officer

Approved By: Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo  
Corporate Services  
Treasury Services (Procurement)  

To: Regional Chair Ken Seiling and Members of Regional Council  

Date: June 22, 2016  
File Code: F18-30  

Subject: T2016-113 2016 Rural Resurfacing, Townships of North Dumfries, Wilmot and Woolwich  

Recommendation:  
That the Regional Municipality of Waterloo accept the tender of Steed and Evans Limited for T2016-113 2016 Rural Resurfacing, Townships of North Dumfries, Wilmot and Woolwich in the amount of $3,331,000.00 including all applicable taxes as set out in report COR-TRY-16-61 dated June 22, 2016.

Summary: Nil  

Report:  
Tenders were called for T2016-113 Rural Resurfacing, Townships of North Dumfries, Wilmot and Woolwich and were advertised in the Record, in the Daily Commercial News, on the Ontario Public Buyers Association website and on the Region’s website. The tenders were opened in the presence of M. Halloran, J. Lane and T. Lumgair.

The following tenders were received:

<table>
<thead>
<tr>
<th>Company</th>
<th>Location</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steed and Evans Limited</td>
<td>St. Jacobs, ON</td>
<td>$3,331,000.00</td>
</tr>
<tr>
<td>Ekum Sekum Inc. o/a Brantco Construction</td>
<td>Cambridge, ON</td>
<td>$3,409,872.94</td>
</tr>
<tr>
<td>Capital Paving Inc.</td>
<td>Guelph, ON</td>
<td>$3,462,273.14</td>
</tr>
<tr>
<td>Cox Construction Limited</td>
<td>Guelph, ON</td>
<td>$3,711,560.50</td>
</tr>
</tbody>
</table>
The work under this contract includes asphalt recycling using the full depth reclamation process and asphalt overlay at the following locations:

- Regional Road 5 (Nafziger Road) from Hwy 7&8 to Waterloo Street, Township of Wilmot
- Regional Road 5 (Nafziger Road) from Berlett’s Road to Gerber Road, Township of Wilmot
- Regional Road 30 (Shantz Station Road) from Kossuth Road to Menno Street, Township of Woolwich
- Regional Road 43 (Branchton Road) from Lockie Road to south of Maple Manor Road, Township of North Dumfries

Construction is scheduled to start on July 4, 2016 and be substantially complete by October 2016.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to optimize road capacity to safely manage traffic and congestion under Strategic Focus Area 2, Sustainable Transportation.

**Financial Implications:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>T2016-113</td>
<td>$3,331,000</td>
</tr>
<tr>
<td>Regional Engineering</td>
<td>214,000</td>
</tr>
<tr>
<td>Geotechnical Consulting</td>
<td>100,000</td>
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<tr>
<td>Traffic detours, signing and line painting</td>
<td>60,000</td>
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<tr>
<td><strong>Sub-total</strong></td>
<td><strong>$3,705,000</strong></td>
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<tr>
<td>Plus: Applicable Net HST of 1.76%</td>
<td><strong>60,400</strong></td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$3,765,400</strong></td>
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Note: All figures are rounded to the nearest $100.
The Region of Waterloo’s approved 2016 Ten Year Transportation Capital Program includes a budget of $4,150,000 for the Nafziger Road resurfacing (Project 05425) from Hwy 7 & 8 to Waterloo Street, Nafziger Road resurfacing (Project 05664) from Berlett’s Road to Gerber Road, the Shantz Station Road resurfacing (Project 05671) from Kossuth Road to Menno Street and for the Branchton Road resurfacing (Project 05672) from Lockie Road to south of Maple Manor Road to be funded from the Roads Rehabilitation Reserve Fund (89%; $3,690,000) and Development Charges (11%; $460,000). Based on the low tender result, the actual cost of the work is $3,765,400 which is $384,600 (or approximately 9.3%) under the combined project budgets.

The final date of acceptance for this tender is August 1, 2016.

Other Department Consultations/Concurrence:

Transportation and Environmental Services staff was consulted in the preparation of this report

Attachments: Nil

Prepared By: Lisa Evans, Manager, Procurement/Chief Purchasing Officer

Approved By: Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council
Date: June 22, 2016  File Code: F18-30
Subject: T2016-170 2016 Miscellaneous Intersection Improvements

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Capital Paving Inc. for T2016-170 2016 Miscellaneous Intersection Improvements in the amount of $1,741,000.14 plus all applicable taxes as set out in report COR-TRY-16-62 dated June 22, 2016.

And that the Regional Municipality of Waterloo approve an increase in the project cost of $170,709.84 plus applicable taxes to be funded from the Roads Development Charges Reserve Fund;

And that the Regional Municipality of Waterloo approve an increase in the project cost of $452,317.83 gross and $0.00 net to facilitate the access improvement work on Fairway Road undertaken on behalf of CF Realty Holdings Inc.;

And that the Regional Municipality of Waterloo approve an increase in the project cost of $103,429.67 gross and $0.00 net to facilitate the access improvement work on King Street undertaken on behalf of Canuck Properties Limited.

Summary: Nil

Report:

Tenders were called for T2016-170 Miscellaneous Intersection Improvements and were advertised in the Record, in the Daily Commercial News, on the Ontario Public Buyers Association website and on the Region’s website. The tenders were opened in the presence of P. Linn, W. Gilbert and T. Lumgair.
The following tenders were received:

- **Capital Paving Inc.** Guelph, ON $1,741,000.14
- **Steed and Evans Limited** St. Jacobs, ON $1,748,473.20
- **Vista Contracting Ltd.** Cambridge, ON $1,759,999.00
- **Coco Paving Inc.** Petersburg, ON $1,923,000.00

The work under this contract includes the following:

- **Project No. 7343** – New Dundee Road abutting Stauffer Woods Subdivision in the City of Kitchener. The new Stauffer Woods Subdivision requires a local road connection to New Dundee Road (Regional Road 12). A left-turn lane is required on New Dundee Road at this new intersection to accommodate expected traffic volumes. In addition, New Dundee Road abutting the subdivision must be lowered in order to provide adequate sightlines for the intersection.

- **Project No. 7097/6744** – Fairway Road west of Wabanaki Drive in the City of Kitchener. An extension of the westbound left-turn lane providing access to the Best Buy commercial property is required in order to increase the capacity for left-turning vehicles. Construction of storm sewers and concrete sidewalk abutting the property is also included.

- **Project No. 7342** – King Street north of Deer Ridge Drive, City of Kitchener. Construction of a southbound right-turn lane will improve access to Deer Ridge Drive and the abutting commercial property currently being developed. Construction of storm sewers and concrete sidewalk abutting the property is also included.

Construction is scheduled to start on July 4, 2016 and be substantially complete by mid-September 2016.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to optimize road capacity to safely manage traffic and congestion under Strategic Focus Area 2, Sustainable Transportation.
Financial Implications:

Contract T2016-170 Costs are shared as follows:

Region of Waterloo – Transportation Division $1,315,700
CF Realty Holding Inc. (for Fairway Road) 351,900
Canuck Properties Limited (for King Street) 73,300

Total $1,741,000

Note: All figures are rounded to the nearest $100. Figures may not add due to rounding.

Region of Waterloo – Transportation Division Costs

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2016-170</td>
<td>$1,315,700</td>
</tr>
<tr>
<td>Construction Inspection</td>
<td>80,000</td>
</tr>
<tr>
<td>Engineering Design</td>
<td>59,000</td>
</tr>
<tr>
<td>Region Engineering</td>
<td>44,000</td>
</tr>
<tr>
<td>Geotechnical Consulting</td>
<td>21,000</td>
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<tr>
<td>Utilities</td>
<td>20,000</td>
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<tr>
<td><strong>Sub-total</strong></td>
<td><strong>$1,539,700</strong></td>
</tr>
<tr>
<td>Plus: Applicable Net HST of 1.76%</td>
<td>26,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,565,700</strong></td>
</tr>
</tbody>
</table>

Note: All figures are rounded to the nearest $100.

The Region of Waterloo’s approved 2016 Transportation Capital Program includes funding in the amount of $980,000 for New Dundee Road (Project Number 7343), $240,000 for King Street (Project Number 7342) and $100,000 for Development Related Left and Right Turn Lanes (Project Number 7097) which will be allocated to the Fairway Road project. The source of funding for all of these projects is the Development Charges Reserve Fund.

The 2016 Transportation Capital Program Mid-Year Review has identified additional funding in the amount of $75,000 for the sidewalk component of Fairway Road (Project Number 6744). The Transportation Division’s share of the costs and funding sources for the 2016 Miscellaneous Intersection Improvements is apportioned as follows:
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Cost (net HST Included)</th>
<th>Available Funding</th>
<th>Over/ (Under) Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Dundee Road (Project Number 7343)</td>
<td>$1,246,000</td>
<td>$980,000</td>
<td>$266,000</td>
</tr>
<tr>
<td>Fairway Road (Project Number 7097/6744)</td>
<td>$223,100</td>
<td>$175,000</td>
<td>$48,100</td>
</tr>
<tr>
<td>King Street (Project Number 7342)</td>
<td>$96,600</td>
<td>$240,000</td>
<td>(143,400)</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,565,700</strong></td>
<td><strong>$1,395,000</strong></td>
<td><strong>$170,700</strong></td>
</tr>
</tbody>
</table>

Note: All figures are rounded to the nearest $100.

Based on the low tender result, the Transportation Division’s estimated cost for the improvements to New Dundee Road is $1,246,000 which exceeds the budget estimate by $266,000. The primary reason for this higher cost is the need to remove a large volume of unstable native soil under the widened portion of New Dundee Road which was discovered during recent detailed geotechnical investigations completed in early 2016 as part of the detailed design process. This material must be removed and replaced with imported granular material in order to create a stable foundation for the reconstructed and widened road.

The Transportation Division’s estimated cost for the improvements on Fairway Road is $223,100 which exceeds the budget estimate by $48,100. The available funding includes $75,000 to be approved through the 2016 Transportation Capital Program Mid-Year Review process (see report TES-TRP-16-15 dated June 14, 2016). The additional cost of $48,113 is for removal and replacement of the ditches with storm sewers to urbanize this portion of Fairway Road.

The Transportation Division’s estimated cost for the improvements on King Street is $96,695 which is within the available budget. The cost is lower than the amount budgeted as a result of a reduction in the scope of work related to the realignment of the Highway 8 off-ramp.

Overall an additional $170,710 is required for the work which will be provided from the Development Charges Reserve Fund.
**CF Realty Holding Inc. (Fairway Road) Costs**

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract T2016-170</td>
<td>$351,900</td>
</tr>
<tr>
<td>Construction Inspection</td>
<td>20,000</td>
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<tr>
<td>Region Engineering</td>
<td>13,000</td>
</tr>
<tr>
<td>Utilities</td>
<td>10,000</td>
</tr>
<tr>
<td>Engineering Design</td>
<td>8,000</td>
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<tr>
<td><strong>Sub-total</strong></td>
<td>$402,900</td>
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<tr>
<td>Plus applicable HST of 13%</td>
<td>49,400</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$452,300</td>
</tr>
</tbody>
</table>

Note: All figures are rounded to the nearest $100.

In accordance with an Agreement dated July 9, 2013 entered into with the Region of Waterloo, CF Realty Holdings Inc. is required to pay their share of the costs incurred by the Region in constructing the Fairway Road improvements. CF Realty Holdings Inc. has submitted a Letter of Credit in the amount of $255,000.00 as payment of their share of the estimated cost of the works carried out on their behalf. In accordance with the Agreement, CF Realty Holdings Inc. is required to provide a replacement Letter of Credit in the amount of $452,317.83 before the Region proceeds with the work. Should CF Realty Holdings Inc. not provide the necessary Letter of Credit prior to Council approval, the work will be removed from the contract at no cost to the Region.

**Canuck Properties Limited (King Street) Costs**

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract T2016-170</td>
<td>$ 73,300</td>
</tr>
<tr>
<td>Construction Inspection</td>
<td>6,000</td>
</tr>
<tr>
<td>Region Engineering</td>
<td>5,000</td>
</tr>
<tr>
<td>Engineering Design</td>
<td>5,000</td>
</tr>
<tr>
<td>Utilities</td>
<td>2,000</td>
</tr>
<tr>
<td>Geotechnical Consulting</td>
<td>1,000</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td>$ 92,300</td>
</tr>
<tr>
<td>Plus applicable HST of 13%</td>
<td>11,100</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$103,400</td>
</tr>
</tbody>
</table>
Note: All figures are rounded to the nearest $100.

In accordance with an Agreement dated September 16, 2015 entered into with the Region of Waterloo, Canuck Properties Limited is required to pay their share of the costs incurred by the Region in constructing the King Street improvements. Canuck Properties Limited has submitted a Letter of Credit in the amount of $105,000 as payment of their share of the estimated cost of the works carried out on their behalf. Based on the low tender submission, the cost of the work attributable to Canuck Properties Limited is $103,429.67 which is within the security amount provided to the Region.

The final date of acceptance for this tender is August 8, 2016.

**Other Department Consultations/Concurrence:**

Transportation and Environmental Services staff was consulted in the preparation of this report.

**Attachments:** Nil

**Prepared By:** Lisa Evans, Manager, Procurement/Chief Purchasing Officer

**Approved By:** Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council

Date: June 22, 2016  File Code: F18-30

Subject: Tender T2016-128 NEA Final Capping and Civil Works Construction at the Waterloo Landfill

Recommendation:

That the Regional Municipality of Waterloo accept the tender of VanRooyen Earthmoving Ltd. for T2016-128 NEA Final Capping and Civil Works Construction at the Waterloo Landfill in the amount of $1,563,451.75 plus all applicable taxes as set out in report COR-TRY-16-63 dated June 22, 2016.

Summary: Nil

Report:

Tenders were called for T2016-128 NEA Final Capping and Civil Works Construction and were advertised in the Record, in the Daily Commercial News, on the Ontario Public Buyers Association website and on the Region’s website. The tenders were opened in the presence of L. McDermott, J. Ham and T. Lumgair.

The following tenders were received:

- VanRooyen Earthmoving Ltd.  Woodstock, ON  $1,573,451.75
- Tervita Corporation  Hamilton, ON  $2,157,826.84
- G. Gordon Enterprises  Georgetown, ON  $2,184,040.74
- Sierra Excavating Enterprises Inc.  Bolton, ON  $2,244,913.10
The work under this contract includes clay capping and final cover of the NE-4 area of the North Expansion Area (NEA), final cover of portions of the South Expansion Area (SEA), road removals in the NEA, NEA ditch improvements and SE-4A sidewall repairs.

Construction is scheduled to start in July 2016 and be substantially complete by November 2016.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to enhance efforts to improve air quality under Strategic Focus Area 3, Environment and Sustainable Growth.

**Financial Implications:**

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2016-128</td>
<td>$1,573,400</td>
</tr>
<tr>
<td>Contract Administration / Inspection</td>
<td>120,100</td>
</tr>
<tr>
<td>Geotechnical – Materials and Soil Testing</td>
<td>49,000</td>
</tr>
<tr>
<td>Region Engineering</td>
<td>17,500</td>
</tr>
<tr>
<td>Sub-total</td>
<td>$1,760,000</td>
</tr>
<tr>
<td>Plus: Applicable Net HST of 1.76%</td>
<td>31,000</td>
</tr>
<tr>
<td>Total</td>
<td>$1,791,000</td>
</tr>
</tbody>
</table>

Note: All figures were rounded to the nearest $100.

