The following are the minutes of the Regular Council meeting held at 7:05 p.m. in the Regional Council Chamber, 150 Frederick Street, Kitchener, Ontario, with the following members present: Chair K. Seiling, L. Armstrong, J. Brewer, T. Cowan, D. Craig, R. Deutschmann, T. Galloway, J. Haalboom, R. Kelterborn, C. Millar, S. Strickland, and C. Zehr.

Members Absent: B. Halloran, G. Lorentz, J. Mitchell and J. Wideman

CLOSED SESSION

MOVED by C. Zehr
SECONDED by T. Cowan

THAT a closed meeting of the Council be held on Wednesday, November 16, 2011 at 6:45 p.m. in the Waterloo County Room, in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

a) proposed or pending acquisition of land in the City of Cambridge
b) labour relations related to contract negotiations
c) labour relations related to a personnel matter

CARRIED

MOVED by J. Haalboom
SECONDED by T. Galloway

THAT Council reconvene in Open Session.

CARRIED

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

R. Deutschmann declared an indirect pecuniary interest regarding Item # 3 of the Planning and Works Committee Summary of Recommendations (Report E-11-106 Recommended Uptown Waterloo Light Rail Transit Route Alignment and Stations) since he and his spouse are shareholders of corporations that have an interest in a property at 10 Duke Street West, Kitchener.

D. Craig declared a pecuniary interest regarding Item # 3 of the Planning and Works Committee Summary of Recommendations (Report E-11-106 Recommended Uptown Waterloo Light Rail Transit Route Alignment and Stations) due to his son owning property within the area of a proposed station on the rapid transit system.

K. Seiling declared a pecuniary interest regarding Item # 3 of the Planning and Works Committee Summary of Recommendations (Report E-11-106 Recommended Uptown Waterloo
Light Rail Transit Route Alignment and Stations) due to two of his adult children who own residential properties within the proposed corridor.

Chair Seiling congratulated staff and Council on the opening of the Museum this past weekend. He gave appreciation to staff for all of their efforts. Members of Council also provided comments on the opening. J. Brewer inquired what is happening with the establishment of an advisory board to the Museum. Rob Horne, Commissioner, Planning, Housing and Community Services advised he will follow up on this request.

C. Zehr assumed the Chair for this portion of the meeting.

DELEGATIONS

a) Re: E-11-106, Recommended Uptown Waterloo Light Rail Transit Route Alignment and Stations (Item #3 on Planning & Works Summary):

i) Pauline Shang Au, Waterloo appeared before Council and wanted to ensure that her comments were recorded. She stated she was not able to attend the meeting last week due to the short notice. She referenced her submission made last week and circulated it to members of Council. It is appended to the original minutes of the November 8, 2011 Planning & Works Committee meeting. She expressed disappointment with the tight timeline to provide citizen input and the inability to meet with elected representatives to address the concerns. P. Shang Au requested studies be completed on the traffic and impact of wheel squeal and vibration problems and mitigation thereof.

ii) John Shortreed, Waterloo appeared before Council stating that the process for reviewing the LRT route in Uptown Waterloo is flawed and should be done properly. He highlighted the motions from the City of Waterloo and stated he had hoped to have them brought forward as amendments. He provided a presentation to Council, a copy of which is appended to the original minutes. J. Shortreed detailed how he believed the process was flawed and that the consultation results were not used and that key factors were not considered.

ii) Tim Mollison, triTAG appeared before Council, stating Council is aware of their group and they have spent considerable time marketing the LRT project. He stated they support LRT as part of modern transit principles and are worried with the direction the project is heading. T. Mollison advised they asked the LRT team to consider relocating a transportation platform and believe the request deserves consideration but the response they received was dismissive. He requested Council to make the motion more general and give staff the flexibility to go back and correct the errors.

S. Strickland stated with respect to the route, staff has assured they will do everything possible to mitigate the impacts of LRT along the entire route, including the technology that is chosen. There will be ongoing dialogue with the public through the process. He stated the public consultation process showed the majority of participants supported the revised route and it was a good process. S. Strickland supported the recommendation and requested a friendly amendment to consider the concerns expressed by the City of Waterloo.
MOVED by S. Strickland
SECONDED by T. Cowan

3. THAT the Regional Municipality of Waterloo approve the modification of the Uptown Waterloo light rail transit (LRT) route alignment and stations, as described in Report E-11-106, dated November 8, 2011, to:
   a) Run the alignment northbound along the existing Waterloo Spur line through Waterloo Town Square from King Street to Caroline Street;
   b) Include an additional Uptown Waterloo LRT station area at the intersection of King Street and Allen Street, with a northbound station on King Street and a southbound station on Allen Street; and
   c) Move the location of the northbound LRT station at Willis Way to the Waterloo Spur line at Waterloo Town Square.

AND FURTHER THAT Regional staff be directed to give due consideration to the issues raised by the City of Waterloo and continue to work co-operatively with City of Waterloo staff to successfully implement the LRT in Waterloo.

CARRIED

Chair Seiling assumed the Chair.

