The following are the minutes of the Regular Council meeting held at 7:00 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, G. Lorentz, C. Millar and C. Zehr.

Members Absent: B. Halloran, J. Mitchell, S. Strickland and J. Wideman

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

K. Seiling declared a pecuniary interest with respect to items #3 and 16 of the Planning and Works Summary of Recommendations, due to two of his adult children who own residential properties within the proposed light rail transit corridor.

D. Craig declared a pecuniary interest with respect to items #3 and 16 of the Planning and Works Summary of Recommendations, due to his son owning property within the area of a proposed station on the rapid transit system.

R. Deutschmann declared a pecuniary interest with respect to items #3 and 16 of the Planning and Works Summary of Recommendations, due to a pecuniary interest since he and his spouse are shareholders of corporations that have an interest in a property at 10 Duke Street West, Kitchener.

DELEGATIONS

a) Genevieve Twomey, Executive Director, & Edwin Outwater, Music Director, appeared before Council to provide an update on the KW Symphony and thank Regional Council for their annual operating grant and support. G. Twomey provided background information, highlighting the 2012-13 season that just concluded. She referenced the diverse and growing audience in this Region. E. Outwater commented he has just concluded his sixth season and is pleased with the success of the musicians and the amazing values in this Region.

b) Michael Harris, Kitchener-Conestoga M.P.P., appeared before Council regarding his resolution amending the Labour Relations Act with respect to maintaining competitive bidding for municipal infrastructure projects in Ontario and requested Council to endorse the resolution as this is an important issue facing the Region and the Province. A copy of the resolution was included with the agenda. M. Harris stated there has been wrongful certification in several cities and he commended Regional staff for filing a quick response to the application here. He stated the purpose of his Private Member’s Bill is to provide fairness and open competition.
Chair Seiling advised since this matter is before the tribunal it is not appropriate to engage in discussions. He suggested the resolution could be referred to staff for a report back at a future meeting. Councillors agreed to this proposal.

A question was raised as to the timing of the Private Member’s Bill and M. Harris responded it is scheduled for second reading on September 19th. An inquiry was made as to whether or not there is a legal opinion to back up this information. M. Harris advised Bill 73 was drafted by legal counsel and he does not believe it would violate the Charter of Rights. A copy of the legal opinion was requested from M. Harris. There was further discussion with respect to other Private Member’s Bills, including one on roundabouts that M. Harris recently put forward. The lack of success in the arbitration issue was also briefly highlighted.

c) Craig Gammie and George Colgan appeared before Council regarding Green Bin Liners. A copy of the presentation is appended to the original minutes. They highlighted the policy options considered and the results of the sample survey they conducted with Waterloo Region residents. They urged Council to support the use of leak-proof cellulose-lined paper bags for the green bins and educate the residents on them.

The delegation was asked how long they have been marketing these type of bags. G. Colgan advised he has been marketing them for fourteen years and holds the patent on the cellulose-lined bags in Ontario.

The recommendation from Planning and Works Committee was brought forward for consideration. G. Lorentz stated it is all about consumer choice for the products. J. Haalboom requested that a review be done on how well the bags are satisfying the users.

MOVED by G. Lorentz
SECONDED by C. Zehr

THAT the Summary of Recommendations of the Planning and Works Committee, dated May 28, 2013, Item 1, be adopted as follows:

1. THAT the Region of Waterloo direct staff to:

   1. Expand the current Green Bin promotional campaign to allow residents the option to use certified compostable plastic bags to line green bins (those with the Certified Compostable BPI or BNQ logo), beginning July 1, 2013;

   2. Investigate the possibility of curbside collection service changes (e.g. bag limits, bi-weekly garbage collection) within the scope of our existing collection contract as a way to increase green bin participation, and report back to Council in the fall of 2013; and,

   3. Extend the Green Cart Demonstration Project (which ends October 2013) to align with the end of the current Region-wide collection contract that ends in February 2016. [E-13-071]