The Region’s approved Ten Year Waste Management Capital Program includes a total budget of $4,346,000 for the NEA Capping and Civil Works in 2016 to be financed by debentures. To date $2,436,000 has been spent or committed, leaving a balance of $1,910,000. Of this amount $1,800,000 has been allocated for this work with $1,124,000 for capping from Project #01121, and $676,000 for leachate mitigation from Project #01156. Debt servicing costs to be reflected in future Waste Management operating budgets are projected to be $207,300 annually over a period of 10 years based on an estimated cost of borrowing of 2.75%.

The final date of acceptance for this tender is July 20, 2016.
Other Department Consultations/Concurrence:

Design and Construction staff and Waste Management staff was consulted in the preparation of this report.

Attachments: Nil

Prepared By: Lisa Evans, Manager, Procurement/Chief Purchasing Officer

Approved By: Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council
Date: June 22, 2016  File Code: F18-30
Subject: T2016-102 Airport Infrastructure Improvements, Region of Waterloo
International Airport, Breslau, Ontario

Recommendation:
That the Regional Municipality of Waterloo accept the tender of Steed and Evans Limited for T2016-102 Airport Infrastructure Improvements, Region of Waterloo International Airport, Breslau, Ontario in the amount of $3,047,041.75 plus all applicable taxes as set out in report COR-TRY-16-64 dated June 22, 2016.

Summary: Nil

Report:
Tenders were called for T2016-102 Airport Infrastructure Improvements, Region of Waterloo International Airport, Breslau, Ontario and were advertised in the Record, in the Daily Commercial News, on the Ontario Public Buyers Association website and on the Region’s website. The tenders were opened in the presence of J. Lane, M. Halloran and T. Lumgair.

The following tenders were received:

<table>
<thead>
<tr>
<th>Tenderer</th>
<th>Location</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steed and Evans Limited</td>
<td>St. Jacobs, ON</td>
<td>$3,047,041.75</td>
</tr>
<tr>
<td>Capital Paving Inc.</td>
<td>Guelph, ON</td>
<td>$3,274,942.34</td>
</tr>
</tbody>
</table>

The work under this contract includes the reconstruction, rehabilitation or improvement of Airport Road, Canuck Road North, Tiger Moth Court, Fury Place, New Germany Lane and Runway 08-26. The scope of work includes reconstruction of the asphalt road and...
parking areas including expansion and/or realignment, and improvements to storm sewers, sanitary sewers, watermains and appurtenances, surface works including asphalt roadway with curb and gutter and parking areas, plus landscape restoration.

Construction is scheduled to start on July 4, 2016 and be substantially complete by November 2016.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to plan for and provide the infrastructure and services necessary to create the foundations for economic success under Strategic Focus Area 1, Thriving Economy.

**Financial Implications:**

T2016-102 $3,047,000  
Consultant Fees 272,100  
Region Engineering 55,400  
Detours, Signing 15,200  
Sub-total $3,389,700  
Plus: Applicable Net HST of 1.76% 0  
Total $3,389,700

Note: All figures are rounded to the nearest $100. The Airport is HST exempt.

The Region of Waterloo’s approved 2016 Ten Year Airport Capital Program includes funding of $3,629,000 in 2016 for this work including $399,000 for Minor Airside Construction Projects (project #03540), $548,000 for Storm Sewer Upgrades (project #03581), $589,000 for Entrance Road Resurfacing (project #03582), $1,314,000 for Fury Court Construction (project #03584), and $779,000 for Air Traffic Control/New Germany Lane (project #03586) to be funded from the Airport Capital Reserve Fund.

The final date of acceptance for this tender is August 1, 2016.

**Other Department Consultations/Concurrence:**

Transportation and Environmental services staff and Planning, Development and Legislated Services staff was consulted in the preparation of this report.
Attachments: Nil

Prepared By: Lisa Evans, Manager, Procurement/Chief Purchasing Officer

Approved By: Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council

Date: June 22, 2016

File Code: F18-30

Subject: T2016-173 Supply of Two (2) Oracle Database Appliances

Recommendation:

That The Regional Municipality of Waterloo accept the tender of Ecipsys Solutions Inc. for T2016-173 Supply of Two (2) Oracle Database Appliances in the amount of $261,889.80 plus all applicable taxes as set out in COR-TRY-16-65 dated June 22, 2016.

Summary: Nil

Report:

Tenders were called for T2016-173 Supply of Two (2) Oracle Database Appliances and were advertised in the Record, on the Ontario Public Buyers Association website and on the Region’s website. The tenders were opened in the presence of T. Lumgair, J. Ham and L. McDermott.

The following tender was received:

Ecipsys Solutions Inc. Toronto, ON $261,889.80

*Two bidders were disqualified.

The work under this contract includes the supply, installation and professional services related to the installation of two (2) Oracle Database Appliances (ODAs) to support key financial and corporate enterprise applications. The acquisition of the ODAs will support the Region until at least 2022 and accommodate Regional growth associated with all Oracle applications during this period of time as well as provide a technology foundation.
for additional business opportunities such as business intelligence and analytics and industry proven processing efficiencies.

Region staff rigorously use and depend upon the current Oracle systems to support daily business activities and reporting. The Oracle environment supports a wide range of the Region’s mission critical business applications including corporate document management, financial/budgeting, debenture management, fleet management, facilities work order, time management and payroll systems.

The Region’s current technology landscape uses traditional server technology and many other 3rd party components that were implemented by staff over 5 years ago. The aging system design makes supporting the environment difficult in the ever increasing security and performance patching arena.

Over the past 5 years, Oracle has been engineering robust and complete technology solutions, one of which is known as the ODA. These solutions have a proven track record for high reliability, supportability, performance and simplicity of design that has resulted in a significant worldwide trend for Oracle customers to adopt engineered solutions when updating and preparing environments for the next decade.

Oracle Database Appliances ship with everything that is required to run Oracle E-Business suite and other Oracle applications in a high availability database environment. The appliance includes all server, networking and storage components which have all been engineered to be completely integrated, tested and optimized. To this end, ODAs with integrated components are a proven technology that will work together better than any other combination the Region could buy or custom build. Furthermore, using ODA technology eliminates the risks of dealing with multiple vendors as there is only one vendor to deal with during upgrades and in the event of trouble shooting problems.

Installation of the appliances is expected to begin in July 2016 and be operational by September 2016.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to ensure Regional programs and services are efficient, effective and provide value for money under Strategic Focus Area 5, Responsive and Engaging Government Services.
Financial Implications:

**T2016-173 Hardware Costs (capital)**  
$170,400

**T2016-173 Five Year Maintenance Support Agreement (operating)**  
91,500

Sub-total  
261,900

**Plus: Applicable Net HST of 1.76%**  
4,600

**Total**  
266,500

Note: All figures are rounded to the nearest $100.

The Region’s approved 2016 Information Technology Services Capital Program includes a budget of $728,000 for Server/Network Upgrades (project # 90061) to be funded from the Capital Levy Reserve Fund (72%; $526,000) and from current year property tax revenue (28%; $202,000). To date, $238,800 has been spent or committed against the project, leaving $489,500 to cover the capital costs identified in this award as well as other planned projects. Operating costs associated with the five year maintenance support agreement ($18,300 annually) will be reflected in future Information Technology Services operating budgets.

The final date of acceptance for this tender is August 1, 2016.

**Other Department Consultations/Concurrence:**

Staff from Information Technology Services was consulted in the preparation of this report.

**Attachments:** Nil

**Prepared By:** Lisa Evans, Manager, Procurement/Chief Purchasing Officer

**Approved By:** Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council
Date: June 22, 2016
File Code: F18-30

Subject: T2016-174 Refrigeration Machine Replacement – 99 Regina Street, Waterloo

Recommendation:

That the Regional Municipality of Waterloo accept the tender of James Kemp Construction Limited, for T2016-174 Refrigeration Machine Replacement – 99 Regina Street, Waterloo in the amount of $949,888.00 plus all applicable taxes as set out in report COR-TRY-16-66 dated June 22, 2016.

Summary: Nil

Report:

Tenders were called for T2016-174 Refrigeration Machine Replacement – 99 Regina Street, Waterloo and were advertised in the Record, on the Ontario Public Buyers Association website and on the Region’s website. The tenders were opened in the presence of A. Dooling, N. Hilts and B. McFadgen.

The following tenders were received:

- James Kemp Construction Limited, Hamilton, ON $949,888.00
- Ross & Anglin Ontario Ltd., Toronto, ON $995,400.00
- Ball Construction Ltd., Kitchener, ON $1,028,138.00

The work under this contract includes upgrades of the two existing refrigeration machines located in the mechanical room as they are nearing the end of their life cycle.
Two new high efficiency refrigeration machines and all associated piping and work will also bring the refrigeration plant up to current TSSA standards and provide energy savings for the building.

Work is expected to begin in November, 2016 and be completed by February 15, 2017.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to ensure regional programs and services are efficient, effective and provide value for money under Strategic Focus Area 5, Responsive and Engaging Government Services.

**Financial Implications:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>T2015-174</td>
<td>$949,900</td>
</tr>
<tr>
<td>Plus: Applicable Net HST of 1.76%</td>
<td>16,700</td>
</tr>
<tr>
<td>Total</td>
<td>$966,600</td>
</tr>
</tbody>
</table>

Note: All figures are rounded to the nearest $100.

The Region’s 2016 Facilities Asset Renewal Capital Program includes a budget of $3,636,000 in 2016 & 2017 for 99 Regina Building Renewal (project # 74300) to be funded from debentures. Of the $3,636,000 budget, $1,025,800 has been committed or spent to date leaving a balance of $2,610,200 to fund this project and future phases of the work. An amount of $600,000 has been allocated from the 2016 budget and $400,000 from the 2017 budget for the Refrigeration Machine Replacement. Debt servicing costs to be reflected in future Facilities Management operating budgets are estimated to be $111,900 annually over a period of 10 years based on an estimated cost of borrowing of 2.75%.

The final date of acceptance for this tender is July 31, 2016.

**Other Department Consultations/Concurrence:**

Facilities Project Management staff was consulted in the preparation of this report.

**Attachments:** Nil

**Prepared By:** Lisa Evans, Manager, Procurement/Chief Purchasing Officer

**Approved By:** Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council

Date: June 22, 2016  File Code: F18-30

Subject: Authorization For Disbursement of Additional Funds for T2015-142
Parking Area Rehabilitation, 150 Main St, Cambridge

Recommendation:

That the Regional Municipality of Waterloo increase the contract with JB Construction Management Corporation for T2015-142, Parking Area Rehabilitation, 150 Main St. Cambridge in the amount of $270,000.00 for a total contract price of $1,383,228.60 plus all applicable taxes as set out in report COR-TRY-16-67 dated June 22, 2016.

Summary: Nil

Report:

On August 19, 2015, the Regional Municipality of Waterloo awarded the tender for T2015-142, Parking Area Rehabilitation, 150 Main St. Cambridge to JB Construction Management Corporation at a total price of $1,113,228.60 plus all applicable taxes (Council Report COR-TRY-15-78). During construction, unknown conditions were encountered which require an increase to the scope of work to complete the project at a cost of $270,000 plus applicable taxes.

Approximately $220,000 of this request is associated with a complete replacement of the retaining wall between the laneways on the west side of the property. Only a small section of retaining wall was to be removed as part of the contract. Upon excavation it was discovered that the existing wall was not adequate as the footings and the existing rebar were undersized. Non-destructive investigations typically done prior to construction would not have revealed these conditions. Uncorrected, the durability and safety of the structure were compromised. Combined with the existing weak soil conditions it was determined that replacement of the entire retaining wall with a precast...
concrete wall reinforced with additional concrete would be the most economical means to correct the current situation.

The remaining increase of $50,000 is associated with additional work related to the ramp to the underground parking garage. The project requirements were for replacement of the surface finish of the ramp which had deteriorated. Removal of the ramp surface revealed the substructure structure had failed resulting in more enhanced remedial work than anticipated. Unknown subsurface conditions of this nature are considered typical for a large renovation project of this type.

The costs for the scope of work increases have been reviewed by Facilities Management staff and are considered reasonable and appropriate for the additional work performed.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to ensure Regional programs and services are efficient, effective and provide value for money under Strategic Focus Area 5, Responsive and Engaging Government Services.

**Financial Implications:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>T2015-142 – Contract Increase</td>
<td>$270,000</td>
</tr>
<tr>
<td>Plus: Applicable Net HST of 1.76%</td>
<td>4,800</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$274,800</strong></td>
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</tbody>
</table>

Note: All figures are rounded to the nearest $100.

The 2016 Facility Asset Renewal Capital Program includes a budget of $2,742,000 for 150 Main Street, Cambridge, Building Maintenance (project # 74500) to be funded from debentures. To date, $559,800 has been committed and spent leaving a balance of $2,182,200 which can be used for the contract increase. Debt servicing costs to be reflected in the future Facilities Management operating budgets are projected to be $31,800 annually over a period of 10 years based on an estimated cost of borrowing of 2.75%.

**Other Department Consultations/Concurrence:**

Facilities Project Management staff was consulted in the preparation of this report.

**Attachments:** Nil

**Prepared By: Lisa Evans**, Manager, Procurement/Chief Purchasing Officer

**Approved By: Craig Dyer**, Commissioner, Corporate Services/Chief Financial Officer
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of the Regional Council
Date: June 22, 2016   File Code: F18-30
Subject: T2016-136 Sunnyside Localized Leak Repairs

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Ball Construction Inc., for the T2016-136 Sunnyside Localized Leak Repairs in the adjusted amount of $333,000.00 plus all applicable taxes as set out in report COR-TRY-16-68 dated June 22, 2016.

Summary: Nil

Report:

Tenders were called for T2016-136 Sunnyside Localized Leak Repairs and were advertised in the Record, on the Ontario Public Buyers Association website and on the Region’s website. The tenders were opened in the presence of A. Dooling, C. Meleca, and J. Rock.

The following tender was received:

Ball Construction Inc.  Kitchener, ON  $333,000.00

* One bid was disqualified

The work under this contract includes the repair of curtain wall systems at various locations throughout the Sunnyside Long Term Care Home building to stop the entry of water. The windows are to be removed, repairs made to the flashing membrane, and the windows re-installed.
Following a review of the original bid, negotiations were undertaken with Ball to adjust the scope of the project in an effort to reduce the overall project price. As a result, Ball Construction Inc. was able to reduce their price to fit within the Region’s budget. The scope that is included in this project includes the most critical repairs, with lower priority items deferred to 2017. The deferred work is also being reviewed for alternate construction approaches with reduced costs expected.

Work is expected to begin in early July with completion in early September 2016.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to ensure Regional programs and services are efficient, effective and provide value for money under Strategic Focus Area 5, Responsive and Engaging Government Services.

**Financial Implications:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2016-136</td>
<td>$333,000</td>
</tr>
<tr>
<td>Contingency</td>
<td>$40,000</td>
</tr>
<tr>
<td>Plus: Applicable Net HST of 1.76%</td>
<td>$6,600</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$379,600</strong></td>
</tr>
</tbody>
</table>

Note: All figures are rounded to the nearest $100.