MINUTES OF PREVIOUS MEETINGS

MOVED by J. Brewer
SECONDED by T. Cowan

THAT the following Minutes be approved:
   a) Budget – October 26, 2011
   b) Closed Council – October 26, 2011
   c) Council – October 26, 2011
   d) Community Services – November 8, 2011
   e) Closed Committee – November 8, 2011
   f) Administration & Finance – November 8, 2011
   g) Planning & Works – November 8, 2011

CARRIED

MOVED by T. Cowan
SECONDED by J. Haalboom

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

CARRIED
FINANCE REPORTS


MOVED by S. Strickland
SECONDED by C. Millar

THAT the Regional Municipality of Waterloo accept the proposal of Digital Electric Inc. for P2011-49 Driver Management and Safety System – Grand River Transit at a cost not to exceed $199,332.00 including all applicable taxes;

AND THAT the Commissioner of Transportation and Environmental Services be authorized to enter into such agreements with Digital Electric Inc. as may be required to facilitate the implementation of the recommendations in Report F-11-077, dated November 16, 2011, with such agreements to be to the satisfaction of the Regional Solicitor.

CARRIED

b) F-11-078, T2010-030 Interim Dewatering, Haulage and Disposal of Biosolids Kitchener Wastewater Treatment Plant, City of Kitchener – Contract Extension

MOVED by S. Strickland
SECONDED by C. Millar

THAT the Regional Municipality of Waterloo extend the contract of Terratec Environmental Ltd., for Interim Dewatering, Haulage and Disposal of Biosolids Kitchener Wastewater Treatment Plant, City of Kitchener for up to 7 months at a rate of $17.18/m3 plus applicable taxes.

CARRIED

c) F-11-076, Regional Debenture Issue

Received for information.

COMMITTEE REPORTS

Community Services

The Summary of Recommendations of the Community Services Committee was presented by Sean Strickland, Chair of the Committee.

MOVED by S. Strickland
SECONDED by R. Kelterborn

THAT the Summary of Recommendations of the Community Services Committee dated November 8, 2011, Items 1 to 4, be adopted as follows:

1. THAT the Regional Municipality of Waterloo take the following actions with regard to the Housing Service Act - Implementation Plan, as described in Report P-11-090/SS-11-048, dated November 8, 2011:
a) Approve policy amendments to the Region of Waterloo’s Housing Programs Administrative Guide, as described in Section 1 of Attachment 1 of Report No. P-11-090/SS-11-048, dated November 8, 2011, with such amendments to take effect January 1, 2012;

b) Agree that the existing policies of the Region of Waterloo’s Housing Programs Administrative Guide remain, as described in Section 2 of Attachment 1 in P-11-090/SS-11-048, dated November 8, 2011, and that these policies to continue to be in effect notwithstanding the Housing Services Act coming into effect on January 1, 2012;

c) Agree to terminate existing Housing Provider Service Agreements with housing providers and access sites (Housing Provider Service Agreement) in accordance with their terms and replace these agreements with new agreements that can be executed prior to December 31, 2012 in accordance with the requirements of the Housing Services Act;

d) Request the Ministry of Municipal Affairs and Housing (MMAH) to amend the proposed regulation to require open local competition practices for all programs provided through the Social Housing Services Corporation (SHSC), including the previous request by Waterloo Regional Council regarding its’ insurance program, and described in Report No. RC-11-005;

e) Request the Ministry of Municipal Affairs and Housing (MMAH) to provide further information regarding the Phase 1 Consolidation of homelessness programs and funding, and opportunities for further consultation regarding the proposed funding formula; and

f) Forward a copy of this report to all prescribed housing providers in the Region of Waterloo, the Social Housing Services Corporation (SHSC), the Ministry of Municipal Affairs and Housing, the Association of Municipalities of Ontario and the Ontario Municipal Social Services Association for information.

2. THAT the Regional Municipality of Waterloo approve the 2011-2012 Ontario Works Service Plan;

AND THAT the Plan be forwarded to the Ministry of Community and Social Services for approval as outlined in Report SS-11-046, dated November 8, 2011.

3. THAT the Regional Municipality of Waterloo request $2M in ongoing funding from the Provincial Ministry of Education, Early Learning Division to address the funding pressures for child care fee subsidy;

AND THAT the Regional Municipality of Waterloo forward copies of this request to the Minister of Education and to local Members of Provincial Parliament, as outlined in report SS-11-047, dated November 8, 2011.

4. THAT the Regional Municipality of Waterloo approve entering into an agreement with the Greater Kitchener Waterloo Chamber of Commerce under the Local Immigration Partnership as outlined in Report SS-11-049, dated November 8, 2011, in a form satisfactory to the Commissioner of Social Services and the Regional Solicitor;
AND THAT the Regional Municipality of Waterloo increase the 2011 Operating Budget for Social Planning, Policy and Program Administration by $20,000 and $0 net regional levy;

AND FURTHER THAT the Regional Municipality of Waterloo increase the staffing complement within the Social Planning, Policy and Program Administration Division by .8 FTE (shared across two positions).

CARRIED

Administration and Finance

The Summary of Recommendation of the Administration and Finance Committee was presented by Carl Zehr, Vice Chair of the Committee.