CARRIED
d) E-13-074/F-13-049, Stage 1 Light Rail Project (item #3 on Planning & Works Summary)

i) Robert Milligan, New Dundee appeared before Council with respect to the Light Rail Transit (LRT) project. A copy of his presentation is appended to the original minutes. He highlighted that Waterloo Region is uniquely innovative and has transit visionaries. He expressed concern for the residents beyond the urban core who will not benefit from the LRT system but are contributing to the capital costs for it. He suggested intensification corridors and a wire-free advanced propulsion system in order to save capital costs.

ii) John Reick, Waterloo appeared before Council with respect to the Light Rail Transit project stating that most people are upset with the LRT project. He provided projections and statistics and expressed his concerns with the project. He suggested buses need to be done for the whole system in order to serve all citizens, not just 10 – 15%. He stated a referendum is needed on this issue.

J. Haalboom requested a recorded vote.

It was noted it is important to proceed with the system and a spine can be created for buses to move back and forth as a viable option.

MOVED by G. Lorentz
SECONDED by T. Galloway

THAT the Summary of Recommendations of the Planning and Works Committee, dated May 28, 2013, Item 3, be adopted as follows:


CARRIED

Yeas: L. Armstrong, J. Brewer, T. Cowan, T. Galloway, R. Kelterborn, G. Lorentz, C. Millar, C. Zehr

Nays: J. Haalboom

Excused: D. Craig, R. Deutschmann, K. Seiling

MINUTES OF PREVIOUS MEETINGS

The email from J. Wideman was noted and the recorded vote in the Planning and Works Committee minutes will be amended to reflect a Yes vote from J. Wideman.

MOVED by T. Cowan
SECONDED by C. Zehr

THAT the following Minutes be approved as amended:

a) All Council – May 2, 2013
b) Closed Audit – May 8, 2013
c) Closed Council – May 8, 2013  
d) Council – May 8, 2013  
e) Closed Committee – May 28, 2013  
f) Planning & Works – May 28, 2013  
g) Administration & Finance – May 28, 2013  
h) Community Services – May 28, 2013  
i) Library – May 28, 2013  

CARRIED  

MOVED by T. Cowan  
SECONDED by L. Armstrong  

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

CARRIED  

FINANCE REPORTS  

a) F-13-052, T2013-014 Hespeler Road and Water Street Improvements Regional Road 24, from Eagle Street/Pinebush Road to Bishop Street and Augusta Street to Ainslie Street North, City of Cambridge  

It was noted this project is significantly under budget and a request was made for the breakdown of savings by category. Thomas Schmidt, Commissioner Transportation and Environmental Services advised they would send a response to all members of Council. The issues of the planting beds was raised and T. Schmidt advised it has not been fully resolved and they continue to have discussions with City of Cambridge staff.  

The issue of plantings at the Delta overpass was also raised and T. Schmidt replied he did not believe there was any additional funding but discussions are ongoing.  

MOVED by C. Zehr  
SECONDED by G. Lorentz  

THAT the Regional Municipality of Waterloo accept the tender of Brantco Construction for Hespeler Road and Water Street Improvements Regional Road 24, from Eagle Street/Pinebush Road to Bishop Street and Augusta Street to Ainslie Street North, City of Cambridge in the amount of $2,382,551.38 including all applicable taxes;  

AND THAT the Regional Municipality of Waterloo approve an increase in project costs of $155,917 gross and $0.00 net to facilitate the portion of work undertaken on behalf of the City of Cambridge. [F-13-052]  

CARRIED  

b) F-13-053, T2013-121 Weber Street Reconstruction and Widening, College Street (Kitchener) to Union Street (Waterloo), Kitchener and Waterloo, Ontario  

A question was raised regarding the staging components of this project and T. Schmidt advised a response will be sent to all members of Council but the first step will be to set up the detour.
MOVED by C. Zehr
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo accept the tender of Steed & Evans Ltd. for the Weber Street Reconstruction and Widening, College Street (Kitchener) to Union Street (Waterloo), Kitchener and Waterloo, Ontario in the amount of $26,786,899.73 including all applicable taxes;

AND THAT the Regional Municipality of Waterloo approve an increase in project costs of $475,091.86 gross and $0.00 net to facilitate the portion of work undertaken on behalf of the City of Waterloo;