The Region’s approved 2016 Sunnyside Home Capital Program includes a budget of $1,224,000 (Project #71042) for Sunnyside Renewal work funded by debentures (90%; $1,101,000) and the life-cycle reserve (10%; $123,000). Of this amount, $390,000 has been allocated for this contract. Debt servicing costs to be reflected in future Sunnyside Home operating budgets are projected to be $44,000 annually over a period of 10 years based on an estimated cost of borrowing of 2.75%.

The final date of acceptance of this tender is July 2, 2016.

**Other Department Consultations/Concurrence:**

Facilities staff was consulted in the preparation of this report.

**Attachments:** Nil

**Prepared By:** Lisa Evans, Manager, Procurement/Chief Purchasing Officer

**Approved By:** Craig, Dyer, Commissioner, Corporate Services/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:


2. That the Regional Municipality of Waterloo, in concert with the Corporation of the County of Wellington, take the following actions with respect to the Kissing Bridge Trailway as detailed in Report PDL-CPL-16-30, dated June 14, 2016:

   a) Support Regional staff in working with landowners having farm properties on both sides of the Kissing Bridge Trailway to identify and design appropriate crossing locations for farm equipment and livestock;

   b) Authorize the Commissioner, Planning, Development and Legislative Services to execute licensing agreements with landowners and the Corporation of the County of Wellington to the satisfaction of the Province of Ontario and the Regional Solicitor; and

   c) Amend the Fees and Charges By-law 16-001 to provide for fees of $50 plus disbursements for agreements with terms ending on August 31st, 2017 and fees of $250 plus disbursements thereafter for the preparation of licencing agreements with a 5-year term, related to usage of the lands leased from the Province comprising the Kissing Bridge Trailway.

That the Regional Municipality of Waterloo undertake the following actions with respect to the management of residual waste:

3. Take no further action related to pursuing Energy from Waste (EfW) for residual waste management at this time;
   Direct staff to continue discussions regarding residual waste management and waste diversion programs with the Intermunicipal Working Group (IMWG); and

   Direct staff to report back to Planning and Works Committee regarding the remaining site life at the Waterloo Landfill and the state of the EfW industry in 3 years.
4. That the Regional Municipality of Waterloo approve the Greenlands Network Implementation Guideline to implement the environmental planning policies of the Regional Official Plan pursuant to Policy 10.B.9, as described in Report PDL-CPL-16-32, dated June 14, 2016.

5. That the Regional Municipality of Waterloo amend the Region’s Traffic and Parking By-law 06-072, as amended, to add to Schedule 10, a Level 2 Pedestrian Crossover (PXO) on Lackner Boulevard at its intersection with Corfield Drive in the City of Kitchener, as described in Report No. TES-TRP-16-04/PDL-CPL-16-33, dated June 14, 2016;

And that the Regional Municipality of Waterloo approve an amendment to the Controlled Access By-law #58-87 for an access on the east side of Lackner Boulevard (Regional Road 54), approximately 170 metres north of Fairway Road (Regional Road 53).

6. That the Regional Municipality of Waterloo approve an additional contract expenditure of $555,000 on Contract 2016-126 (Westmount Road Retaining Wall Replacement at University Avenue, City of Waterloo) to extend the length of the proposed retaining wall to accommodate a future multi-use trail.

7. That the Regional Municipality of Waterloo enter into a Consultant Services Agreement with Associated Engineering Ltd. of Kitchener, Ontario to provide consulting engineering services for preliminary design, public consultation, detailed design, contract administration and construction inspection services for proposed improvements on Westmount Road (South of Victoria Street to Glasgow Street) and on Victoria Street (Lawrence Avenue to Fischer-Hallman Road), City of Kitchener at an upset limit of $637,680.00 plus applicable taxes for the preliminary design and detailed design phases, with contract administration and construction inspection to be paid on a time basis in an estimated amount of $380,000.00 as described in Report TES-DCS-16-14 dated June 14, 2016.

8. That the Regional Municipality of Waterloo enter into an Agreement for Professional Consulting Services with Stantec Consulting Ltd., to provide engineering services during the detailed design and services during construction for the New Hamburg Wastewater Treatment Plant (WWTP) Upgrades, the Township of Wilmot, at an upset fee limit of $1,510,624.00 plus applicable taxes

9. That Council of the Regional Municipality of Waterloo approve the expropriation of lands for the purpose of reconstruction of Franklin Boulevard from 200m North of Clyde Road to 200m North of Avenue Road (Year 2 North), and from 125m South of Champlain Boulevard to 200m South of Main Street (Year 2 South), in...
the City of Cambridge, in the Region of Waterloo as detailed in Report PDL – LEG -16-27 dated June 14, 2016, described as follows:

**Fee Simple Partial Taking:**

i. Part of Lot 7, Concession 12, being Parts 44, 53, 54 and 55 on 58R-18803 (Part of PIN 22656-0164 (LT)) (265 Avenue Road, City of Cambridge);

ii. Part of Lot 7, Concession 12, being Parts 40, 41 and 42 on 58R- 18803 (Part of PIN 03813-0012 (LT)) (800 Franklin Boulevard, City of Cambridge);

iii. Part of Lot 7, Concession 12, being Parts 27, 28, 29 and 30 on 58R-18803 (Part of PIN 03813-0013 (LT)) (710 Franklin Boulevard, City of Cambridge);

iv. Part of Lot 7, Concession 12, being Parts 23, 24, 25 and 26 on 58R-18803 (Part of PIN 03813-0014 (LT)) (700 Franklin Boulevard, City of Cambridge);

v. Part of Lot 7, Concession 12, being Part 22 on 58R- 18803 (Part of PIN 03813-0015 (LT)) (692-696 Franklin Boulevard, City of Cambridge);

vi. Part of Lot 7, Concession 12, being Part 21 on 58R- 18803 (Part of PIN 03813-0016 (LT)) (686 Franklin Boulevard, City of Cambridge);

vii. Part of Lot 15, Registered Plan 648, being Part 19 on 58R- 18803 (Part of PIN 03813-0100 (LT)) (654 Franklin Boulevard, City of Cambridge);

viii. Part of Lot 15, Registered Plan 648, being Part 18 on 58R- 18803 (Part of PIN 03813-0101 (LT)) (650 Franklin Boulevard, City of Cambridge);

ix. Part of Lot 15, Registered Plan 648, being Part 17 on 58R- 18803 (Part of PIN 03813-0102 (LT)) (2 Athlone Road, City of Cambridge);

dx. Part of Lot 1, Registered Plan 648, being Part 3 on 58R- 18800 (Part of PIN 03813-0120 (LT)) (1 Athlone Road, City of Cambridge);

xi. Part of Lot 15, Registered Plan 1415, being Part 56 on 58R- 18803 (Part of PIN 22657-0225 (LT)) (111 Bayne Crescent, City of Cambridge);

xii. Part of Lot 14, Registered Plan 1415, being Parts 58 and 61 on 58R- 18803 (Part of PIN 22657-0227 (LT)) (107 Bayne Crescent, City of Cambridge);

xiii. Part of Lot 1, Registered Plan 1498, being Part 16 on 58R- 18803 (Part of PIN 03825-0059 (LT)) (4 Hilborn Avenue, City of Cambridge);

xiv. Part of Lot 6, Registered Plan 609, being Part 13 on 58R- 18803 (Part of PIN 03825-0055 (LT)) (657 Franklin Boulevard, City of Cambridge);

xv. Part of Lot 10, Registered Plan 609, being Part 1 on 58R- 18803 (Part of PIN 03825-0007 (LT)) (721 Franklin Boulevard, City of Cambridge);

xvi. Part of Block E, Registered Plan 1368, being Parts 5 and 6 on 58R- 18802 (Part of PIN 22673-0017 (LT)) (Land on SW Franklin Boulevard and Champlain Boulevard, City of Cambridge);
xvii. Part of Lot 5, Concession 10, being Parts 6 and 11 on 58R- 18801 (Part of PIN 03824-0099 (LT)) (200 Franklin Boulevard, City of Cambridge);

xviii. Part of Lot 1, Registered Plan 1433, being Part 4 on 58R- 18802 (Part of PIN 22674-0063 (LT)) (551 Champlain Boulevard, City of Cambridge);

xix. Part of Lot 5, Concession 10, being Parts 2 and 3 on 58R- 18801 (Part of PIN 03843-0008 (LT)) (330 Dundas Street South, City of Cambridge);

xx. Part of Block 38, Registered Plan 58M-241, being Parts 14, 15 and 18 on 58R- 18801 (Part of PIN 03845-0520 (LT)) (205, 225 & 235 Franklin Boulevard and 311 Dundas Street South, City of Cambridge);

xxi. Part of Lot 8, Registered Plan 1434, being Parts 1, 2 and 3 on 58R- 18802 (Part of PIN 03843-0042 (LT)) (550 Champlain Boulevard, City of Cambridge);

**Permanent Easement - Drainage:**

The right and easement, being an easement in gross, for itself, its successors and assigns and anyone authorized by it, in perpetuity to, at any time enter upon the following properties for purposes of constructing, installing, maintaining, inspecting, altering, moving, replacing, reconstructing, enlarging and repairing, as applicable, pipes, catch basins, swales, ditches and other works and appurtenances thereto for the purpose of the transfer or transmission and management of storm water, both above and below the ground and for every such purpose and for all purposes necessary or incidental to the exercise of the rights hereby created, through, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workmen and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

xxii. Part of Lot 7, Concession 12, being Parts 51 and 52 on 58R-18803 (Part of PIN 22656-0164 (LT)) (265 Avenue Road, City of Cambridge);

xxiii. Part of Lot 7, Concession 12, being Part 64 on 58R- 18803 (Part of PIN 03813-0014 (LT)) (700 Franklin Boulevard, City of Cambridge);

xxiv. Part of Lot 1, Registered Plan 648, being Part 2 on 58R- 18800 (Part of PIN 03813-0119 (LT)) (640 Franklin Boulevard, City of Cambridge);

xxv. Part of Lot 4, Registered Plan 609 and Part of Block 76 Registered Plan 1498, being Part 1 on 58R- 18800 (Part of PIN 03825-0132 (LT)) (639 Franklin Boulevard, City of Cambridge);

xxvi. Part of Block 38, Registered Plan 58M-241, being Part 23 on 58R- 18801 (Part of PIN 03845-0520 (LT)) (205, 225 & 235 Franklin Boulevard and 311 Dundas Street South, City of Cambridge);

**Permanent Easement – Retaining Wall Maintenance:**

2157865
The right and easement, being an easement in gross, for itself, its successors and assigns and anyone authorized by it, in perpetuity to, at any time enter upon the following properties for purposes of constructing, installing, maintaining, inspecting, altering, moving, replacing, reconstructing, enlarging and repairing, as applicable, a retaining wall, noise barrier and/or fence, through, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workmen and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

xxvii. Part of Lot 10, Registered Plan 609, being Part 2 on 58R-18803 (Part of PIN 03825-0007 (LT)) (721 Franklin Boulevard, City of Cambridge);

xxviii. Part of Lot 5, Concession 10, being Parts 7, 9 and 10 on 58R-18801 (Part of PIN 03824-0099 (LT)) (200 Franklin Boulevard, City of Cambridge);

**Permanent Easement – Hydro Aerial:**

The right and easement, being an easement in gross, for itself, its successors and assigns and anyone authorized by it, in perpetuity to, at any time enter upon the following properties for purposes of constructing, installing, inspecting, repairing, altering, enlarging, replacing, correcting, operating, and maintaining aerial hydro installations and infrastructure overhead, including cables, pipes, conduits of all kinds, all appurtenances thereto, and maintaining required clearance areas for same, herein referred to as the aerial utility plant, which may be determined necessary from time to time through, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workmen and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

xxix. Part of Lot 7, Concession 12, being Parts 47, 50 and 52 on 58R-18803 (Part of PIN 22656-0164 (LT)) (265 Avenue Road, City of Cambridge);

xxx. Part of Lot 7, Concession 12, being Parts 35, 36, 37, 38, and 39 on 58R-18803 (Part of PIN 03813-0012 (LT)) (800 Franklin Boulevard, City of Cambridge);

xxxi. Part of Lot 7, Concession 12, being Parts 31, 32, 33 and 34 on 58R-18803 (Part of PIN 03813-0013 (LT)) (710 Franklin Boulevard, City of Cambridge);
xxxii. Part of Lot 14, Registered Plan 1415, being Parts 59 and 60 on 58R-18803 (Part of PIN 22657-0227 (LT)) (107 Bayne Crescent, City of Cambridge);

xxxiii. Part of Lot 1, Registered Plan 1498, being Part 15 on 58R-18803 (Part of PIN 03825-0059 (LT)) (4 Hilborn Avenue, City of Cambridge);

xxxiv. Part of Lot 10, Registered Plan 609, being Part 6 on 58R-18803 (Part of PIN 03825-0007 (LT)) (721 Franklin Boulevard, City of Cambridge);

xxxv. Part of Lots 13 and 14, Registered Plan 1415, being Parts 62 and 63 on 58R-18803 (Part of PIN 22657-0228 (LT)) (103 Bayne Crescent, City of Cambridge);

xxxvi. Part of Block E, Registered Plan 1368, being Parts 7, 8, and 11 on 58R-18802 (Part of PIN 22673-0017 (LT)) (Land on SW Franklin Boulevard and Champlain Boulevard, City of Cambridge);

xxxvii. Part of Lot 5, Concession 10, being Part 8 on 58R-18801 (Part of PIN 03824-0099 (LT)) (200 Franklin Boulevard, City of Cambridge);

xxxviii. Part of Block 38, Registered Plan 58M-241, being Parts 19, 22 and 23 on 58R-18801 (Part of PIN 03845-0520 (LT)) (205, 225 & 235 Franklin Boulevard and 311 Dundas Street South, City of Cambridge);

Permanent Easement – Hydro Anchor:

The right and easement, being an easement in gross, for itself, its successors and assigns and anyone authorized by it, in perpetuity to, at any time enter upon the following properties for purposes of constructing, laying down, installing, inspecting, repairing, altering, enlarging, replacing, correcting, operating, and maintaining hydro installations and infrastructure, both under ground and overhead, including cables, pipes, conduits of all kinds, all necessary poles, supporting wires and braces and other equipment and appurtenances thereto, herein referred to as the utility plant, which may be determined necessary from time to time through, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workmen and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

xxxix. Part of Lot 7, Concession 12, being Parts 43, 45, 46, 48 and 49 on 58R-18803 (Part of PIN 22656-0164 (LT)) (265 Avenue Road, City of Cambridge);

xl. Part of Lot 6, Registered Plan 609, being Part 14 on 58R-18803 (Part of PIN 03825-0518 (LT)) (647 Franklin Boulevard, City of Cambridge);
xli. Part of Lot 10, Registered Plan 609, being Parts 4 and 5 on 58R-18803 (Part of PIN 03825-0007 (LT)) (721 Franklin Boulevard, City of Cambridge);
xlii. Part of Lot 10, Registered Plan 609, being Part 7 on 58R-18803 (Part of PIN 03825-0008 (LT)) (711 Franklin Boulevard, City of Cambridge);
xliii. Part of Block E, Registered Plan 1368, being Parts 9 and 10 on 58R-18802 (Part of PIN 22673-0017 (LT)) (Land on SW Franklin Boulevard and Champlain Boulevard, City of Cambridge);
xliv. Part of Lot 5, Concession 10, being Part 1 on 58R-18801 (Part of PIN 03843-0286 (LT)) (350 Dundas Street South, City of Cambridge);
xlv. Part of Block 38, Registered Plan 58M-241, being Parts 12, 13, 16, 17, 20 and 21 on 58R-18801 (Part of PIN 03845-0520 (LT)) (205, 225 & 235 Franklin Boulevard and 311 Dundas Street South, City of Cambridge);

Temporary Easement – Hydro Anchor:

The right and easement, being a temporary easement in gross, for the free and unobstructed, right, interest and easement terminating on the 31st day of December, 2018, for itself, its successors and assigns, and anyone authorized by it, on over, under and through the following property for the purposes of constructing, laying down, installing, inspecting, repairing, altering, enlarging, replacing, correcting, operating, and maintaining hydro installations and infrastructure, both under ground and overhead, including cables, pipes, conduits of all kinds, all necessary poles, supporting wires and braces and other equipment and appurtenances thereto, herein referred to as the utility plant, which may be determined necessary from time to time through, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workmen and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

xlvii Part of Lot 10, Registered Plan 609, being Part 3 on 58R-18803 (Part of PIN 03825-0007 (LT)) (721 Franklin Boulevard, City of Cambridge);

And that staff be instructed to register a Plan of Expropriation for the property within three months of the granting of the approval to expropriate the property, as required by the Expropriations Act;

And that the registered owners be served with a Notice of Expropriation and a Notice of Possession for the property after the registration of the Plan of Expropriation and the
Regional Solicitor is authorized to take any and all actions required to enforce such Notices including but not limited to any application pursuant to Section 40 of the *Expropriations Act*;

And that all above-referenced fee simple partial takings situated adjacent to an existing Regional public highway be acquired for road widening purposes and therefore be deemed to form part of the adjacent public highway in accordance with subsection 31(6) of the Municipal Act, 2001, S. O. 2001, c.25;

And that if no agreement as to compensation is made with an owner, the statutory Offer of Compensation and payment be served upon the registered owners of the property in the amount of the market value of the interests in the land as estimated by the Region’s appraiser in accordance with the Expropriations Act;

And Further That the Regional Solicitor be authorized to 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 the transaction or if determined by the Commissioner of Transportation and Environmental Services that such lands, or any part or interest thereof, are not required for the subject Project.