MOVED by C. Zehr
SECONDED by L. Armstrong

THAT the Summary of Recommendations of the Administration and Finance Committee dated November 8, 2011, Items 1 to 3, be adopted as follows:

1. THAT the Regional Municipality of Waterloo approve the establishment of Information Technology and Community Events expenditure allowances for Members of Council as outlined in Report CC-011-002 effective January 1, 2012;

   AND THAT a Regional Council Information Technology Reserve be established to be funded by an annual contribution of $2,500 per Regional Councillor;

   AND FURTHER THAT surplus operating funds in the Members of Council budget for 2011 be transferred to the Regional Council Information Technology Reserve.

2. THAT the Regional Municipality of Waterloo:

   a) Declare surplus the lands known municipally as 168 Benton Street, Kitchener and described as Part Lot 5, Plan 397, as Part 4, Reference Plan 58R-16135, City of Kitchener, Regional Municipality of Waterloo, and provide the standard public notification as required by the Region’s property disposition by-law; and

   b) Approve a sale process by public tender, with reserve bid at appraised value, and pursuant to the Region’s property disposition by-law. [CR-RS-11-073/CR-FM-11-025]

3. THAT the Regional Municipality of Waterloo provide a grant in the amount of $4281.60 for Regional development charges to the Hespeler (ONT 272) Branch of the Royal Canadian Legion, with the grant to be funded from the 2011 operating budget contingency. [F-11-074]

   CARRIED

Planning and Works

The Summary of Recommendations of the Planning and Works Committee was presented by Carl Zehr. Item #3 was dealt with under delegations.
MOVED by C. Zehr
SECONDED by T. Cowan

THAT the Summary of Recommendations of the Planning and Works Committee, dated November 8, 2011, Items 1, 2 and 4 to 8, and five reports from closed session, Items 9 to 13, be adopted as follows:

1. THAT the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to add to Schedule 24, Reserved Bicycle Lanes Anytime on both sides of Waterloo Street (Regional Road 1) between Steinman Street and Queen Mary Street in the Township of Wilmot, as outlined in Report E-11-083 dated November 8, 2011.

2. THAT the Regional Municipality of Waterloo:
   a) enter into a Consulting Services Agreement with R.J.Burnside & Associates Ltd. (Burnside) Ontario, to provide consulting geoscience services for the Region of Waterloo Groundwater Monitoring Program for the period January 1, 2012 to December 31, 2013 at an upset limit of $775,007 plus applicable taxes; as presented in Report E-11-038 dated November 8, 2011; and
   b) authorize staff to renew this contract for the period from January 1, 2014 through June 30, 2016 at an upset limit of $940,576 plus applicable taxes, subject to acceptable performance of the consultant in meeting project outcomes and deliverables.

4. THAT the Region of Waterloo distributes subsidized rain barrels to residents at a cost of $40 each during the final distribution in April of 2012, according to Report E-11-103.1 dated November 8, 2011.

5. THAT the Regional Municipality of Waterloo, in its role as the delegate of the Minister of Municipal Affairs and Housing, refer the currently unapproved portion of Map 5 of the City of Kitchener Official Plan (the lands located north of Ottawa Street that are subject to Deferral 3a) to the Ontario Municipal Board under the provisions of Section 17(11) of the Planning Act R.S.O. 1990 and request this referral be consolidated with the Official Plan Amendment, Plan of Subdivision application and Zoning By-law amendment appeals by Activa Holdings Inc. and 2140065 Ontario Inc. currently the subject of Ontario Municipal Board Case No. PL110574, as explained in Report No. P-11-086, dated November 8, 2011.

6. THAT the Regional Municipality of Waterloo amend Controlled Access By-law #58-87 to include a right-in, right-out only access on the south side of Regional Road #50 (Northfield Drive) approximately 113 metres east of Parkside Drive in the City of Waterloo subject to site plan approval by the City of Waterloo and the Ministry of Transportation.

   AND THAT the Regional Municipality of Waterloo amend Controlled Access By-law #58-87 to include the existing access on the south side of Regional Road #50 (Northfield Drive) approximately 70 metres east of Parkside Drive, in the City of Waterloo, as explained in Report P-11-068, dated November 8, 2011.

7. THAT the Regional Municipality of Waterloo approve an amendment to Controlled Access By-Law #58-87 to close a full movement access 592 metres south of Concession 1, in the Township of Puslinch, County of Wellington; and to close a full
movement access 670 metres north of Concession 1, in the Township of Puslinch, County of Wellington, both accesses being under the jurisdiction of the Region of Waterloo;

AND THAT the Regional Municipality of Waterloo Controlled Access By-law #58-87 be amended to include the following accesses, as explained in Report P-11-087, dated November 8, 2011:

a) A temporary full movement construction access on the west side of Regional Road #33 (Townline Road) approximately 114 metres south of Kenwood Drive, in the City of Cambridge.

b) A permanent full movement farm access on the east side of Regional Road #33 (Townline Road) approximately 185 metres south of Canamera Parkway, in the Township of Puslinch, County of Wellington.

c) A permanent full movement residential access on the east side of Regional Road #33 (Townline Road) approximately 675 metres north of Concession 1, in the Township of Puslinch, County of Wellington.

d) A permanent full movement residential access on the east side of Regional Road #33 (Townline Road) approximately 665 metres north of Concession 1, in the Township of Puslinch, County of Wellington.

e) A permanent full movement residential access on the east side of Regional Road #33 (Townline Road) approximately 635 metres south of Concession 1, in the Township of Puslinch, County of Wellington.