AND FURTHER THAT the Regional Municipality of Waterloo approve an increase in project costs of $1,637,646.89 gross and $0.00 net to facilitate the portion of work undertaken on behalf of the City of Kitchener;

AND FURTHER THAT the Regional Municipality of Waterloo approve an increase in project costs of $1,124,241.85 gross and $0.00 net to facilitate the portion of work undertaken on behalf of GO/Metrolinx. [F-13-053]

CARRIED

c) F-13-054, T2013-019 Regional Road 19 (Floradale Road) Bridge Rehabilitation, Township of Woolwich

MOVED by C. Zehr
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo accept the tender of Engineered Concrete Limited for Regional Road 19 (Floradale Road) Bridge Rehabilitation, Township of Woolwich in the amount of $675,409.54 including all applicable taxes;

AND THAT the Regional Municipality of Waterloo approve an increase in project funds of $256,508 including all applicable taxes gross and net for the required contract work. [F-13-054]

CARRIED

d) F-13-055, T2013-118 Cambridge Organics Transfer Facility and Compost Pad Improvements

MOVED by C. Zehr
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo accept the proposal of Veolia Water Solutions and Technologies Canada Inc. for the Supply of Ballasted Flocculation with Sludge Thickening System Equipment for the Mannheim Residuals Management Plant, City of Kitchener, at a total price of $1,887,964.45 including all applicable taxes. [F-13-055]

CARRIED

e) F-13-056, P2013-10 Supply of Ballasted Flocculation with Sludge Thickening System Equipment
MOVED by C. Zehr
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo accept the tender of Brantford Engineering & Construction Ltd. for the construction of the Cambridge Organics Transfer Facility and Compost Pad Improvements in the amount of $3,059,502.69 including all applicable taxes;

AND THAT the Regional Municipality of Waterloo advance funding for project 01106 from 2016/2017 in the amount of $808,000, and defer funding for project 01192 in the amount of $808,000 until 2016/2017. [F-13-056]

CARRIED

COMMITTEE REPORTS

Planning and Works

The Summary of Recommendations of the Planning and Works Committee was presented by Geoff Lorentz, Vice-Chair of the Committee. Items #1 and #3 were dealt with under delegations. Item #16 was taken separately due to the pecuniary interests. A question was raised if item #16 is part of the overall budget for LRT. This was confirmed.

MOVED by G. Lorentz
SECONDED by L. Armstrong

THAT the Summary of Recommendations of the Planning and Works Committee, dated May 28, 2013, Items 2, 4 to 15, 17 to 20, and three reports from closed session, Items 21 to 23, be adopted as follows:

2. THAT the Regional Municipality of Waterloo approve the following actions with respect to Roseville Road (Regional Road 46) near Barrie’s Lake as outlined in Report E-13-068/P-13-059, dated May 28, 2013;

   a) Investigate the feasibility and potential effectiveness of erecting temporary exclusion fencing along Roseville Road to prevent turtles from entering the road and if feasible install the fencing at the earliest opportunity;

   b) Investigate whether suitable turtle breeding habitat conditions could be created along the south side of Roseville Road on the Regional Road right-of-way and adjacent property in collaboration with the adjoining landowner, in order to eliminate the need for the turtles to cross the road to the ploughed farm fields on the other side of the road, and if feasible undertake the work at the earliest opportunity;

   c) Investigate the potential for constructing one or more eco-passages north of Barrie’s Lake across Roseville Road; and

   d) Allocate up to $10,000 from the environmental stewardship stream of the Community Environmental Fund for the costs this initiative.

   e) Direct staff to bring back a report to the August Planning and Works meeting on possibly reducing the speed limit to 60 km/h on Roseville Road.
4. THAT the Regional Municipality of Waterloo approve the construction of new sidewalk on the north side of Sawmill Road from Harriet Street to Golf Course Road in 2014 subject to the Region acquiring the necessary property in advance of construction and funding approval as part of the Region’s 2014 Transportation Capital Program budget deliberations in 2014, as outlined in Report E-13-059, dated May 28, 2013.