10. 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 Fountain Street North, City of Cambridge, in the Region of Waterloo as detailed in report PDL-LEG-16-45 dated June 14, 2016:

i. 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 improvements to Fountain Street North and described as follows:

**Fee Simple Partial Taking:**

a) Part Block 5, Plan 58M-302, being Part 4 on 58R-18928, part of PIN 22628-0148 (LT)(1090 Fountain Street North, City of Cambridge);

b) Part Block 7, Plan 58M-302, being Parts 1 and 2 on 58R-18928, part of PIN 22628-0150 (LT)(1100 Fountain Street North, City of Cambridge);

c) Part Lots 19 and 20, Beasley’s Broken Front Concession, being Part 5, 58R-18928 and Part Lot 22, Beasley’s Broken Front Concession, being Part 1, on 58R-18942, part of PIN 03755-0013 (LT)(1055-1065 Fountain Street North City of Cambridge)

d) Part Lot 19, Beasley’s Broken Front Concession, being Part 4, 58R-18938, part of PIN 22740-0034 (LT)(2150 Fountain Street North, City of Cambridge)
Part Lot 19, Beasley’s Broken Front Concession, being Parts 2, 3, 6, 7, 8, and 9, 58R-18938, part of PIN 22740-0051 (LT)(south west corner of Fountain Street and Allendale Road, City of Cambridge)

Part Lot 19, Beasley’s Broken Front Concession, being Part 1, 58R-18938 part of PIN 03755-0043 (LT)(1105 Fountain Street North City of Cambridge)

**Temporary Easement Partial Taking:**

a) Part Block 7, Plan 58M-302, being Parts 7 and 8, 58R-18928, part of PIN 22628-0150 (LT)(1100 Fountain Street North, City of Cambridge);

b) Part Lot 19, Beasley’s Broken Front Concession, being Part 5, 58R-18938, part of PIN 22740-0034 (LT)(2150 Fountain Street North, City of Cambridge);

ii. Serve notices of the above application(s) required by the Expropriations Act;

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

iv. Attend, with appropriate Regional staff, at any hearing that may be scheduled;

v. 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 or if determined by the Commissioner of Transportation and Environmental Services that such lands, or any part or interest thereof, are not required for the subject project; and

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

11. That the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to:

a) Remove from Schedule 18, Rates of Speed, 80 km/h on Fischer-Hallman Road (Regional Road 58) from 375 metres south of Bleams Road (Regional Road 56) to 500 metres north of New Dundee Road (Regional Road 12);

b) Remove from Schedule 18, Rates of Speed, 80 km/h northbound Arthur Street (Regional Road 85) from 1.2 km north of the Highway 85 Limit to 300 metres south of Listowel Road (Regional Road 85);
c) Remove from Schedule 18, Rates of Speed, 80km/h southbound Arthur Street (Regional Road 85) from 1.4 km north of the Highway 85 Limit to 300 metres south of Listowel Road (Regional Road 85);

d) Remove from Schedule 18, Rates of Speed, 80 km/h on Sawmill Road (Regional Road 17) from Arthur Street (Regional Road 85) to 330 metres west of Northfield Drive (Regional Road 22);

e) Remove from Schedule 18, Rates of Speed, 70 km/h on Homer Watson Boulevard/Fountain Street (Regional Road 28) from 400 metres south of Block Line Road to 100 metres west of Preston Parkway;

f) Remove from Schedule 18, Rates of Speed, 70km/h on Fountain Street (Regional Road 17) from Woolwich Street to Cherry Blossom Road;

g) Remove from Schedule 18, Rates of Speed, 80 km/h on Kossuth Road (Regional Road 31) from Fountain Street (Regional Road 17) to Highway 24 (Regional Road 24);

h) Remove from Schedule 18, Rates of Speed, 80 km/h on Fairway Road (Regional Road 53) from 50 metres east of Zeller Drive to Fountain Street (Regional Road 17);

i) Remove from Schedule 18, Rates of Speed, 70 km/h on Highland Road (Regional Road 6) from 2760 metres east of Notre Dame Drive (Regional Road 12) to 50 metres west of Westheights Drive (Westerly Access);

j) Add to Schedule 18, Rates of Speed, 60 km/h on Fischer-Hallman Road (Regional Road 58) from Activa Avenue to 400 metres south of Huron Road;

k) Add to Schedule 18, Rates of Speed, 80 km/h on Fischer-Hallman Road (Regional Road 58) from 400 metres south of Huron Road to 500 metres north of New Dundee Road (Regional Road 12);

l) Add to Schedule 18, Rates of Speed, 80 km/h northbound on Arthur Street (Regional Road 85) from 1.2 km north of the Highway 85 Limit to 400 metres south of Sawmill Road (Regional Road 17);

m) Add to Schedule 18, Rates of Speed, 80 km/h southbound Arthur Street (Regional Road 85) from 1.4 km/h north of the Highway 85 Limit to 400 metres south of Sawmill Road (Regional Road 17);
n) Add to Schedule 18, Rates of Speed, 60km/h on Arthur Street (Regional Road 85) from 400 metres south of Sawmill Road (Regional Road 17) to 400 metres north of sawmill Road (Regional Road 17);

o) Add to Schedule 18, Rates of Speed, 80 km/h on Arthur Street (Regional Road 85) from 400 metres north of Sawmill Road (Regional Road 17) to 300 metres south of Listowel Road (Regional Road (Regional Road 85);

p) Add to Schedule 18, Rates of Speed, 60 km/h on Sawmill Road (Regional Road 17) from Arthur Street to 400 metres east of Arthur Street (Regional Road 85);

q) Add to Schedule 18, Rates of Speed, 80 km/h on Sawmill Road (Regional Road 17) from 400 metres east of Arthur Street to 330 metres west of Northfield Drive (Regional Road 22);

r) Add to Schedule 18, Rates of Speed, 70 km/h on Homer Watson Boulevard/Fountain Street (Regional Road 28) from 400 metres south of Block Line Road to 400 metres west of Dickie Settlement Road (Regional Road 71);

s) Add to Schedule 18, Rates of Speed, 60 km/h on Fountain Street (Regional Road 28) from 400 metres west of Dickie Settlement (Regional Road 71) to 100 metres west of Preston Parkway;

t) Add to Schedule 18, Rates of Speed, 70 km/h on Fountain Street (Regional Road 28) from Woolwich Street to 400 metres north of Kossuth Road/Fairway Road (Regional Road 28);

u) Add to Schedule 18, Rates of Speed, 60 km/h on Fountain Street (Regional Road 28) from 400 metres north of Kossuth Road/Fairway Road (Regional Road 31/Regional Road 53) to 400 metres south of Kossuth Road/Fairway Road (Regional Road 31/Regional Road 53);

v) Add to Schedule 18, Rates of Speed, 70 km/h on Fountain Street (Regional Road 28) from 400 metres south of Kossuth Road/Fairway Road (Regional Road 31/Regional Road 53) to Cherry Blossom Road;

w) Add to Schedule 18, Rates of Speed, 80km/h on Kossuth Road (Regional Road 31) to 400 metres east of Fountain Street (Regional Road 28) to Highway 24 (Regional Road 24);

x) Add to Schedule 18, Rates of Speed, 60km/h on Kossuth Road (Regional Road 31) from Fountain Street (Regional Road 28) to 400 metres east of Fountain Street (Regional Road 28);
y) Add to Schedule 18, Rates of Speed, 80km/h on Fairway Road (Regional Road 53) from 400 metres east of Zeller Drive to 400 metres west of Fountain Street (Regional Road 28);

z) Add to Schedule 18, Rates of Speed, on Fairway Road (Regional Road 53) from 400 metres west of Fountain Street (Regional Road 28) to Kossuth Road (Regional Road 31);

aa) Add to Schedule 18, Rates of Speed, 70km/h on Highland Road (Regional Road 6) from 2760 metres east of Notre Dame Drive (Regional Road 12) to 400 metres west of Ira Needles Boulevard (Regional Road 70);

bb) Add to Schedule 18, Rates of Speed, 60 km/h on Highland Road (Regional Road 6) from 400 metres west of Ira Needles Boulevard (Regional Road 70) to Westmount Road (Regional Road 50);

cc) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Bleams Road (Regional Road 56) and Manitou Drive (Regional Road 69) intersection;

dd) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Can-Amera Parkway (Regional Road 80) and Conestoga Boulevard intersection;

ee) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Erb Street (Regional Road 9) and Erbsville Road/Ira Needles Boulevard (Regional Road 70) intersection;

ff) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Fairway Road (Regional Road 53) and Zeller Drive intersection;

gg) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Fischer-Hallman Road (Regional Road 58) and Huron Road intersection;

hh) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Fischer-Hallman Road (Regional Road 58) and Seabrook Drive intersection;

ii) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Fountain Street (Regional Road 28) and Dickie Settlement Road (Regional Road 71) intersection;

jj) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Fountain Street (Regional Road 28) and Blair Road/Morningside Drive intersection;
kk) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Fountain Street (Regional Road 17) and Kossuth Road/Fairway Road (Regional Road 31/Regional Road 53) intersection;

ll) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Franklin Boulevard (Regional Road 36) and Bishop Street (Regional Road 41 intersection);

mm) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Franklin Boulevard (Regional Road 36) and Sheldon Drive intersection;

nn) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Franklin Boulevard (Regional Road 36) and Savage Drive intersection;

oo) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Hespeler Road (Regional Road 24) and Beaverdale Road/Queen Street intersection;

pp) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Highland Road (Regional Road 6) and Ira Needles Boulevard (Regional Road 70) intersection;

qq) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Homer Watson Boulevard (Regional Road 28) and Block Line Road intersection;

rr) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Ira Needles Boulevard (Regional Road 70) and Highview Drive/Trussler Road intersection;

ss) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Ira Needles Boulevard (Regional Road 70) and The Boardwalk intersection;

tt) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Lancaster Street (Regional Road 29) and the Bridge Street (Regional Road 52) intersection;

uu) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Pinebush Road (Regional Road 39) and Thompson Drive/Tyler Street
vv) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Sawmill Road (Regional Road 17) and Arthur Street (Regional Road 85) intersection;

ww) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Townline Road (Regional Road 33) and Can-Amera Parkway (Regional Road 80) intersection

xx) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the University Avenue (Regional Road 57) and Ira Needles Boulevard (Regional Road 70);

yy) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Victoria Street (Regional Road 55) and Ira Needles Boulevard (Regional Road 70) intersection; and

zz) Add to Schedule 10, Level 2 Pedestrian Crossover, on All Entry and Exits at the Westmount Road (Regional Road 50) and Laurelwood Drive intersection.


June 14, 2016
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 approve, enter into an Agreement for, and execute all documentation related to, the acquisition of land and easements for road improvements to Franklin Boulevard described as the Fee Simple Interest in part of the Vendor’s Property described as PT LT 10 PL 609 Cambridge being Part 1 on 58R-18803, (the “Road Widening”); permanent easement over PT LT 10 PL 609 Cambridge being Parts 4 and 5 on 58R-18803 (the “Hydro Anchor Easement”); permanent easement over PT LT 10 PL 609 Cambridge being Part 6 on 58R-18803 (the “Hydro Aerial Easement”); permanent easement over PT LT 10 PL 609 Cambridge being Part 2 on 58R-18803 (the “Retaining Wall Maintenance Easement”); and a temporary easement for one year, until December 31, 2018, over PT LT 10 PL 609 being Part 3 on 58R-18803 (the “Temporary Hydro Anchor Easement”) in the City of Cambridge, Regional Municipality of Waterloo, and being parts of PIN 03825-0007(LT) being part of 721 Franklin Boulevard, City of Cambridge, Regional Municipality of Waterloo from John Leonard Badham for the sum of One Hundred and Twenty-Six Thousand Dollars $126,000.00, plus associated acquisition costs, subject to documentation satisfactory to the Regional Solicitor.

2. That The Regional Municipality of Waterloo approve a settlement agreement with Montclair Food Services Inc. (the “Owner”) in relation to the partial expropriation of the property municipally known as 115 Fountain Street South, City of Cambridge wherein the Region:

(a) pays the Owner the sum of $170,000 plus any applicable interest as full and final compensation for the fair market value of the Lands and interests taken pursuant to the Expropriations Act;

(b) pays the Owner the sum of $279,595.50 as full and final compensation for the Owner’s disturbance cost in relocating its outdoor patio facilities from the sideyard of the Owner’s retained lands;

(c) pays the Owner the sum of $70,000 as full and final compensation for the Owner’s disturbance cost to pave the parking lot on the Owner’s retained
lands;
(d) relocates the Owner’s right of way over the adjacent property at 250 King Street West, if required pursuant to anticipated settlement agreement with the owner of the adjacent property at 250 King St. West, at the Region’s cost; and
(e) reimburses the Owner for its reasonable legal and associated costs pursuant to the Expropriations Act;

And That the Regional Solicitor have all necessary authority to execute such documents to carry out the agreement and to settle the reasonable legal and associated costs of the Owner pursuant to the Expropriations Act.