8. THAT The Regional Municipality of Waterloo (the Region) enter into an agreement (the TravelWise Program Services Agreement) with interested organizations and Area Municipalities in Waterloo Region to provide a pilot program of Transportation Demand Management (TDM) services including, but not limited to, online ridematching services, the Grand River Transit online Corporate Pass, and Emergency Ride Home services, as outlined in Report P-11-089, dated November 8, 2011, in a form satisfactory to the Regional Solicitor;

THAT Fees and Charges By-law No. 11-015 be amended effective January 1, 2012 to include a fee for TravelWise program services, as described in Report P-11-089, dated November 8, 2011;

AND THAT Fees and Charges By-law 11-015 be amended effective January 1, 2012 to include the TravelWise Corporate Transit Pass fees that to be charged in accordance with the TravelWise Program Services Agreement as follows, be based on the cost of an adult monthly pass:

- Twelve (12) month passes to be discounted by 15 percent;
- Nine (9) month passes to be discounted by 11.25 percent;
- Six (6) month passes to be discounted by 7.5 percent; and
- Three (3) month passes to be discounted by 5 percent.

9. THAT The Regional Municipality of Waterloo approve a full and final settlement in relation to the expropriation of lands from 1071745 Ontario Limited whereby the Region pays 1071745 Ontario Limited the sum of $776,002.95 for all claims for compensation,
interest and costs (exclusive of tax), plus interest at the rate of $86.96 per day from September 23, 2011 to the date of payment, and that the Regional Solicitor have the authority to execute any necessary settlement documents in relation to the resolution.

10. THAT the Regional Municipality of Waterloo approve, enter into a Settlement Agreement for, and execute all documentation related to, the expropriation of lands described as Part Lot 1, Block A, Concession 2, being Parts 13 and 14, on Reference Plan 58R-16920, in the Township of Wilmot, Regional Municipality of Waterloo from Barbara Faye McDonald and Kenneth Walter McDonald for the sum of $31,000.00, to the satisfaction of the Regional Solicitor.

11. THAT the Regional Municipality of Waterloo approve, enter into an Agreement for, and execute all documentation related to, the conveyance of the lands described as Lots 11 to 16, Plan 169 and Part of Lots 73 and 74, Plan 98, being Parts 1, 2 and 3, Reference Plan 58R-7712, Township of Woolwich, PIN 22211-0874(LT) to The Corporation of the Township of Woolwich, for the sum of $1.00, pursuant to the Region’s property disposition by-law and to the satisfaction of the Regional Solicitor, with conveyance of such lands to include a covenant that the lands shall be used only for the Township’s passive recreation open space use.

12. THAT the Regional Municipality of Waterloo approve, enter into an Agreement for, and execute all documentation related to, the acquisition of land for road improvements to Weber Street West described as described as Part Lot 320, Plan 376, being 161 Weber Street West, City of Kitchener, Regional Municipality of Waterloo from Mary Penelope MacKay for the sum of $290,000.00, plus associated acquisition costs, on terms and conditions satisfactory to the Regional Solicitor.

13. THAT the Regional Municipality of Waterloo approve, enter into an Agreement for, and execute all documentation related to, the acquisition of land described as Part Lot 10, Plan 839, in the City of Cambridge, Regional Municipality of Waterloo from Cambridge and North Dumfries Hydro Inc. for the sum of $45,000.00, plus associated costs, on terms and conditions satisfactory to the Regional Solicitor.

CARRIED

Memorandum of Agreement with the Ontario Nurses’ Association (Sunnyside Home)

MOVED by T. Galloway
SECONDED by L. Armstrong

THAT the Regional Municipality of Waterloo approve the Memorandum of Agreement with the Ontario Nurses’ Association (Sunnyside Home), for the period from April 1, 2010 to March 31, 2014.

CARRIED
OTHER MATTERS UNDER COMMITTEE OF THE WHOLE

a) CR-RS-11-081, Real Property Acquisition By-law

MOVED by J. Brewer
SECONDED by T. Cowan

That Council pass the revised Real Property Acquisition By-law as appended to Report CR-RS-11-081.

CARRIED

b) Memo: Ontario Works Caseload: October 2011

Received for information.

MOVED by S. Strickland
SECONDED by L. Armstrong

THAT Committee of the Whole rise and Council resume.

CARRIED

MOVED by T. Cowan
SECONDED by R. Kelterborn

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

CARRIED

OTHER BUSINESS

J. Haalboom requested an update on the Kitchener Wastewater Treatment plant construction. Thomas Schmidt, Commissioner Transportation and Environmental Services advised there was an equipment failure that has resulted in a delay of three to four months. J. Haalboom complimented staff on the landscaping that has been done and the preservation of the trees and suggested the project should be nominated for some type of award.