5. THAT the Region direct staff to implement the communications plan for the Biosolids Heat Drying Facility Class Environmental Assessment (Class EA), as described in report E-13-065, dated May 28, 2013.


7. THAT the Regional Municipality of Waterloo request the Ontario Ministry of Transportation to consider the comments contained in Report, dated May 28, 2013, in the development of the Ontario Ministry of Transportation Cycling Strategy. [P-13-056]

8. THAT the Regional Municipality of Waterloo enter into a Consultant Services Agreement with IBI Group of Waterloo, Ontario to provide consulting engineering services for preliminary design, detailed design, contract administration and construction inspection for King Street from Bishop Street to Eagle Street in the City of Cambridge at an upset fee limit of $324,187.42 plus applicable taxes for the preliminary and detailed design phases with contract administration and construction inspection services to be paid on a time basis as described in Report E-13-058 dated May 28, 2013.


10. THAT the Regional Municipality of Waterloo submit an application for funding from the Provincial Places to Grow Implementation Fund to support completion of a study on Balancing Environmental Protection and Transportation Considerations in Environmentally Sensitive Landscapes, as described in Report No. P-13-055, dated May 28, 2013.

11. THAT the Regional Municipality of Waterloo:

   (a) Declare surplus the lands shown and described as Part Lot 320, Plan 376, Parts 1 and 4, Reference Plan 58R-17636, City of Kitchener, Regional Municipality of Waterloo, and provide the standard public notification as required by the Region’s property disposition by-law; and

   (b) Approve a transfer of the property to the abutting property owners at 183 Louisa Street, Kitchener, Ontario [CR-RS-13-046]

12. THAT the Regional Municipality of Waterloo pass a by-law to amend Road Consolidation By-law 01-059 (Regional Road System) to assume Part of Lane, established by Registered Plan 376 abutting Lots 71 to 81, Registered Plan 376, in the City of Kitchener (described as Parts 11, 12 & 13 on Reference Plan to be deposited as attached to report CR-RS-13-049/E-13-075, with registration particulars to be included in the by-law) (Part of PIN 22319-0189) from the City of Kitchener and add to the Regional Road System to
form part of Weber Street West (Regional Road No. 8), effective upon passing of the by-law.

13. THAT the Regional Municipality of Waterloo amend Traffic and Parking By-Law # 06-072, as amended, to:

a) Remove from Schedule 1, No Parking Anytime, South Side of Frederick Street (Regional Road 6) from King Street to 17 metres East of Duke Street;

b) Remove from Schedule 1, No Parking Anytime except 7:00 a.m. to 1:00 p.m. on Sundays on the South Side of Frederick Street (Regional Road 6) from 17 metres East of Duke Street to 17.5 metres West of Weber Street (Regional Road 8);

c) Remove from Schedule 1, No Parking Anytime, South Side of Frederick Street (Regional Road 6) from 17.5 metres West of Weber Street (Regional Road 8) to Bruce Street (Regional Road 61);

d) Add to Schedule 1, No Parking Anytime, South Side of Frederick Street (Regional Road 6) from King Street to Bruce Street Street;

e) Add to Schedule 5, Loading Zones, 15 Minute Limit on the South Side of Frederick Street (Regional Road 6) from 13 metres East of Duke Street to 49 metres east of Duke Street.


14. THAT the Regional Municipality of Waterloo enter into an Engineering Services Agreement with Stantec Consulting Limited, to provide engineering services for the Construction of Municipal Wells Phase II Project as outlined in Report E-13-066 dated May 28, 2013, at an upset fee limit of $291,859, plus applicable taxes.