3. That the Regional Municipality of Waterloo (the Region) approve a Settlement agreement with 423399 Ontario Limited (the “Owner”) in relation to the partial expropriation of the property known as 1201 Franklin Boulevard, City of Cambridge, wherein the Region:

a) Pays the Owner the sum of $62,200 as full and final compensation for the fair market value of the lands and interests taken pursuant to the Expropriations Act;

b) Subject to satisfactory completion of the Region’s road closure, surplus property and real property disposition procedures, conveys to the Owner, for nominal consideration, part of the Franklin Boulevard road allowance that is no longer part of the roadway after construction of the roundabout, abutting the Owner’s property, containing an approximate area of 690 square metres, subject to blanket easements in favour of various utilities;

c) Constructs a replacement asphalt parking area on the lands to be conveyed pursuant to paragraph b) as an extension to the existing parking area; and

d) Reimburses the Owner for its reasonable legal and associated costs pursuant to the Expropriations Act;

And that the Regional Solicitor have all necessary authority to execute such documents to carry out the agreement and to settle the reasonable legal and associated costs of the Owner pursuant to the Expropriations Act.

June 14, 2016
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 Regional Municipality of Waterloo approve additional consulting fees of $120,000 plus applicable taxes for CIMA+ for design, specification, evaluation, and negotiation of the Waterloo Region Voice Radio System replacement Request for Proposal as set out in report COR-FFM-16-06 dated June 14, 2016;

   And that report COR-FFM-16-06 be forwarded to the Waterloo Region Police Services Board and all area municipality councils for information.

2. That the Regional Municipality of Waterloo take the following action with respect to the Multi-Site Lighting Program as set out in report COR-FFM-16-08 dated June 14, 2016:

   1. Approve additional Multi-Site Lighting Program consulting fees for Walter Fedy at an upset limit of $120,000, for a total upset limit of $374,120, inclusive of a contingency amount of $15,000, plus all applicable taxes; and

   2. Approve in principle changes to the Multi-Site Lighting Program subject to approval of the 2017-2026 Capital Program.


4. That the Regional Municipality of Waterloo take the following action with respect to the 2017 Budget:

   1. Approve the 2017 Budget timetable as set out in Schedule B to Report COR-FSD-16-16 dated June 14, 2016;

   2. Forward a copy of Report COR-FSD-16-16 to the Waterloo Region Police Services Board.

June 14, 2016

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The Regional Municipality of Waterloo

Community Services Committee

Summary of Recommendations to Council

The Community Services Committee recommends as follows:

1. That the Regional Municipality of Waterloo support the stated intention of the Province to collaborate with stakeholders to develop, implement and evaluate a Basic Income Guarantee pilot project and that such support be in the form of a Council Resolution (as set out in Appendix B);

And That the resolution be circulated to the Ministers of Health and Long-Term Care and Community and Social Services for Ontario, the Federal Minister of Families, Children and Social Development, the local MPPs and MPs to indicate the Region's support for a Basic Income Guarantee pilot project in Ontario;

And Further That the resolution be sent to the Association of Municipalities of Ontario (AMO) and the Ontario Municipal Social Services Association (OMSSA) to urge them to advocate to the Province that Consolidated Municipal Service Managers (CMSMs) and District Social Service Administration Boards (DSSABs) be included in consultations to inform the development and evaluation of the pilot project to be implemented in Ontario as detailed in report CSD-EIS-16-10, dated June 14, 2016.

2. That the Regional Municipality of Waterloo approve the following with respect to the Ontario Works Discretionary Benefits program:

a) Provide additional funding not to exceed $600,000 to maintain the approved level of service for the balance of 2016 to be funded from the Tax Stabilization Reserve Fund; and

b) That a letter be sent to the Premier of Ontario and the Ministry of Community and Social Services, with copies to the Association of Municipalities of Ontario and the Ontario Municipal Social Services Association, detailing the
issues related to the current funding of Discretionary Benefits and request an increase in the funding provided by the Province of Ontario

3. That the Regional Municipality of Waterloo approve a quality improvement review of the Homemakers and Nurses Services program as outlined in report CSD-SEN-16-05 dated June 14, 2016.

4. That the Region of Waterloo amend the current purchase of service agreement with Waterloo Infant Toddler Daycare Association to add St. John’s Summer Camp, located at 22 Willow St., Waterloo, Ontario N2J 1V5, effective July 4, 2016 as outlined in report CSD-CHS-16-13, dated June 14, 2016.


6. That the Regional Municipality of Waterloo enter into an agreement with the Township of Woolwich for the construction, use and occupation of a new ambulance station to be co-located and constructed concurrently with the new Breslau Fire Station in Breslau, as detailed in report PHE-PSV-16-03/COR-FFM-16-07 on terms and conditions satisfactory to the Chief Financial Officer and the Regional Solicitor;

And that the Commissioner of Public Health and Emergency Services and Regional Solicitor be authorized to execute the agreement on behalf of the Regional Municipality of Waterloo as outlined in report PHE-PSV-16-03/COR-FFM-16-07, dated June 14, 2016.

7. That The Regional Municipality of Waterloo, in its capacity as both Service Manager in accordance with the Housing Services Act and sole shareholder of Region of Waterloo Community Housing Inc. ("ROWCHI") approve the Resolution of the Sole Shareholder appointing Michelle Sergi as a director of ROWCHI to hold office until the close of the first annual meeting of shareholders or until such director’s successor is elected or appointed, whichever occurs first, and authorize the Region’s Commissioner of Community Services and the Commissioner of Corporate Services/Chief Financial Officer both in their capacity as employees of the Region of Waterloo and based on their positions as officers and directors of ROWCHI to sign such Resolution in a form satisfactory to the Regional Solicitor;
And that The Regional Municipality of Waterloo, in its capacity as both Service Manager in accordance with the Housing Services Act and sole shareholder of Region of Waterloo Community Housing Inc. ("ROWCHI") confirm ROWCHI’s By-Law No. 3 (Borrowing By-Law) attached as Appendix “A” and authorize the Region’s Commissioner of Community Services and the Commissioner of Corporate Services/Chief Financial Officer in their capacity as employees of the Region of Waterloo and based on their positions as officers and directors of ROWCHI to sign such confirmation in a form satisfactory to the Regional Solicitor;

June 14, 2016
The Regional Municipality of Waterloo

Library Committee

Summary of Recommendations to Council

The Library Committee recommends as follows:

1. That the Regional Municipality of Waterloo approve the following with regard to the Proposed Spending of the Puddicombe Bequest, as described in PDL-LIB-16-08, dated June 14, 2016:
   1. Increase the 2016 Library Capital program by $25,000 with no 2016 tax levy impact, as set out in Report PDL-LIB-16-08 dated June 16, 2016; and
   2. Approve the proposed spending of the Puddicombe Bequest

June 14, 2016
Region of Waterloo
Transportation and Environmental Services
Design and Construction

To: Chair Tom Galloway and Members of the Planning and Works Committee
Date: June 14, 2016
File Code: C04-30 / 06510

Subject: Class Environmental Assessment Study
Bridgeport Road/Caroline Street from King Street to Erb Street and Erb Street from King Street to Caroline Street, City of Waterloo

Recommendation:

That the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment Study for proposed improvements to Bridgeport Road/ Caroline Street from King Street to Erb Street and Erb Street from King Street to Caroline Street in the City of Waterloo:

a) Approve the Recommended Design Concept for the proposed improvements to Bridgeport Road/ Caroline Street from King Street to Erb Street and Erb Street from King Street to Caroline Street as described in Report TES-DCS-16-12.1 dated June 14, 2016;

b) Direct staff to file a Notice of Completion for this Class Environmental Assessment Study by means of advertisements in local newspapers and mailings to adjacent property owners, tenants and agencies, and place the Project File on the public record for review for a period of 30 days.

Summary:

The Region of Waterloo is currently undertaking a Class Environmental Assessment Study (Class EA) to consider improvements to Bridgeport Road/ Caroline Street from King Street to Erb Street and Erb Street from King Street to Caroline Street to King Street in the City of Waterloo. Improvements to Albert Street from Erb Street to Bridgeport Road are also being considered as part of this Class EA Study on behalf of the City of Waterloo. Please refer to Appendix “A” for a Key Plan of the Study Area for
this Class EA.

This Class EA Study has been initiated to identify a recommended design concept to address the deteriorating pavement conditions and aging sewer and watermain on these sections of roadways, as well as to consider opportunities for improvements to pedestrian, cycling and transit facilities.

The Project Team conducted a Public Consultation Centre on January 27, 2016 at the Canadian Clay and Glass Gallery. Based on a review of the technical information gathered for this project, as well as a review of all public and agency comments received, the Project Team is now recommending that Regional Council approve the following improvements to Bridgeport Road/ Caroline Street from King Street to Erb Street and Erb Street from King Street to Caroline Street to King Street in the City of Waterloo:

Bridgeport Road/Caroline Street from King Street to Erb Street:

- Complete replacement of the pavement structure including new concrete curb and gutter;
- Replacement of the storm sewers;
- Replacement of the City's watermain and sanitary sewer from King Street to 100 metres west of Albert Street;
- Construction of a 4.0 metre wide boulevard multi-use trail on the north side of Bridgeport Road from King Street to Dorset Street;
- Construction of a 3.0 metre wide boulevard multi-use trail on the north side of Bridgeport Road/Caroline Street from Dorset Street to Erb Street;
- Replacement of the existing 1.50 metre wide sidewalk on the south side of Bridgeport Road from King Street to Albert Street with 2.0 metre wide sidewalk;
- Construction of new 2.50 metre wide sidewalk on the south side of Caroline Street from Albert Street to Dupont Street;
- Replacement of the existing 1.50 metre wide sidewalk on the south/ east side of Caroline Street from Dupont Street to Erb Street with 2.0 metre wide sidewalk;
- Removal of the existing westbound curb lane on the north side of Bridgeport Road/Caroline Street from King Street to Erb Street to accommodate the proposed boulevard multi-use trail;
- Construction of a new designated westbound right-turn lane on Bridgeport Road at Albert Street; and
- Enhanced boulevard landscaping where space permits.

Erb Street from King Street to Caroline Street:

- Complete replacement of the pavement structure including new concrete curb and gutter;
- Replacement of the storm sewers;
- Replacement of the City's watermain and sanitary sewer on Erb Street from King Street to Caroline Street;
- Replacement of the existing 1.50 metre wide sidewalk on the north side of Erb Street from 90 metres east of Caroline Street to 30 metres west of King Street with a 2.50 metre wide sidewalk;
- Replacement of the existing 2.0 metre wide sidewalk on the south side of Erb Street from Caroline Street to 100 metres west of King Street with a 2.50 metre wide sidewalk; and
- Removal of the existing designated left-turn lanes on Erb Street at Albert Street.

The Recommended Design Concept for improvements to Albert Street from Erb Street to Bridgeport Road was approved by City of Waterloo Council on May 30, 2016 and is described in Appendix ‘E’ of this Report TES-DC-16-12.1.

Please refer to Appendix “B” for drawings of the Project Team’s Recommended Design Concept for Bridgeport Road/ Caroline Street, Erb Street and Albert Street.

The Region’s approved 2016 Ten-Year Transportation Capital Program includes funds of $3,230,000 in years 2016 to 2019 inclusive for the roadway improvements and a portion of the storm sewer replacement on Erb Street and Bridgeport Road/Caroline Street to be funded from the Roads Rehabilitation Reserve Fund. The City of Waterloo is responsible for the cost of the improvements to Albert Street, the replacement of the City’s watermain, sanitary sewer and a portion of the storm sewer replacement costs on Bridgeport Road/Caroline Street and Erb Street.

Construction of this project is currently scheduled to occur in 2018 in the Region’s 2016 Transportation Capital Program. In response to requests from Committee members at the May 24, 2016 Planning and Works Committee Meeting to defer construction to 2019, staff have confirmed that construction could be rescheduled to occur in 2019 with no scheduling impacts to other area projects. Staff will request and consider ongoing input from the Uptown Waterloo BIA, the City of Waterloo and other stakeholders regarding the timing of this project. Staff will provide the recommended timing of construction for this project through the development of the annual Transportation Capital Program.

Report:

1. Background

The Region of Waterloo is currently undertaking a Class Environmental Assessment Study (Class EA) to consider improvements to Bridgeport Road/ Caroline Street from King Street to Erb Street and Erb Street from King Street to Caroline Street to King Street in the City of Waterloo. Improvements to Albert Street from Erb Street to Bridgeport Road are also being considered as part of this Class EA Study on behalf of the City of Waterloo. Please refer to Appendix “A” for a Key Plan of the Study Area for this Class EA.
This Class EA Study has been initiated to identify a recommended design concept to address the deteriorating pavement conditions and aging sewer and watermain on these sections of roadways, as well as to consider opportunities for improvements to pedestrian, cycling and transit facilities. This project is being planned as a Schedule ‘B’ project under the Class EA process.

A Project Team consisting of staff from the Region of Waterloo, staff from the City of Waterloo and City of Waterloo Councillor Melissa Durrell was established to direct the planning of these improvements. The planning of these roadway improvements is being undertaken in accordance with the Regional Context Sensitive Corridor Design Guidelines, the Region’s Transportation Master Plan (TMP) and Active Transportation Master Plan (ATMP) and other relevant Regional policies and practices.

The sections of roadways within the study area are located within the Urban Core Area of the City of Waterloo and need to support future development intensification through prioritizing walking, cycling and public transit while accommodating significant peak hour traffic volumes.

Within the Study area, Bridgeport Road/Caroline Street is a one-way road (in the westerly direction) with three travel lanes. This section of Bridgeport Road/Caroline Street is classified as a Neighbourhood Connector – Main Street in the Regional Context Sensitive Corridor Guidelines and has a posted speed limit of 50km/hour. The abutting land use is a combination of residential, commercial and institutional properties. Traffic control signals exist at the intersections of Bridgeport Road and King Street, Bridgeport Road and Albert Street and Caroline Street/Erb Street. Sidewalks currently exist on each side of Bridgeport Road/Caroline Street from King Street to Erb Street, with the exception of a missing section on the south side of the road from Albert Street to Dupont Street. There are no designated cycling facilities on this section of Bridgeport Road/Caroline Street.

Erb Street from Caroline Street to King Street is a one-way road (in the easterly direction) with two travel lanes from Caroline Street to west of Albert Street and three travel lanes from west of Albert Street to King Street. There is a designated left-turn lane on Erb Street at Albert Street and vehicles can also turn left onto Albert Street from the adjacent through lane. Erb Street is classified as a Neighbourhood Connector – Main Street in the Regional Context Sensitive Corridor Guidelines and has a posted speed limit of 50km/hour. The abutting land use on Erb Street is a combination of commercial and institutional properties. Traffic control signals exist at the intersections of Erb Street/Caroline Street and Erb Street/King Street. Sidewalks exist on both sides of Erb Street and there are no designated cycling facilities. The existing storm sewer, City watermain and sanitary sewers are approaching the end of their service life and require replacement.

Albert Street from Bridgeport Road to Erb Street is a one-way, two lane roadway under
the jurisdiction of the City of Waterloo. As part of this Class EA Study, the City is considering improvements to Albert Street to enhance parking, pedestrian and cycling facilities.