ENACTMENT OF BY-LAWS – (FIRST, SECOND & THIRD READINGS)

MOVED by L. Armstrong
SECONDED by T. Cowan

a) THAT a By-law to authorize the borrowing upon ten year instalment debentures in the principal amount of $385,000 for a capital work of The Corporation of the Township of Woolwich be read a first, second and third time, finally passed and numbered 11-048, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

b) THAT a By-law to authorize the borrowing upon ten year instalment debentures in the principal amount of $9,300,000 for capital works of The Corporation of the City of Cambridge be read a first, second and third time, finally passed and numbered 11-049, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.
c) THAT a By-law to authorize the borrowing upon instalment debentures in the aggregate principal amount of $20,248,000 (ten year instalment debentures in the principal amount of $5,545,000 and fifteen year instalment debentures in the principal amount of $14,703,000), $1,837,000 of which fifteen year debentures may be raised by the issue of refinancing debentures on or before the final maturity date over a further period not to exceed five years for capital works of The Corporation of the City of Kitchener be read a first, second and third time, finally passed and numbered 11-050, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

d) THAT a By-law to authorize the borrowing upon instalment debentures in the principal amount of $39,567,000 (ten year instalment debentures in the principal amount of $36,267,000 and fifteen year instalment debentures in the principal amount of $3,300,000) $1,044,000 of which fifteen year debentures may be raised by the issue of refinancing debentures on or before the final maturity date over a further period not to exceed five years for capital works of The Regional Municipality of Waterloo be read a first, second and third time, finally passed and numbered 11-051, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

e) THAT a By-law to provide for the borrowing of the aggregate of the principal amounts authorized by By-laws numbered 11-048, 11-049, 11-050 and 11-051 and for the issuing of one series of instalment debentures therefore in the aggregate principal amount of $69,500,000 be read a first, second and third time, finally passed and numbered 11-052, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

f) THAT a By-law of the Regional Municipality of Waterloo to authorize the borrowing upon amortizing debentures in the principal amount of $3,869,000 for a purpose of the Corporation of the City of Kitchener be read a first, second and third time, finally passed and numbered 11-053, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

g) THAT a By-law to Amend By-law 11-015, as amended, a By-law to Establish Fees and Charges for the Regional Municipality of Waterloo (Region of Waterloo International Airport) be read a first, second and third time, finally passed and numbered 11-054, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

h) THAT a By-law to provide for the delegation of authority to approve the acquisition of designated classes of, or interests in, real property within the Regional Municipality of Waterloo be read a first, second and third time, finally passed and numbered 11-055, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

i) THAT a By-law to amend By-law 06-072, as amended, being the Region's Traffic and Parking By-law (Reserved Bicycle Lanes, Waterloo Street (Regional Road 1), Township of Wilmot) be read a first, second and third time, finally passed and numbered 11-056, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

j) THAT a By-law to amend By-law 58-87, as amended, being the Region’s Controlled Access By-law (Northfield Drive (Regional Road 50), City of Waterloo, Townline Road (Regional Road 33), City of Cambridge, Township of Puslinch, County of Wellington) be read a first, second and third time, finally passed and numbered 11-057, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.
k) THAT a By-law to Confirm the Actions of Council of November 16, 2011 be read a first, second and third time, finally passed and numbered 11-058, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

CARRIED

ADJOURN

MOVED by J. Brewer
SECONDED by T. Cowan

THAT the meeting adjourn at 7:40 p.m.

CARRIED

REGIONAL CHAIR, K. Seiling

REGIONAL CLERK, K. Fletcher
Friday 11/01/11, 8:23 AM - 8:27 AM

Photos
2011 11 01 00001
To
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Page 1/2
Monday, Nov 14 ~ 8:00 - 8:10 AM
photos
2011 11 14 00013
+2
2011 11 14 00021
RE: Written representation to the staff report re LRT routing; Council mtg of Nov 7, 2011

From: Kim Hodasy (kim.hodasy@regionofwaterloo.ca)
Sent: November-07-11 10:38:28 AM
To: 'Pauline SHANG AU' (pauline.shangau@regionofwaterloo.ca); Veronica Naas (veronica.naas@regionofwaterloo.ca); Rapid Transit (RRapidTransit@regionofwaterloo.ca); Sean Strickland (SStrickland@regionofwaterloo.ca); Jane Mitchell (JMitchell@regionofwaterloo.ca); Brenda Halloran (brenda.halloran@waterloo.ca); Jessica Reid

Good Morning,

Please accept this e-mail as confirmation that I have received your e-mail along with its attachments. I will be sure to provide the Planning and Works Committee with a copy of your submissions on Tuesday, November 8, 2011 prior to the 12:30 p.m. start time. Your submission will be appended to the original minutes and a copy will be made available to the public which will be accessible on the regional website.

If you have any questions or concerns please feel free to contact me.