15. THAT the Regional Municipality of Waterloo take the following actions with respect to the proposed improvements on King Street from Printery Road to Sawmill Road in the village of St Jacobs:

i) approve the proposed roadway improvements on King Street (Regional Road #8) from Printery Road to Sawmill Road subject to funding approval as part of the Region’s 2014 Transportation Capital Program budget deliberations in 2014, as outlined in Report E-13-057;

ii) Upon completion of construction, amend Traffic and Parking By-law 06-072, as amended to accommodate the proposed improvements as follows:

a) Remove from Schedule 1, No Parking on Both Sides of King Street (Regional Road #8) from High Crest Lane to Cedar Street;

b) Remove from Schedule 1, No Parking on the West Side of King Street (Regional Road #8) from 160 metres South of Henry Street to 307 metres South of Henry Street;

c) Add to Schedule 1, No Parking on Both Sides of King Street (Regional Road #8) from Printery Road to Hachborn Street;
d) Add to Schedule 1, No Parking on Both Sides of King Street (Regional Road #8) from Front Street to Sawmill Road;

e) Remove from Schedule 2, Limited Parking, 8:00 a.m. to 6:00 p.m. Monday to Saturday, 30 Minutes on the East Side of King Street (Regional Road #8) from 105 metres North of Cedar Street to Cedar Street;

f) Remove from Schedule 2, Limited Parking, 8:00 a.m. to 6:00 p.m. Monday to Saturday, 30 Minutes on the East Side of King Street (Regional Road #8) from Albert Street to 115 metres North of Cedar Street;

g) Remove from Schedule 2, Limited Parking, 8:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the West Side of King Street (Regional Road #8) from 25 metres South of Albert Street to Cedar Street;

h) Remove from Schedule 2, Limited Parking, 8:00 a.m. to 6:00 p.m. Monday to Saturday, 15 Minutes on the East Side of King Street (Regional Road #8) from Albert Street to 25 metres South of Albert Street;

i) Remove from Schedule 2, Limited Parking, 8:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the West Side of King Street (Regional Road #8) from 20 metres South of Front Street to 73 metres South of Front Street;

j) Remove from Schedule 5, Loading Zone, 15 Minutes on the East Side of King Street (Regional Road #8) from 115 metres North of Cedar Street to 105 metres North of Cedar Street;

k) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the East Side of King Street (Regional Road #8) from Hachborn Street to 39 metres North of Hachborn Street;

l) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the West Side of King Street (Regional Road #8) from Hachborn Street to 75 metres North of Hachborn Street;

m) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 30 Minutes on the East Side of King Street (Regional Road #8) from Cedar Street to 45 metres North of Cedar Street;

n) Add to Schedule 2, Limited Parking, 30 Minutes on the East Side of King Street (Regional Road #8) from 63 metres North of Cedar Street to 100 metres North of Cedar Street;

o) Add to Schedule 5, Loading Zone, 30 Minutes on the East Side of King Street (Regional Road #8) from 100 metres North of Cedar Street to 112 metres North of Cedar Street;

p) Add to Schedule 2, Limited Parking, 30 Minutes on the East Side of King Street (Regional Road #8) from 112 metres North of Cedar Street to Albert Street;

q) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the West Side of King Street (Regional Road #8) from Cedar Street to 31 metres South of Albert Street;
r) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 15 Minutes on the West Side of King Street (Regional Road #8) from 31 metres South of Albert Street to Albert Street;

s) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the East Side of King Street (Regional Road #8) from 54 metres South of Front Street to 8 metres South of Front Street;

t) Add to Schedule 2, Limited Parking, 9:00 a.m. to 6:00 p.m. Monday to Saturday, 3 Hours on the West Side of King Street (Regional Road #8) from 54 metres South of Front Street to 18 metres South of Front Street;

u) Add to Schedule 24, Reserved Lanes on the East Side of King Street (Regional Road #8) from Printery Road to Princess Street for Bicycles, Horse-Drawn Vehicles;

v) Add to Schedule 24, Reserved Lanes on the West Side of King Street (Regional Road #8) from Printery Road to 47 metres north of Princess Street for Bicycles, Horse-Drawn Vehicles; and

w) Add to Schedule 24, Reserved Lanes on Both Sides of King Street (Regional Road #8) from Front Street to Sawmill Road for Bicycles, Horse-Drawn Vehicles.

[17] THAT the Regional Municipality of Waterloo reconsider the resolutions of the January 16, 2013 Budget Committee concerning budget reductions for weed cutting and maintenance on Regional roads (urban and rural).