2. Transportation Considerations

The Region of Waterloo's Transportation Master Plan (TMP), updated in 2010, is a high-level strategic plan that assesses existing and future travel patterns for the Regional transportation system. The goals of the plan are to optimize the transportation system, promote transportation choice, foster a strong economy and support sustainable development. Bridgeport Road/Caroline Street and Erb Street provide important transportation links within the City of Waterloo, bringing travelers to and from Uptown Waterloo as well as east-west across the City. The TMP recommends that, within the project area, priority be given to walking, cycling, and public transit rather than driving alone, and aims to improve the cycling and pedestrian networks in the project area. The TMP does not identify a need to widen these sections of roadways.

The Regional Active Transportation Master Plan (ATMP) identifies Bridgeport Road/Caroline Street as an on-road cycling route with sidewalks on both sides of the roadway. There is insufficient space to maintain three (3) travel lanes for vehicles and include a designated cycling facility on Bridgeport Road from King Street to Albert Street without the removal of one through lane of traffic. The Project Team has confirmed that two through lanes on Bridgeport Road/Caroline Street from King Street to Erb Street, combined with a new designated right-turn lane on Bridgeport Road at Albert Street, is adequate to accommodate long-term forecast traffic volumes without undue delay or congestion.

Through consultation with the City of Waterloo’s Advisory Committee on Active Transportation and the Region’s Active Transportation Advisory Committee, the installation of a boulevard multi-use trail is being proposed under the Project Team's Recommended Design Concept along the north side of Bridgeport Road/Caroline Street in lieu of on-road cycling lanes in order to allow two-way movement of cyclists along this stretch of roadway. Since Bridgeport Road and Caroline Street are one-way streets within the project area, the Project Team believes that a boulevard multi-use trail providing two-way movement for cyclists is preferred over on-road or segregated cycling lanes, which would provide only one direction of travel. Additionally, the proposed boulevard trail on the north side of Bridgeport Road/Caroline Street would connect to the existing Iron Horse Trail at the intersection of Erb Street and Caroline Street and the two trail connections northwest of Dupont Street to Waterloo Park.

The ATMP also recommends a two-way cycle track on Erb Street within the project limits. Due to the extremely close proximity of the buildings on Erb Street, there is no room to accommodate cycling facilities within the roadway corridor in the project area without removal of an existing travel lane. A separate, broader study to consider...
The ATMP also recommends sidewalks on each side of Bridgeport Road/Caroline Street and Erb Street. Sidewalks currently exist on the each side of these roads with the exception of a missing section on the south side of Bridgeport Road from Albert Street to Dupont Street. Construction of this missing section of Sidewalk is proposed under the Project Team’s Recommended Design Concept.

Bridgeport Road/Caroline Street from King Street to Erb Street and Erb Street from Caroline Street to King Street are within the Urban Core Area of the City of Waterloo and need to prioritize walking, cycling and public transit. Accordingly, the Project Team considered pedestrian crossings on Erb Street at the Albert Street intersection and on Caroline Street at the Dupont Street intersection. The Region’s current practice regarding mid-block pedestrian crossing facilities precludes the installation of a designated pedestrian crossing within 125m of a signalized intersection on a one-way road (200 metres on a two-way road). The intersection of Albert Street and Erb Street is located approximately 70 metres from the intersection of King Street and the intersection of Caroline Street and Dupont Street is located approximately 100 metres from the intersection of Caroline Street and Erb Street, accordingly these locations do not meet the minimum required distance for a mid-block pedestrian crossing.

3. Public Consultation

Plans for the proposed improvements were presented to area residents, businesses and stakeholders at a Public Consultation Centre (PCC) held at the Waterloo Clay and Glass Gallery on January 27, 2016. Notices for this PCC were mailed out to property and business owners within the project limits. Notices were also placed in the local
newspaper and road-side signs were placed in the vicinity to advise the public of the meeting. Staff from the Region of Waterloo and the City of Waterloo was present at the PCC to meet the public, receive input and respond to questions.

The PCC was attended by approximately sixty (60) people. Comments received by the Project Team were generally supportive of the proposed improvements. The Project Team received seven (7) comment sheets at the PCC and thirteen (13) e-mails following the PCC. All written comments received are included in Appendix ‘C’ of this Report. The Project Team’s responses to the written comments received are included in Appendix ‘D’ of this report.

The plans presented at the PCC are generally the same as the improvements proposed under the Project Team’s Recommended Design Concept. Minor changes to the proposed design based on public comments received have been reflected in the Recommended Design Concept.

4. **Recommended Design Concept**

Based on review of the technical studies completed for this project, relevant Regional policies, practices and guidelines and all public and agency comments received for this project, the Project Team is recommending that Regional Council approve the Recommended Design Concept for improvements to Bridgeport Road/ Caroline Street from King Street to Erb Street and to Erb Street from Caroline Street to King Street described as follows:

**Bridgeport Road/ Caroline Street from King Street to Erb Street:**

- Complete replacement of the pavement structure including new concrete curb and gutter;
- Replacement of the storm sewers;
- Replacement of the City’s watermain and sanitary sewer from King Street to 100 metres west of Albert Street;
- Construction of a 4.0 metre wide boulevard multi-use trail on the north side of Bridgeport Road from King Street to Dorset Street;
- Construction of a 3.0 metre wide boulevard multi-use trail on the north side of Bridgeport Road/Caroline Street from Dorset Street to Erb Street;
- Replacement of the existing 1.50 metre wide sidewalk on the south side of Bridgeport Road from King Street to Albert Street with 2.0 metre wide sidewalk;
- Construction of new 2.50 metre wide sidewalk on the south side of Caroline Street from Albert Street to Dupont Street;
- Replacement of the existing 1.50 metre wide sidewalk on the south/ east side of Caroline Street from Dupont Street to Erb Street with 2.0 metre wide sidewalk;
- Removal of the existing westbound curb lane on the north side of Bridgeport Road/Caroline Street from King Street to Erb Street to accommodate the proposed boulevard multi-use trail;
- Construction of a new designated westbound right-turn lane on Bridgeport Road...
at Albert Street; and
- Enhanced boulevard landscaping where space permits.

Erb Street from King Street to Caroline Street:
- Complete replacement of the pavement structure including new concrete curb and gutter;
- Replacement of the storm sewers;
- Replacement of the City's watermain and sanitary sewer on Erb Street from King Street to Caroline Street;
- Replacement of the existing 1.50 metre wide sidewalk on the north side of Erb Street from 90 metres east of Caroline Street to 30 metres west of King Street with a 2.50 metre wide sidewalk;
- Replacement of the existing 2.0 metre wide sidewalk on the south side of Erb Street from Caroline Street to 100 metres west of King Street with a 2.50 metre wide sidewalk; and
- Removal of the existing designated left-turn lanes on Erb Street at Albert Street.

Please refer to Appendix “B” for drawings of the Project Team’s Recommended Design Concept for Bridgeport Road/Caroline Street, Erb Street and Albert Street.

The Recommended Design Concept for improvements to Albert Street from Erb Street to Bridgeport Road was approved by City of Waterloo Council on May 30, 2016 and is described in Appendix ‘E” this Report.

This report was previously presented to Planning and Works Committee on May 24, 2016. Letters advising of the recommendations in this Report TES-DCS-16-12 were mailed on May 2, 2016 to abutting property owners and those who registered at the January 27, 2016 Public Consultation Centre and were hand-delivered to tenants of directly abutting properties. At the May 24, 2016 meeting, Committee deferred this report to June 14, 2016 and requested staff to review the construction timing as discussed further in Section 8 of this report.

5. Property Requirements

The Recommended Design Concept does not require the acquisition of any property.

6. Heritage Impacts

Portions of the proposed works occur within the City of Waterloo’s MacGregor-Albert Neighbourhood Heritage Conservation District. There are a number of properties either abutting the roadway within the project area or located in close proximity to the project area that are designated under the Ontario Heritage Act, in addition to a number of non-designated properties with cultural heritage value or interest.

Construction of the proposed improvements to Bridgeport Road/Caroline Street, Erb
Street and Albert Street will be confined to the existing rights-of-way and is not expected to adversely impact any heritage properties.

Region and City Heritage Planning staff is being kept apprised of the plans for this project by the Project Team.

7. **Estimated Project Costs**

The estimated project cost to construct the roadway improvements and a portion of the storm sewer replacement on Erb Street and Bridgeport Road/Caroline Street improvements described the Project Team’s Recommended Design Concept for Bridgeport Road/Caroline Street, Erb Street and Albert Street is approximately $3,200,000. The City of Waterloo is responsible for the cost of the improvements to Albert Street, the replacement of the City’s watermain and sanitary sewer and a portion of the storm sewer replacement costs in an estimated amount of $1,200,000.

8. **Construction Schedule**

Construction of this project is currently scheduled to occur in 2018 in the Region’s 2016 Transportation Capital Program. In response to requests from Committee members at the May 24, 2016 Planning and Works Committee Meeting to defer construction to 2019, staff have confirmed that construction could be rescheduled to occur in 2019 with no scheduling impacts to other area projects. Staff will request and consider ongoing input from the Uptown Waterloo BIA, the City of Waterloo and other stakeholders regarding the timing of this project. Staff will provide the recommended timing of construction for this project through the development of the annual Transportation Capital Program.

9. **Traffic Management during Construction**

It is anticipated that through traffic will be maintained on Bridgeport Road/Caroline Street during construction with lane restrictions in effect. It will be necessary to fully close Erb Street from King Street to Caroline Street to through traffic in order to complete the construction. Through traffic and transit service will be detoured via Caroline Street and Allen Street. Local and emergency traffic will be maintained during construction on Erb Street.

Pedestrian access will be maintained along each street during construction. Where the sidewalk is close to deep excavations, the sidewalk will be separated from the work area by temporary fencing. Signage will be erected in order to direct pedestrians through the project area.

Emergency Medical Services will be advised of the traffic restrictions during the construction period. Grand River Transit (Route 5) and ION service will be maintained during construction through the intersection of Caroline Street and Erb Street.
10. Next Steps

Subject to approval of the Recommended Design Concept by Council, a Notice of Completion will be filed for this Class Environmental Assessment Study by means of advertisements in local newspapers and mailings to adjacent property owners, tenants and agencies, and the Project File will be placed on the public record for review for a period of 30 days. If no unresolved concerns are brought forward within the 30 day review period, preparation of the detailed design for the proposed works will be initiated.

Corporate Strategic Plan:

The recommended improvements to Bridgeport Road/Caroline Street and Erb Street support Focus Strategic Plan Objective 2.3 to build infrastructure for, and increase participation in, active forms of transportation (cycling and walking).

Financial Implications:

The Region’s approved 2016 Ten-Year Transportation Capital Program includes funds of $3,230,000 in years 2016 to 2019 inclusive for the roadway improvements and a portion of the storm sewer replacement on Erb Street and Bridgeport Road/Caroline Street to be funded from the Roads Rehabilitation Reserve Fund. The project budget will be reviewed as part of the development of the 2017 Transportation Capital Program and 10-year Capital Forecast to reflect the scheduled timing of construction.

Other Department Consultations/Concurrence:

Nil

Attachments

Appendix A – Study Area Key Plan

Appendix B – Drawings of the Recommended Design Concept

Appendix C – Written Comments Received at the January 27, 2016 Public Consultation Centre

Appendix D – Project Team Response to Public Comments Received

Appendix E – Recommended Design Concept for Improvements to Albert Street

Prepared By: Jim Ellerman, Project Manager

Approved By: Thomas Schmidt, Commissioner, Transportation & Environmental Services
Appendix “A”
Appendix “B” – Recommended Design Concept

BRIDGEPORTE ROAD
(DORSET STREET TO KING STREET)
TYPICAL SECTION
N.T.S.
CAROLINE STREET
(ERB STREET TO ALBERT STREET)
TYPICAL SECTION
N.T.S.
ERB STREET
(CAROLINE STREET TO KING STREET)
TYPICAL SECTION
N.T.S.
CAROLINE STREET AND BRIDGEPORT ROAD
(ERB STREET TO KING STREET)
PREFERRED DESIGN CONCEPT
(1 OF 3)

LEGEND
- ASPHALT ROAD
- PROPOSED SIDEWALK OR CURB AND GUTTER
- PROPOSED COLOURED CONCRETE
- PROPOSED GRASS BOULEVARD

Cross Presbyterian Church
50 Erb St W
Appendix “C”

Public Comments Received from the January 27, 2016

Bridgeport Road/Caroline Street, Erb Street and Albert Street Reconstruction

Public Consultation Centre

Comments:

Proposed car lane widths are 3.65 meters on Bridgeport Road, and 3.35 meters on Albert Street. Wide lanes encourage motorists to speed, and increase the probability of collisions, as well as the severity of injuries when collisions occur. Since all of Streets are intended to carry motor vehicle traffic with a speed limit of 50 kilometres per hour, suggests that lane widths on Bridgeport/Caroline and Albert Street be no wider than 3.25 meters (which is the width allowed for each vehicle lane in the plan for Erb Street).

Erb should not be made three lanes with a sharrow lane, as planned; Some other way to maintain options in case a two-way cycle track on Erb between Caroline and Margaret is approved should be pursued.

A boulevard should be provided on Erb Street (perhaps if it turns out that Erb will have a cycle track). Having to walk directly adjacent to vehicle traffic lanes make for an extremely hostile experience, and not including a boulevard along Erb will mean foot traffic will be diminished.

A crosswalk should be provided – the report noted that counts of people crossing Erb at that location were insufficient to justify a crosswalk, but the count is lower than if a safe crossing were provided: currently, crossing at Albert Street is dangerous and most people would naturally be hesitant to undertake it.

Comments:

Intersections: Use crossrides, cycling must be accommodated on crossings for the Multiuse trails. Also, intersections with King should be protected. Finally, the intersection with Caroline is the most important intersection to get right, hopefully there will be some flexibility after Grandlinq is finished.

Albert: The bike lane is too narrow, 1.5 m minimum please (not including gutter). As well, the bike lane should be contraflow, with sharrows in the through lane, parking should be moved to the right for the contraflow bike lane on the left. Also, the bike lane should continue all the way to Erb St. Sewers should be moved out of the bike lane if possible.

Caroline: The multiuse trail should be 4 m wide because of the grade, and it should connect with adjacent trails on either side of the creek/lake.
Erb St: Needs improvement, sharrows are inappropriate here. The shoulder is unnecessary. TriTAG’s proposed design is a big improvement and I recommend using it. Removing the shoulder, adding a crossing, and making the right lane a turning only lane I believe are substantial improvements. My modifications would be to move the crossing back so that it occurs at the dividing island, and thus only requires pedestrians to cross 2 lanes, and to narrow the lane with sharrows to only 3 m wide.

Comments:

My understanding is that there will no longer be a “no right on red” sign for right turns at Albert turning onto Caroline. Please make sure that this actually happens. We are sick of having an unnecessary traffic jam outside our driveway.

Please consider placing pedestrian crossings away from some intersections, preferably with a “safe refuge” allowing pedestrians to cross one lane at a time.

Please consider “lines of sight”. The control box at Bridgeport/Albert hides adults. Children and those in wheelchairs are almost invisible here. It would be nice if cars were no required to stop here, and pedestrian crossing displaced up Albert to allow pedestrians to be visible to cars, and vice-versa.

Most of our traffic problems are caused by the Caroline/Erb intersection. I am amazed that there is no plan for this! My suggestion is to take the pedestrians off two sides of this intersection, and turn CIGI into a large one-way system.

Pedestrian crossings on the exits of two-lane intersections are dangerous. That is why they don’t exist in Europe.