Thank you,

Kimberly Hodasy
Council/Committee Support Assistant
Council and Administrative Services
150 Frederick Street, 2nd Floor
Kitchener, ON  N2G 4J3
P: 519-575-4757 ext. 3012
F: 519-575-4481
From: Pauline SHANG AU [mailto:]
Sent: November 6, 2011 3:21 PM
To: Kim Hodasy; Veronica Naas
Cc: Rapid Transit; Sean Strickland; Jane Mitchell; Brenda Halloran
Subject: FW: Written representation to the staff report re LRT routing; Council mtg of Nov 7, 2011

Ms. Hodasy,
Per the instructions given by Veronica Nass (see green text below), I am sending this email and attachments INSTEAD of appearing before the Committee. Because of the short time notice, I will not be able to attend in person. Please advise by return email if you are not able to accept this email representation to be part of the public record.

Thank you

Good Afternoon Everyone,

I am sending this email out on behalf of Nancy Button.

Dear Resident:

Re: Uptown Waterloo Light Rail Transit Route Alignment Workshop

Thank you to those residents who participated in the Tuesday, September 27, 2011 workshop in Uptown Waterloo and provided us with your feedback.

The recommended “Uptown Waterloo Light Rail Transit Route Alignment and Stations” report will be presented to the Region’s Planning & Works Committee on Tuesday, November 8, 2011. Any delegations for this matter will be heard at approximately 1:00 p.m. in the Regional Council Chambers, 150 Frederick Street, 2nd Floor, Kitchener.

If you wish to appear as a delegation at this Committee meeting, please register in advance by calling Council Administrative Services office at 519-575-4420 or emailing Kim Hodasy [mailto:] before noon on Monday November 7, 2011. Please note that all delegates who register before the deadline will receive ten (10) minutes to speak and delegates who register after the deadline will receive five (5) minutes to speak.

The report will be posted after 4:30 p.m. on Friday, November 4, 2011 via the rapid transit website www.regionofwaterloo.ca/rapidtransit. For those people without internet access, a hard copy will be available in the Region’s Clerks Office located at 150 Frederick Street, 2nd Floor, Kitchener.

Yours truly,

Nancy Button, MBA, Ph.D., P.Eng.
FW: Written representation to the staff report re LRT routing; Council mtg of Nov 7, 2011

From: Pauline SHANG AU
Sent: November-06-11 3:20:39 PM
To: [Redacted]
Cc: rtinfo@regionofwaterloo.ca; sstrickland@regionofwaterloo.ca; jmitchell@regionofwaterloo.ca; bRENDA.HALLoran@waterloo.ca
Bcc: [Redacted]

3 attachments

Ms. Hodasy,

Per the instructions given by Veronica Nass (see green text below), I am sending this email and attachments INSTEAD of appearing before the Committee. Because of the short time notice, I will not be able to attend in person. Please advise by return email if you are not able to accept this email representation to be part of the public record.

Thank you.

Good Afternoon Everyone,

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Yours truly,

Nancy Button, MBA, Ph.D., P.Eng.
Ms. Clemens,
Thank you for sending the report to me on Friday.
Attached are three documents (one letter, two attachments) that are my representation to City of Waterloo Council for tomorrow night's council meeting. Because of the short notice delivered to my mailbox last Thursday, I am not able to make a verbal presentation. Please include it to the public record.
Could you please read the text shown in blue of my letter to council? Please advise by return email if that is not possible.
Thank you

Mayor Halloran and Councillors,
Please read and consider. Thank you.
City of Waterloo Council  
Rose Clemens, Clerk’s Office


Attachments: Attachments 1 and 2

Ms. Clemens,

Please enter this letter and the attachments into the public record. Please have read the text shown in blue during the Council meeting on Monday, November 7, 2011 (as the entire content is too lengthy to be read in the time allotted per person). These documents are a submission to Council so please ensure it enters into and remains as part of the public record, starting with the meeting minutes.

All,

I have prepared this letter to Council for the Monday, November 7 council meeting to:

1. Express disappointment with the tight time windows imposed by the City of Waterloo and the Region of Waterloo for citizen input re LRT route matter

2. Request that the City give a mandate to the LRT Planners that as part of due diligence, they provide upfront studies to show the impact of rail/wheel interaction studies for “wheel squeal”, general steel wheel on steel track noise PLUS vibration problems while taking into account distance to homes (8-10 ft from Catalina home to the current Caroline Street sidewalk) and turn radius on the Caroline and Allen corner.

3. Request that the City give a mandate to the LRT planners to identify what contingency plans and budgeting measures (consultancy fees, lawsuits, etc.) have been included in the almost $300 million dollar budget to rectify noise and vibration problems (including costs of mitigation measures (sound-proofing of homes, sound walls built on the Iron Horse Trail along the Catalina homes, etc) to private property)

4. Request that the City give a mandate to the LRT planners to conduct a traffic study on Caroline and Allen Streets over a period of time to identify traffic patterns, traffic load factor, disruption from merchandise loading and off-loading, etc.

5. Express additional observations about the decision to route the LRT by the Catalina development.

This letter and its attachments reflect my personal opinions.

Item #1:

Please refer to Attachment #1 regarding the notification from the City dated November 3 in an unaddressed envelope in my home mailbox on Thursday, November 3 for a representation opportunity to a Council meeting on Monday, November 7.

I think it is unreasonable for such short notice to busy citizens: These activities are what council employees do for a living, it is not what we do for a living: We have jobs and other responsibilities and often cannot change on short notice. I see this as indirect citizen voice muzzling.