[18] That the Regional Municipality of Waterloo reinstate the grass and weeding cutting program in 2013 for all Regional roads to the level of service provided prior to the reductions approved on January 16, 2013 at a budgeted cost of $400,000 with funding from under expenditures in the Winter Maintenance Program, other program areas or from the Winter Maintenance Reserve Fund. [E-13-072]


[20] THAT the Regional Municipality of Waterloo approve the following recommendations that support “The Big Shift Toolbox”, as described in Report No. P-13-057, dated May 28, 2013:

a) Endorse “The Big Shift Toolbox” to communicate the many initiatives offered by the Region of Waterloo to shape our community;

b) Invite the Area Municipalities to be linked to the Big Shift Toolbox and to explore potential new tools; and

c) Request the Province of Ontario to collaboratively examine regulatory changes that would provide the opportunity for the Region of Waterloo and the Area Municipalities to implement additional tools.
21. THAT the Regional Municipality of Waterloo authorize staff to negotiate an agreement for the conveyance of the lands described as Part Lot 320, Plan 376, Parts 1 to 5 inclusive, Reference Plan 58R-17636, City of Kitchener, Regional Municipality of Waterloo, to John Frank Mahler and Margit Mahler Klein in settlement of damages to their abutting property, for the sum of $1.00, subject to the reservation of an easement in favour of the Region for utilities, conditional upon satisfactory completion of the Region’s property disposition procedures and on terms and conditions satisfactory to the Regional Solicitor and that the Commissioner of Transportation and Environmental Services and the Regional Solicitor be authorized to execute the agreement and all documentation thereto.

22. THAT The Regional Municipality of Waterloo approve the settlement with Waterloo Garage Door Inc., for the total amount of $53,085, inclusive of costs and HST, in relation to the expropriation of Waterloo Garage Door Inc.’s leasehold interest at 100 Victoria Street, Kitchener;

AND THAT The Regional Municipality of Waterloo approve the settlement with King Wok Chinese Food Inc. / Wai Kuen Choi, for the total amount of up to $319,000, inclusive of costs and HST, in relation to the expropriation of King Wok Chinese Food Inc. / Wai Kuen Choi’s leasehold interest at 100 Victoria Street, Kitchener;

23. THAT The Regional Municipality of Waterloo approve, enter into an Agreement for, and execute all documentation related to the acquisition of land for the Rapid Transit Project – Stage 1 described as Part Lot 76, Plan 303, Part of Lots 17, 33 and 34, Plan 634 and Part of Lot 67, Streets and Lanes being Part of PIN 22504-0045 (LT), City of Kitchener, Regional Municipality of Waterloo, more particularly described as Parts 7 and 8, Plan 58R-17386 being part of the lands municipally known as 355 Charles Street East, City of Kitchener, from Kitchener Housing Inc. for the sum of $29,400.00 as compensation for the value of the taking of land, compensation for injurious affection and any and all other damages, plus associated reasonable costs, with all documentation to the satisfaction of the Regional Solicitor, and subject to the following additional obligations:

(a) the restoration, at the cost of The Regional Municipality of Waterloo, of the lands retained by Kitchener Housing Inc. as specified in the Agreement of Purchase and Sale; and

(b) the retainer of a planning consultant at The Regional Municipality of Waterloo’s cost to prepare, coordinate and support any applications or actions that the City of Kitchener may require for the lands retained by Kitchener Housing Inc. to be compliant with applicable City of Kitchener, by-laws and/or regulations or to obtain variances thereto, if necessary, as well as, for The Regional Municipality of Waterloo to compensate Kitchener Housing Inc. for its damages in relation to any property related municipal compliance issues that cannot be cured.

CARRIED

MOVED by G. Lorentz
SECONDED by L. Armstrong

THAT the Summary of Recommendations of the Planning and Works Committee, dated May 28, 2013, Item 16, be adopted as follows:
16. THAT the Regional Municipality of Waterloo approve an additional $320,000 and enter into a second study agreement with Hydro One Networks Inc. to remove the existing overhead transmission lines and relocate Hydro One infrastructure underground between Courtland Avenue and Fairview Park Mall, at an upset fee limit of $850,000 plus applicable taxes for study agreements 1 and 2. [E-13-062]

CARRIED

Administration and Finance

The Summary of Recommendation of the Administration and Finance Committee was presented by Tom Galloway, Chair of the Committee.