Comments:

I think the painted shoulder on Erb between Caroline and Erb should be removed along with what looks to be seven or so proposed parallel parking spots in front of the Knox church and the curb brought out to where the painted shoulder would have ended.

a) this will reduce the distance people need to travel to cross Erb safely at Albert

b) for most people parallel parking on the right is challenging enough, attempting it on the un-natural and un-practiced left on a very busy street with fast moving traffic will be much harder. This will result in reduced safety and traffic flow for all road users.

The parallel parking on the left side of Albert seems unnatural; would it be better on the right?

The information sheet speaks of a lack of pedestrian crossings as evidence that safer crossing measures are not needed at Erb at Albert, but perhaps people do not cross because it is not safe; absence of evidence is not evidence of absence.

What about adding a diagonal crossing/scramble from north-west (Clay and Glass) to south-east (Waterloo Town Square) parallel to the LRT track that is activated whenever
the Ion comes through? The intersection will be at full stop every few minutes anyway, why not let the activate transportation users take full advantage of the stoppage?

I feel like this project, if implemented as is, would kill any future chance to make both Erb and Bridgeport bi-directional though which I think is the ideal solution. I would hope that the region and city would consider this potential implication prior to finalizing on this design. I would prefer to see Erb and Bridgeport both made in to two-way roads (one lane each direction) with a centre turn lane. Don't two-way left turn lane (TWLTL) roads have as much capacity as a multi-lane road without a left turn lane? If that is the case, and since Erb and Bridgeport are not near reaching those capacities along the majority of their stretches, according to 2014 regional AADT data, it would make sense to make them more liveable, safer, and efficient/connected while not reducing the capacity. The two directional travel is also adding to the connectivity (more ways to get to the same place) of the street network and so if there is a crash or construction there are alternatives.

The crossing of Albert at Erb is vastly improved. The current multi-lane nature of Albert St is dangerous and T-intersection design reduces crossing distance, and turning speeds.

**Comments:**

**Albert:**

Lane width seems high for a non-arterial road, especially at the south end before bike Lane begins.

I would consider reverting Albert to two-way traffic rather than adding parking if not, possibly contra-flow bike lane

radius of left turn from Erb to Albert is much improved from ex., but the radius still seems high which will encourage turns at high speeds. Pedestrians will not have right-of-way (no stop sign or light), it will still be a difficult crossing.

**Erb:**

Sharrows are totally inappropriate in this application

**Bridgeport/Caroline:**

like the multi-use trail

like the lane configuration
Comments:

Adding a multi-use trail along Caroline provides a great bicycle link between King St and multiple trail entrances for Waterloo Park, and finally allows northbound cycle traffic up Caroline.

Crossing Albert on the north side of Erb will be made much easier. The current multi-lane off-ramp nature of Albert St is dangerous, making walking around the old Police Station unpleasant. The new T-intersection design reduces crossing distance, turning speeds, and even introduces new green space.

Reducing Caroline to two lanes helps solve the problem of traffic backing up in the right hand lane of Bridgeport east of King. Now traffic intending to go beyond King will use the centre lane, while those turning onto King and Regina Streets will be on the left and right hand lanes, distributing traffic better across the three lanes.

Albert St still needs a legal way to cycle southbound. By moving the parking to the east side of the road, there could be a contra-flow southbound bikelane on the west side, with the northbound lane shared between cars and bicycles, with a more appropriate use of sharrows. This also puts the parking on the traditional right-hand side, which will be easier for drivers to use. Parallel parking is tricky enough, and even more so when it’s on the opposite side of the car.

If the bicycle route along Bridgeport/Caroline is a multi-use trail, then why is there a southbound on-street bike lane and bike box approaching Erb? There is no way for bicycles to access the on-road bike lane from the trail, and if they could, it would be unsafe to merge cross the constant stream of right turning traffic. The intersection design assumes that cyclists are on the road instead of the multi-use trail, when the reverse should be true. We can’t keep ending trails at crosswalks, asking cyclists to dismount to continue. With the first cross-ride in Waterloo now in service at Erb/Peppler, there is now precedent for a two-way crossing on the west side of Caroline, which will finally allow the connection of the Laurel and Iron Horse trails.

The sharrows proposed for Erb St are inappropriate. Sharrows work on low speed roads, not major high-speed multi-lane arteries. Sharrows are not a replacement for dedicated cycling infrastructure, and 2016 should be the year we stop pretending they are.

The width of Erb St is drastically wider than the planned use. There is no need for 3 through lanes and a painted shoulder lane. Staff mention a potential possibility for on-road cycle tracks, “without the need for additional construction,” but it would require waiting for “a separate, broader study to consider implementation of a two-way cycle track on Erb Street from Caroline Street to Margaret Avenue [which] will be completed by the Region of Waterloo in the future.” In the meantime, Erb will remain gratuitously wide. A pedestrian crossing at Erb/Albert is dismissed, because there are fewer than
250 people crossing day, a number that is unlikely to change if Erb remains wide and hostile. Bridges are not built by counting the number of people swimming across a river; crosswalks should not be dismissed because few are willing to unsafely cross a high-speed 4-lane arterial.

Here is a potential way to correct some of these issues. The right hand lane of Erb is used as a turn lane for the WTS entrance, and for King St. To prevent the speeding, cars cannot use it to drive from Caroline to King, only allowing cyclists to continue through, in what will now be a much lower-speed lane. The painted shoulder on the north of Erb is now removed, with the sidewalk moved south where it was. A pedestrian crossover is installed at Albert, allowing direct access from Albert to The Shops at Waterloo Town Square.

**Comments:**

In general, I am strongly in support of the preferred alternative. In particular, I support the multi-use trail along Bridgeport. As someone who bikes frequently, I think this is more appropriate than on-road bike lanes here and will connect well with the planned uptown streetscape. I also support the replacement of the existing wide off-ramp to Albert with a safer and slower left-turn with better ability to cross Albert on foot.

I am not in support of implementing sharrows on Erb. While this was explained as a temporary measure until another study can be complete, I believe that this would be a misapplication of sharrows on a high volume road.

However, I do believe that creating a contiguous two-way cycling corridor on Erb through uptown is an important goal, so I look forward to what can be achieved with a two-way bike lane or multi-use trail segment.

I would ask the project team to look for ways to improve the ability for pedestrians to cross Erb between Caroline and King, near Albert.

**Comments:**

I feel that cyclists should travel in the same direction as cars do therefore only one bike lane if the street is one way.

**Comments:**

Generally in agreement with the proposed design. Do not think proposed reduction in lanes will have much of an impact. I support the addition of the multi-use trail.

Concerns are elimination of the channelized left turns on and off of Albert. I understand the marked pedestrian crossing at Erb and Albert, but why not use space for a left turn lane with yield to pedestrians. Left turn from Albert to Caroline looks tight with elimination of island.
Comments:

While I applaud the direction of more bike lanes and a more walkable core, a number of the changes proposed are going to have a very significant negative impact on my office building and cause extreme frustration – much like what we are currently seeing with the ION construction. Marsland Centre has approximately 350 people working in it plus the visiting clientele. Most people arrive and depart en masse at the start & end of regular business days. I agree that Albert Street traffic flow can be supported by narrowing to one lane. However, eliminating the dedicated left from Erb Street onto Albert is an error. There isn’t enough vehicle stacking room from King to your proposed T-intersection on Albert. Traffic will be significantly hindered in getting to 20 Erb. Trucks – deliveries, garbage, moving, shredding service, mail, couriers etc will also find the one lane 90 degree left very problematic. I realize that Albert is not a truck thoroughfare but deliveries to us and the library happen daily. Leaving the dedicated left but narrowing it down to one lane will both slow traffic and will provide a much shorter and safer pedestrian crossing than currently exists with the wide two lane racetrack.

Similarly, you drawing showing the elimination of the dedicated left turn lane from Albert onto Bridgeport/Caroline and choking it down to one northbound Albert lane at that intersection is going to be a nightmare. Vehicles leaving Marsland Centre presently looking to head up Erb towards Westmount cannot exit from Dupont onto Caroline unless very aggressive moves are taken as no one will let you in. The approach many tenants take is to head north on Albert and loop around onto Caroline at the back of the line. By narrowing Caroline down, you are going to aggravate the increasingly congested traffic. If Caroline gets backed up from Erb to Albert, which we currently see very often happening, and there is a car waiting to turn left from the chokepoint lane on Albert with nowhere to go and blocking all cars behind on Albert you have essentially created a full gridlock scenario. My suggestion – narrow Albert to one lane but keep the dedicated left as it is now.

The comment about removing the channelized island on Albert and Caroline is also an error. The island provides a pedestrian safety zone while still allowing unimpeded traffic flow.

What the changes have not addressed is the mid-block pedestrian crossing of Erb Street. This is where I see the most pedestrian issues currently. Marsland Centre has three main pedestrian entrances. See attached for clarification. Location A is the set of steps exiting mid-block beside the horticultural park and is far more heavily used than location B. This crossing of Erb is also heavily used for pedestrian traffic by Knox /Library/Perimeter and the trail through the Horticultural park across Erb to Waterloo Square / Atrium/ Angies etc. I would suggest a mid-block pedestrian activated crosswalk – it will only slow traffic when actually being used and the midblock location
provides ample car stacking space from the cross walk to Caroline St. People are inherently lazy and will not walk all the way to King to turn around and walk back the other side. This is a safety issue.

The other dangerous pedestrian hotspot that I see regularly and heavily used is crossing Caroline at Dupont to pick up the trail beside Perimeter – again people will not walk to the corner and Dupont is a natural entry to the trails around Silver Lake and entry to the Park

Final comments – the proposed sidewalk on Caroline between Albert and Dupont on the library side where none exists now is an absolute waste of money. With a new separated multi use trail on the other side of the road, the sidewalk on the library side will never be used and no properties front on it.

Bridgeport Road is a main one way entry from the expressway into and through the Uptown Waterloo core and then carries up Erb Street towards Westmount. Erb Street acts as the major thoroughfare from Waterloo’s core back out to the expressway. To keep Uptown core business strong and vibrant, we actually want traffic flow through the core and we don’t want traffic diverted elsewhere. Every street in the City doesn’t have to have bike lanes or become a walking trail. Some streets still have to function to get people from A to B in an efficient and stress free manner.

Comments:

I’m pleased to see improved pedestrian and cyclist facilities in the preferred concepts. I like the way that the Erb/Albert intersection has been normalized, with improved pedestrian crossing.

It isn’t clear how cyclists will move from multi-use trail on Caroline to the protected stop line at the corner of Erb & Caroline. Perhaps once Grandlinq finalizes their plans?

Comments:

Overall I think the proposed changes are a big improvement. I just have concerns about a few mismatches in capacity between different parts of the project and some other relatively minor points.

First, you have Bridgeport Rd. Westbound at two through lanes, and Erb St. Eastbound at three through lanes. This makes no sense; Erb St. and Bridgeport Rd. together form a single arterial running through town. How many two-way roads in town have a different number of lanes in the two directions? I would suggest making both streets have two through lanes. This frees up lots of space on Erb St. for bicycle lanes and better sidewalks or multi-use trails, and matches the capacity of the two roads together to Erb St. West of Caroline.
On a similar note, you still have the right turn from Bridgeport onto Erb at one lane. This again makes no sense. The turn lane is part of the Westbound flow along Bridgeport and Erb all the way across the city, which as noted above form a single arterial. How many other four-lane roads in the Region have a single intersection at which one of the directions is constricted to a single lane? Note: please don't respond that the intersection itself is the responsibility of the LRT project. It's the responsibility of every project to work together with related projects.

Albert St. should have contra-flow bicycle lanes. With eliminating the redundant vehicle lanes as you are already planning, there should be space for this.

There should be a pedestrian crossing of Erb St. at Albert, and Caroline at Dupont. The justification for not doing so (low pedestrian counts) is utterly bogus on major wide streets such as these (it’s fine for narrower streets where people will cross in the absence of a signal). If the same decision-making was used for bridges, none would ever get built because how many people swim across, using a winch to pull their cars behind them, before the bridge is built? No, what must be done is an evaluation of how many people *would* use a crossing if it were built. These signals could be synchronized with the other signals in the area in such a way that they impose essentially no additional burden on through traffic.

Finishing on a positive note, I'm very happy to see a substantial pedestrian island at Bridgeport and Erb. If the right-turn lane could move further from the intersection, making the island bigger, that would be even better. The multi-use trail on Bridgeport is another big positive. I'm looking forward to seeing construction of an improved version of this plan.

**Comments:**

The intersection at Erb and Albert is much improved for the safety of pedestrians.

It is too bad that there is no discussion about changing Erb and Bridgeport to two-way streets.

It would be good to see more traffic calming measures in the Erb St section of your project. If the speed limit is maintained at 50km/h, you can be sure traffic will be going 60 km/h.

**Comments:**

Pleased that there will be no property requirement on 22 Bridgeport Rd. Suggest that prior to construction building inspections be undertaken. Church is historic building with pipe organ. The Church Sanctuary building is a key component of the heritage district in which it is located.
Concerned with the placement of a multi-use trail across the church’s property. The trail, as proposed, will pass in front of the church’s main entrance and are concerned that the intermixing of cyclists and pedestrians, specifically congregation members, many of whom are elderly could result in an unsafe condition for the pedestrians. Requests the Region reconsider the placement of the trail - suggests the following alternatives: (1) the trail be located on the opposite side of the road and sidewalk be placed on the church side of Bridgeport Road (2) Sidewalk be placed on the church side and a short stretch of either on-road bicycle lane or off-road segregated bicycle lane be provided from Dorset Street to Albert Street. Based on the drawings and suggested cross-section at this location it would appear that there is sufficient room to provide this alternative and we are wondering why it doesn’t appear to have been explored.

As per subsequent discussions with church staff, the region is willing to explore alternative solutions for the addition of private sidewalk facilities for access to the church entrance.

**Comments:**

This is a welcome improvement. More biking facilities are always good to see, especially segregated ones. The reconfiguration of the Erb/Albert intersection is especially important, as it currently renders walking on the north side of Erb very unpleasant

**Comments:**

Though the plan has many highlights there are also significant shortcomings that keep the proposal from providing an equitable complete streets design in what is the most walkable area in our Region.

Firstly, the width of the proposed lanes falls outside the realm of best practices for safety of drivers, pedestrians and people on bikes. Multiple studies (link) have indicated that lanes wider than 3.25 m widths encourage speeding, which in turn increases the likelihood of accident and fatality in the case of pedestrian or cyclist impact. I understand the Regional standard calls for wider lanes but Uptown sees significantly higher pedestrian and cyclist traffic than most of the Region and should be held to a higher standard. Small changes in this respect can have a massive impact in saving lives (link) and all efforts should be made to mandate narrower lane widths in this high active-use area to improve safety.

Another major way in which safety can be improved is by moving the curb along Erb Street, where the proposal calls for it to abut the sidewalk and bringing it against the travel lane. This has the potential to improve walkability along the street by provide a grass median along the north side of the street to enhance the perceived and actual safety along the road for pedestrians. If this were to happen, the lane markings could also be adjusted to provide a smaller buffer along the North of Erb and a buffer between
the through lane and the sidewalk on the South side of Erb. Today, this road sees little pedestrian traffic on account of feeling highly hostile to those street users. A likely increase in foot traffic will arise as a result of the significant volume of residents that are starting to call the Barrel Yards home and making their way to the businesses along King Street. All efforts should therefore be made here to enhance the pedestrian experience and encourage active use.