Citizens on a regional email distribution list received a similar directive on the same day for a meeting on Tuesday, November 8. In fact, I believe this specific situation may now be used in a university level social policy course as a “what not to do” example.

Recommendation: Re-examine the City’s notice policy to encourage greater citizen participation.
Item #2:
I do not feel that the region’s reply regarding “wheel squeal” and general steel wheel on steel track is sufficient. I spoke to a regional consultant engineer at the unveiling of the route at the William Street church. He acknowledged that I, living on the corner of Allen and Caroline would experience “wheel squeal” problems.

We, especially the citizens living in the Catalina development, need and deserve more concrete demonstration of what the LRT planners will do, do not just say or expect.

“Staff will also ensure that the recommended route option will be designed to keep noise and vibration levels within Ministry of Environment accepted standards along the LRT route. With modern wheel/rail technology and a generous turning radius at each corner, we expect the LRT system to be quite quiet.”

From an article in “Interface, The Journal of Wheel/Rail Interaction”
(http://interfacejournal.com/features/07-10/transitWRI/1.html):

• “Reducing noise generated at the wheel/rail interface is a challenge for most rail transit systems. High decibel noise originating from wheel squeal, impact at joints and special track work, and normal rolling wheel/rail contact add up quickly and can be difficult to manage. Sound walls that run parallel to the rail line are often used to mitigate noise on inner city transit systems.”

• “Unfortunately, the wheel/rail interface rarely gets the attention that it deserves during the design phase of a new system. Poorly matched vehicle/track designs and components lead to challenging (and expensive) problems that typically appear early in the service life of the system. When this occurs, the design/builder is often faced with the hassle and expense of post-engineering a solution in order to begin or maintain revenue service. In other cases, the operator is faced with unexpected maintenance costs several years down the road.

• “Proper pre-engineering of the interface requires a comprehensive understanding of vehicle/track dynamics, however, and the balancing act that managing the numerous forces that are involved represents (see Figure 1). Challenging though managing them may be, the consequences of ignoring the effects of these forces are too great to ignore.”

Also see Item #3.

Item #3:
This is related to Item #2. If you Google “LRT wheel squeal vibration” or similar search words, Google will present you with all sorts of technical and real world problems that have been encountered.

http://projects.soundtransit.org/x/12907.xml?Cxt : “Sound Transit is working to reduce Link light rail train noise: Sound Transit has heard the complaints about noise from Link light rail trains” (Seattle, WA)

○ “When Sound Transit was designing the Link light rail system, the agency predicted the noise levels of Link light rail trains based on the experience of other similar light rail transit systems. Based on those expected noise levels, mitigation features were designed into the original project. These features included sound-insulating some of the homes along Martin Luther King Jr. Way S. in south Seattle and constructing noise walls in Tukwila. ... Sound Transit has a noise consultant under contract who measures and documents noise levels throughout the alignment and in locations where complaints have been received. The consultant is working with the agency to develop solutions in areas where noise levels exceed federal standards. .... On Sept. 24, 2009, the Sound Transit Board unanimously passed a motion authorizing agency staff to expedite the design, procurement, and implementation of solutions to noise problems related to wheel squeal and crossover switches.”

“There are two levels of impact included in the FTA criteria, as summarized below…. Project-generated noise in the severe impact range can be expected to cause a significant percentage of people to be highly annoyed by the new noise and represents the most compelling need for mitigation. Noise mitigation will normally be specified for severe impact areas unless there are truly extenuating circumstances that prevent it. … These factors include the existing noise level, the predicted level of increase over existing noise levels, the types and numbers of noise sensitive land uses affected, the noise sensitivity of the properties, the effectiveness of the mitigation measures, community views and the cost of mitigating noise to more acceptable levels”

http://minnesota.publicradio.org/display/web/2010/02/04/mpr-lrtlawsuit/: MPR lawsuit third against Central Corridor project

“But the Met Council’s Bell says lawsuits are an inevitable part of massive transportation projects. And Peter Rogoff, the head of the Federal Transit Administration, this week said as much in a conference call with reporters. Rogoff said the FTA will push the Central Corridor project forward. “

Item #4:

Please refer to Attachment 2 for item #3 regarding the transport trailer and tanker truck traffic associated with businesses having loading docks and delivery entrances on Caroline and Allen (ValuMart, Brick, Vincenzo’s, funeral home). I have seen a transport truck in ValuMart’s loading dock, and waiting at the same time, one parked in the centre of Caroline Street and one parked on the west side of Caroline Street. Also, the City did not put street parking on the north side of Allen because of the loading dock at the Bauer Lofts.

Item #5:

My specific concerns regarding the Caroline Street routing of the LRT are listed in Attachment 2. I would like to add a few other items, numbered below for future reference to this letter. I have found some of the LRT planners’ answers to some to be opposite to others held by LRT:

1. What weight is the City of Waterloo and the Regional government applying to the LRT impact on the rights of the homeowners along Caroline Street to a peaceful existence when there are other alternative routes available through non-residential areas such as Regina or King?