MOVED by T. Galloway
SECONDED by C. Millar

THAT the Summary of Recommendations of the Administration and Finance Committee dated May 28, 2013, Items 1 to 3, be adopted as follows:

1. THAT the Regional Municipality of Waterloo approve the following options for the 2013 Property Tax Capping Program:

   a. Establish the annual limit on tax increases for properties in the commercial, industrial and multi-residential classes at the greater of ten percent (10%) of the previous year’s annualized capped taxes or 5% of the previous year’s current value assessment (CVA) taxes;

   b. Establish thresholds for properties in the commercial, industrial and multi-residential classes such that if the taxes on the property calculated under the capping program are within $250 of the current value assessment (CVA) taxes, the CVA taxes will apply;

   c. Continue with the “Stay at CVA” option and exclude properties in the commercial, industrial and multi-residential classes that were at their current value assessment taxes in 2012 from the 2013 capping and claw back program;

   d. Continue with one aspect of the “Cross CVA” option and exclude properties in the commercial, industrial and multi-residential classes that were subject to a claw back in 2012 from becoming a capped property in 2013;

   e. Fund the limits on tax increases for 2013 for the commercial, industrial and multi-residential classes by limiting 2013 tax decreases for properties in the same class;

AND THAT the required by-law to establish the options for the 2013 Property Tax Capping Program be included on the June 5, 2013 Regional Council agenda;

AND THAT the required by-law to establish 2013 claw back percentages for the commercial, industrial and multi-residential classes be included on the June 26, 2013 Regional Council agenda;

AND FURTHER THAT the Area Municipalities be notified accordingly. [F-13-047]

2. THAT the Minutes of the Audit Committee – May 8, 2013 be approved.
3. THAT the Consolidated Financial Statements for the Regional Municipality of Waterloo for the fiscal year ending December 31, 2012 be approved.

CARRIED

Community Services

MOVED by C. Zehr
SECONDED by G. Lorentz

THAT the Summary of Recommendations of the Community Services Committee dated May 28, 2013, Items 1 and 2, be adopted as follows:

1. THAT the Regional Municipality of Waterloo formally participate in the collaborative Service Manager Housing Software initiative with other municipal Service Managers and enter into a Consortium Agreement (CA) regarding the development of a software solution, as outlined in Report No. P-13-038, dated May 28, 2013;

AND THAT the Commissioner of Planning, Housing and Community Services be authorized to sign the Consortium Agreement between the Regional Municipality of Waterloo, and other Service Managers, to a maximum commitment to the Region of Waterloo of up to $180,000, including HST, to be financed from the Housing Reserve Fund, which agreement shall be satisfactory in technical content to both the Director of Housing and the Director of Information Technology and in a form satisfactory to the Regional Solicitor.

2. THAT the Regional Municipality of Waterloo approve the addition of 2.0 FTE of non-supervisory EMS schedulers (inclusive of backfill and coverage requirements) with 1.0 FTE to be implemented on July 1, 2013, and 1.0 FTE to be implemented December 1, 2013;

That the 2013 expenditures be funded from the Tax Stabilization Reserve Fund;

That the 2013 operating budget for Emergency Medical Services be increased by $56,400 gross and zero net Regional Levy; and

That the 2.0 FTE Non-supervisory EMS Schedulers be included in the 2014 Base Budget for Emergency Medical Services as outlined in PH-13-022, dated May 28, 2013.

CARRIED

Library

The Summary of Recommendations of the Library Committee was presented by Todd Cowan, Chair of the Committee.