Additionally, a crosswalk should be provided at Albert Street to facilitate a better pedestrian connection. A vision of 0 pedestrian deaths (link) has been embraced by many municipalities around the world and should be a goal for our Region too. Personally, I have worked at the Marsland Centre for nearly a decade and know of coworkers who pick driving to businesses on the South side of Erb over walking because of the lack of a crossing here and others who are discouraged from patronizing the business they look out across the street because it would take too long to get there by walking to one of the crossings at King or Caroline. As stated above, this is a highly walkable area of our Region and should be held to a higher standard in that regard as a result.

The Albert street changes that have been proposed are great but could be improved by moving the parallel parking lane to the opposite side of the street. Without relocating the bike lane, the parked vehicles could serve as the Region's first protected bike lane (link) by creating a safety buffer between moving traffic and the people on bikes. Many find it difficult to parallel in the traditional manner and will find it even harder to do so on the "wrong" side of the street. This could also address the issue of eliminating the left turn off Albert and onto Caroline by maintaining the short crosswalk distance at the intersection and while allowing for safe left turns off Albert with the travel lane on the left of the road.

Though the proposed EA for a trail on the North end of Erb Street is not completed in time for this project, a justification for suddenly widening Erb Street from a two lane road to a three lane road at this particular point must also be questioned. Vehicular left turns off the Bridgeport side of Caroline are minimal and likely to remain so. Vehicular right turns off Caroline onto Erb from the opposite direction are also going to remain limited given the ION related narrowing of the street. Traffic increases at this point will therefore be negligible. Without the need to widen Erb today it would be much easier to implement a bike trail along the North end of Erb street, should the EA indicate it is warranted. This would further enhance active use of the street by provide a measure of safety acceptable to those 8 to 80 years old (link). As proposed though, sharrows are completely inappropriate (link) on all but very minor roads.

Though again outside of the scope of this project, a consideration must be made to how the Erb and Caroline streets intersection is handled. Anything that can be done to alter the design of this intersection should be considered and pursued because this
intersection is a very important juncture for trail users in the city of Waterloo. It is for this reason, that the Erb/Caroline intersection is more than likely to become the busiest active transportation juncture in the Region over the coming years. Safety to all active users must therefore be benchmark setting and a bike box that forces trail users around right turning vehicles onto Caroline street, as proposed today is unsafe. A Dutch style junction along the north end of the intersection that connects to the trail on the South side of Caroline and the potential trail along Erb would significantly improve safety at this intersection and encourage use. There are many applied examples around the world of how to implement such an intersection with this video (link) serving as a great jumping off point.

I am excited to see attention is being given and changes are proposed to improve active use, safety and usability of this important area in the city of Waterloo and believe that with some of the above changes, this area of our Region can not only improve but become a hallmark of city planning that will be used as a benchmark throughout the Region and beyond.
Appendix “D”

Project Team Response to Public Comments Received from the January 27, 2016 Public Consultation Centre

The main comments received from the public followed by the Project Team’s response are noted below.

Comment - Support for the proposed improvements (7 comments)

The Project Team believes that the proposed improvements are generally well supported by the public.

Comment - Request for a pedestrian crossing on Erb Street at Albert Street (7 comments)

The Region’s current practice regarding mid-block pedestrian crossing facilities precludes the installation of a designated pedestrian crossing within 125m of a signalized intersection on a one-way road (200 metres on a two-way road) to avoid traffic queuing into the adjacent intersection. The intersection of Albert Street and Erb Street is located approximately 70 metres from the intersection of King Street and Erb Street and accordingly does not meet the minimum required distance for a mid-block pedestrian crossing.

Comment - Request to remove the proposed sharrows on Erb Street (6 comments)

Sharrows are green, on-road paint markings advising motorists that a travel lane is to be shared between vehicles and cyclists. The sharrows identified on the plans presented at the January 26, 2016 PCC on Erb Street from Caroline Street to King Street were proposed as an interim solution to provide a shared-use lane for vehicles and cyclists. However, upon further review of the comments received from the public and Advisory Committees, the Project Team has eliminated the sharrows on Erb Street from Caroline Street to King Street in the Recommended Design Concept.

Comment - Request for southbound cycling facilities on Albert Street (5 comments)

The preliminary plans for the proposed improvements presented at the January 26, 2016 Public Consultation Centre included only a one-way cycling lane in the northbound direction on Albert Street, in line with the direction of vehicular travel. Upon review of the comments received, the Project Team is now recommending a raised 1.5 metre southbound contra-flow cycling facility on Albert Street from Bridgeport Road to Erb Street and a shared-use lane for vehicles and cyclists in the northbound direction. This contra-flow cycling lane is separated from vehicular traffic by a raised
curb and gutter.

While contra-flow cycling facilities are not common in Waterloo Region, they have been installed successfully throughout a number of cities within Ontario and the rest of North America.

**Comment - Provide cycling ‘cross-rides’ at intersections (3 comments)**

A cross-ride is essentially a modified crosswalk that designates a specific area alongside a crosswalk for cyclists to cross without having to dismount their bicycle. There are 3 standard cross-ride applications summarized in Ontario Traffic Manual Book 18 – Cycling Facilities. Pavement markings indicating either separate spaces for cyclists and pedestrians, or mixed crossings, can be provided. Currently, the Region has implemented one cross-ride as a pilot project and will be monitoring how it functions over the next several months. If the pilot project is successful, a policy or practice will be developed to set out the specific design guidelines and applications for implementing cross-rides. The Project Team will review the application of cross-rides within the project limits during the detailed design stage of the project based on the Regional policy/practice established over the next months.

**Comment - The painted asphalt area approaching Albert Street is unnecessary (3 comments)**

The painted asphalt area on the north side of Erb Street approaching Albert Street has been provided to accommodate a future left-turn lane to ease traffic congestion if the two-way cycle track on Erb Street from Caroline Street to Margaret Avenue as recommended in the ATMP is ultimately approved and implemented. As the painted asphalt area can easily be converted to a dedicated left-turn lane by means of pavement markings, this will avoid the need for any future construction works to accommodate a future two-way cycle track on Erb Street.

**Comment - Albert Street cycling facility is too narrow (3 Comments)**

From the comments received, the Project Team has further reviewed the proposed design concept and is now recommending a raised 1.5 metre southbound contra-flow cycling facility on Albert Street from Bridgeport Road to Erb Street. While contra-flow cycling facilities are not a common occurrence in Waterloo Region, they have been installed successfully throughout a number of cities within Ontario and the rest of North America. The proposed contra-flow cycling lane on Albert Street will be raised and separated from traffic by curb and gutter.

**Comment - Need to address congestion at the Erb Street and Caroline Street Intersection (3 Comments)**

Based on forecast 2028 traffic volumes, the intersection of Caroline Street and Erb Street will operate acceptably under the Recommended Design Concept. The
narrowing of Bridgeport Road/Caroline Street from three (3) to two (2) lanes may improve traffic flow by better channelizing traffic and reducing weaving between lanes. The intersection will continue to be monitored for possible improvements in the future following the ION construction.

Comment - Suggestion to Revert Erb Street and Caroline Street from one-way to two-way Roadways (2 comments)

Converting these roads from one-way travel to two-way travel would affect the broader road network and is beyond the scope of this Class EA Study.

Comment - Convert the Third Lane on Erb Street to a right-turn lane for Waterloo Town Square (2 Comments)

The future implementation of a two-way cycle track on Erb Street, if approved, will require the removal of a travel lane to accommodate the cycle track. Under this condition, Erb Street would be reduced to two lanes of travel and both lanes would be required in order to accommodate through traffic volumes.

Comment - Maintain a dedicated left-turn lane on Erb Street at Albert Street (2 comments)

With 3 through lanes on Erb Street as proposed under the Recommended Design Concept, a dedicated left-turn lane from Erb Street to Albert is not required based on the traffic warrants. However, should the 2-way cycle track be implemented on Erb Street in the future, thereby reducing the number of through lanes on Erb Street from three to two, a dedicated left-turn from Erb Street to Albert would be provided. The “painted shoulder” on Erb Street identified in the Recommended Design Concept has been provided in order to accommodate this future left-turn lane without the need for further construction. The Project Team notes that it also received four comments indicating support for the proposed change to the intersection of Erb Street and Albert Street.

Comment - Provide a dedicated left-turn lane on Albert Street at Caroline Street (2 comments)

Under the Recommended Design Concept, there is a single lane of through traffic on Albert Street and no dedicated left-turn lane from Albert Street to Caroline Street. Based on existing and forecast traffic projections, the intersection of Albert Street and Caroline Street will operate acceptably with no dedicated left-turn lane. By narrowing the width of the intersection on Albert Street at Caroline Street, a shorter crossing distance is achieved for pedestrians.

Comment - Lanes are too wide, promoting higher speeds (2 Comments)

The preferred lane width for Regional arterial roadways is 3.35 metres except for curb
lanes on four-lane roadways with no bike lanes where the preferred lane width is 3.65 metres. Curb lane widths are designed to accommodate larger vehicles such as buses and to provide some snow storage in winter. The Recommended Design Concept proposes lane widths ranging from 3.35 metres to 3.65 metres for the curb lanes on Bridgeport Road/Caroline Street and 3.25 metres for the curb lanes on Erb Street. The lane widths on Erb Street are less than desirable but match the existing lanes widths.

Comment - Parallel parking should be located on the east side of Albert Street rather than the west side the roadway (2 Comments)

From the comments received, the Project Team has further reviewed the proposed design concept and is now recommending a raised 1.5 metre southbound contra-flow cycling facility on Albert Street from Bridgeport Road to Erb Street with the on road parallel parking on the east side of Albert Street.

Comment - Consider pedestrian crossing on Caroline Street near Dupont Street (1 comment)

The Region’s current policy regarding mid-block pedestrian crossing facilities precludes the installation of a crosswalk within 125m of a signalized intersection on a one-way roadway to avoid traffic queuing into the adjacent intersection.. The intersection of Caroline Street and Dupont Street is located approximately 100 metres from the intersection of Caroline Street and Erb Street and accordingly does not meet the minimum required distance for a mid-block pedestrian crossing.

Comment - No need for the proposed sidewalk on the east side of Caroline Street from Dupont Street to Albert Street (1 Comment)

The ATMP recommends sidewalks on each side of Bridgeport Road/Caroline Street and Erb Street. Sidewalks currently exist on the each side of Bridgeport Road/Caroline Street from King Street to Erb Street, with the exception of a missing section on the south side of the road from Albert Street to Dupont Street. Also, the Region’s approved Pedestrian Charter recommends sidewalks on both sides of Regional roadways where feasible. The addition of the missing section of sidewalk on Bridgeport Road/Caroline Street from Albert Street to Dupont Street will provide greater opportunity for pedestrians to access the Urban Core Area and public transit.

Comment - Provide traffic calming measures on Erb Street (1 Comment)

Regional practice does not allow for the use of hard “on-road” traffic calming measures on Regional arterial roadways due to adverse effects on emergency service vehicle response times, noise from vehicles passing over the speed humps and general delays to traffic.
Comment - Sewers should be kept out of cycling lanes (1 Comment)

The Recommended Design Concept includes on-road cycling lanes only on Albert Street. The location of sewers will be reviewed during the detailed design phase of the project. Sewer grates and lids will be kept out of cycling facilities to the greatest extent possible. Also, side-inlet catch basins will be used where possible where on-road cycling facilities are present.

Comment - Extend the bike lane on Albert Street to Erb Street (1 Comment)

The plans presented at the January 27, 2016 PCC proposed terminating the on-road cycling on Albert Street lane north of Erb Street. From the comments received, the Project Team reviewed the proposed design concept following the PCC and is now recommending a raised 1.5 metre southbound contra-flow cycling facility on Albert Street from Bridgeport Road to Erb Street and a shared-use lane for vehicles and cyclists in the northbound direction, thus extending cycling facilities on Albert to Erb Street, which is reflected in the Recommended Design Concept.

Comment - Provide a boulevard between sidewalk and the road on Erb Street (1 comment)

Due to the constrained corridor of Erb Street from Caroline Street to King Street, there is limited space for a boulevard. In lieu of the addition of boulevards, the Recommended Design Concept includes wider sidewalks on Erb Street where possible.

Comment - Allow a diagonal or “scramble” crossing at Caroline Street and Erb Street during the ION crossing phase (since vehicle traffic will be fully closed during this phase anyway) (1 Comment)

A pedestrian scramble, also known as scramble intersection, is a pedestrian crossing system that stops all vehicular traffic and allows pedestrians to cross an intersection in every direction, including diagonally, at the same time.

The design and construction of the Erb Street and Caroline Street intersection is being completed under the Region’s ION project. Once the operational details of the LRT trains at the intersection of Erb Street and Caroline Street are established, options for pedestrian/cycling crossing opportunities could be investigated.
Appendix “E”

Recommended Design Concept for Albert Street from Bridgeport Road/Caroline Street to Erb Street

- Complete replacement of the pavement structure including new concrete curbs;
- Replacement of the City’s watermain, sanitary sewer and storm sewer;
- Conversion of the existing westerly curb lane on Albert Street from Erb Street to Bridgeport Road/Caroline Street from a through lane to a shared use lane for vehicles and cyclists heading in the northbound direction;
- Conversion of the existing easterly curb lane on Albert Street from Erb Street to Bridgeport Road/Caroline Street from a through lane to an on-road parallel parking lane;
- Construction of a southbound raised cycling lane on the west side of Albert Street from Erb Street to Bridgeport Road/Caroline Street;
- Replacement of the existing 2.0 metre wide sidewalk on the west side of Albert Street from Erb Street to Bridgeport Road/Caroline Street with a 1.50 metre wide sidewalk, to accommodate the proposed raised cycling lane;
- Replacement of the existing 1.50-2.50 metre wide sidewalk on the east side of Albert Street from Erb Street to Bridgeport Road/Caroline Street with a 2.0 metre wide sidewalk;
- Removal of the existing channelized islands at the intersection of Bridgeport Road/Caroline Street and Albert Street.
Resolution of the Council of The Corporation of the City of Waterloo

Council Meeting
May 30, 2016

Report Number: IPPW2016-038

RE: Class Environmental Assessment Study – Albert Street, Bridgeport Road, Caroline Street and Erb Street

I, Julie Scott, Deputy City Clerk of The Corporation of the City of Waterloo, do hereby certify the foregoing to be a true copy of a resolution ratified by Council of The Corporation of the City of Waterloo at a meeting held on May 30, 2016.

1. That IPPW2016-038 be approved.

2. That Council approve the preferred concept recommended by the Draft Environmental Study Report for Albert Street from Erb Street to Bridgeport Road.

3. That Council receive for information the preferred concepts recommended by the Draft Environmental Study Report for Bridgeport Road from King Street to Albert Street, Caroline Street from Albert Street to Erb Street, and Erb Street from Caroline Street to King Street.

4. That Council direct staff to file the Notice of Completion and commence the mandatory 30 day review period as required under the Municipal Class Environmental Assessment process.

Dated this 16th day of June, 2016.

Julie Scott
Deputy City Clerk
Corporate Services
City of Waterloo, 100 Regina Street South
PO Box 337, STN Waterloo
Waterloo ON N2J 4A8