2. LRT planners have acknowledged that they have chosen to disrupt Catalina residents’ lives over that of the retirement home at Caroline and William. However, Catalina is primarily a seniors community which is low-built residential versus a retirement home, because of its nature and location on King, is built to be more impervious to street noise than the Catalina townhouses.

3. The provincial government’s intensification directive (is this really the law?) is cited by the region as routing it along Caroline because of the existing developments such as Seagams, Catalina, Bauer Lofts, Alexandra School and future developments such as 144 Park. However, currently, we have the Willow street high-rise homes on the east side of King and the upcoming Red Condominiums and the proposed condos on King and William.

4. Has Council weighed the “cheaper” up-front costs for the Caroline route in context of costs associated with mitigating sound and vibration problems (technical, lawsuits, etc)

Thank you

Pauline Shang Au
Comments on the UpTown LRT routing
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• Have no expectations of changing the motion -- to take time to find a better route using methods that are not deeply flawed and have led to the wrong answer, but

• Hope to have the motions to the Region from Waterloo Council included as part of the motion in front of you
Motions of Waterloo Council
Please include them in your Motion

1. Make the King St. entrance to Bauer Lofts, Shops, and offices have full access with all turns. The site has 500 parking places with 1 1/2 access points – Waterloo Square with similar number of parking places has almost 8 access points.

2. Provide relief in UpTown to; the Town Square, Catalina, King St., Parking, etc. to reduce the very negative impacts of the LRT – while LRT will increase transit service to UpTown the negatives may lead to less growth of UpTown (there were several motions on this point)
This is the best routing in UpTown, with two way across William and up Caroline; reduced impacts on UpTown core and Town houses and practical, e.g. see room on William for traffic.
Process used “to review Uptown LRT route” is fatally flawed – Please take time to do it right

1. 9 alternatives included 4 that were the same and in fact the existing recommendation that was asked to be reviewed – big bias –

2. Consultation results never used – just PR not consultation

3. Key factors of impact on UpTown core; retail, business, public events, surrounding residential areas not considered

4. Key operating factors such as wayfinding and transfers not considered with split stations
Examples of biased evaluation – What was not mentioned

1. Way finding with usual combined two way stops much better than with split stops

2. Transfers to cross town routes much better

3. Likely preferred by GRT if they were asked

From the Report of November 8

Suggestion: Consider putting stations together instead of on the opposite side of the intersection for two-way options.

Response: Having the northbound and southbound stations together would require the roadway to be widened further impacting property and buildings.
Illustration of the many inconsistencies in the LRT UpTown routing review evaluation

5.3 South Alternatives

operating on William Street would result in a two-way route on King Street between William and Allen Street,

remove a sidewalk on William Street, and require a retaining wall beside the seniors‘ residence.

Comments – Between Union and Allen the current King Street LRT alignment is two way and presumably subject to all the same issues, BUT no comment is made about this. Why acceptable in one place but not in another?

There is already a retaining wall beside the seniors’ residence
More inconsistencies in the evaluation

5.1 Full Uptown Route Alignment

The Uptown loop best serves the heart of Uptown Waterloo. With only one LRT lane on Caroline Street and one LRT lane on King Street, there will be more space to provide on-street parking and wider sidewalks than with a two-track option; this will preserve Uptown Waterloo’s attractive and welcoming streetscape.

traffic, and intersection movements would also be significantly impacted with a two-way option.

Comments – If only one track on King is better than two, what about no tracks – would the improved UpTown attractiveness and streetscape be improved more than the disbenefits?

Traffic and intersection movements are impacted almost everywhere – how important is this and what are the trade offs?
One last illustrations of LRT UpTown Routing evaluation bias

The Caroline Street west side alternative is preferred over the east side alternative. The east side alternative would require significantly more utility relocation and would restrict access (including deliveries) to properties on the east side of Caroline Street including the seniors’ residence, Brick Brewery, the funeral home, and the adult recreation centre.

Comments – the similar restrictions on access to the west side properties are not mentioned but are just as severe, including closing of three streets

Many many more inconsistencies – no confidence the “best route” was selected, take time to do it right.
Motions of Waterloo Council
Please include them in your Motion

1. Make the King St. entrance to Bauer Lofts, Shops, and offices have full access with all turns. The site has 500 parking places with 1 ½ access points – Waterloo Square with similar number of parking places has almost 8 access points.

2. Provide relief in UpTown to; the Town Square, Catalina, King St., Parking, etc. to reduce the very negative impacts of the LRT – while LRT will increase transit service to UpTown the negatives may lead to less growth of UpTown (note there were several motions)
Other (hopeless) request is to take time to do it right, UpTown deserves better.

I would be pleased to answer any questions
THAT the Regional Municipality of Waterloo approve the modification of the Uptown Waterloo light rail transit (LRT) route alignment and stations, as described in Report E-11-106, dated November 8, 2011, to:

a) Run the alignment northbound along the existing Waterloo Spur line through Waterloo Town Square from King Street to Caroline Street;

b) Include an additional Uptown Waterloo LRT station area at the intersection of King Street and Allen Street, with a northbound station on King Street and a southbound station on Allen Street; and

c) Move the location of the northbound LRT station at Willis Way to the Waterloo Spur line at Waterloo Town Square.