MOVED by T. Cowan
SECONDED by R. Kelterborn

THAT the Summary of Recommendations of the Library Committee dated May 28, 2013, Item 1, be adopted as follows:
1. THAT the Regional Municipality of Waterloo take the following actions to implement the Region of Waterloo Library (RWL) Service Review recommendations, as described in report P-LIB-13-003 dated May 28, 2013:

a) Endorse the four elements of the Strategic Planning Framework, comprised of the Region of Waterloo Library Vision and Services Priorities, the Services Delivery Framework, the Statement of Purpose for Library Programming, and the Hours of Operation Framework;

b) Approve the new Schedule for Branch Hours of Operation to be implemented within the approved 2013 RWL Operating Budget;

c) Approve the action items for 2013 listed in this Report, to be implemented within the approved 2013 RWL Operating Budget;

d) Add 0.4 FTE to the RWL staff complement (with no impact on the RWL Operating Budget) to reflect the additional 13 staff hours per week for branch operations, evening programs, and website committee included in the above action items; and

e) Endorse in principle the action items shown in the Proposed RWL Service Improvement Plan for post-2013 implementation, subject to future budget consideration and approval.

CARRIED

Economic Development and Promotion

The Summary of Recommendation of the Economic Development and Promotion Committee was presented by Tom Galloway, Chair of the Committee. The motions were taken separately.

A question was asked about the requirement to amend the Municipal Act. M. Murray responded the current legislation does not allow for local municipalities and the Region to develop lands for employment purposes together. He advised that the Cities of Cambridge and Kitchener and the Townships of Wellesley and North Dumfries have approved the report.

Some members expressed concern with the proposal and that more information is required. Other councillors supported the collaboration effort, noting the local municipalities are not in competition with one another but with other Canadian and global cities. There are still questions to be answered but now is the time to pool resources and work together.

G. Lorentz requested a recorded vote.

MOVED by T. Galloway
SECONDED by T. Cowan

THAT the Summary of Recommendations of the Economic Development and Promotion Committee dated June 5, 2013, Item 1, be adopted as follows:

1. THAT the Regional Municipality of Waterloo take the following actions regarding Economic Development in Waterloo Region:
Receive for information the *Waterloo Region Economic Development Study: Assessment of Economic Development Services and the Provision of Employments Lands*, prepared by Malone Given Parsons Ltd., and dated April 2013;

Establish an Office of Economic Development at the Region of Waterloo, pursuant to the parameters outlined in the memo from the Chief Administrative Officers, dated April 25, 2013, and as further described in this report;

Approve in principle the creation of a Waterloo Region Economic Development Corporation (WREDC) subject to the development and approval of a detailed implementation plan;

Approve in principle the pursuit of changes to the *Municipal Act*, which would allow the Region to participate in strategic employment land development, subject to the development and appropriate consideration of a more detailed report about how this could be accomplished;

Further investigate the creation of a Special Purpose Corporation to develop strategic employment lands in Waterloo Region;

Continue to work with the City of Cambridge and East Side property owners to finalize the Master Environmental Servicing Plan (MESP) and associated approvals to expedite the short-term development of the East Side Lands;

AND THAT staff be directed to include a Budget Issue Paper as part of the 2014 Regional budget process to consider the creation of permanent staff positions to support the Region of Waterloo’s Office of Economic Development. [P-13-060/CA-13-003]

CARRIED


Nays: J. Haalboom, C. Millar

MOVED by T. Galloway
SECONDED by T. Cowan

THAT the Summary of Recommendations of the Economic Development and Promotion Committee dated June 5, 2013, Item 2, be adopted as follows:

2. THAT the Regional Municipality of Waterloo approve the following 2013 Economic Development and Promotion grants totaling $154,600 to be funded from the 2013 budget for Economic Development and Promotion:

<table>
<thead>
<tr>
<th>Organization</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Junior Achievement of the Waterloo Region</td>
<td>$21,600</td>
</tr>
<tr>
<td>Waterloo Region Small Business Centre</td>
<td>$50,000</td>
</tr>
<tr>
<td>Business Education Partnership of Waterloo Region</td>
<td>$8,000</td>
</tr>
<tr>
<td>Cambridge Highland Games</td>
<td>$10,000</td>
</tr>
<tr>
<td>K-W Oktoberfest</td>
<td>$65,000</td>
</tr>
</tbody>
</table>

CARRIED
OTHER MATTERS UNDER COMMITTEE OF THE WHOLE

MOVED by T. Cowan
SECONDED by C. Millar

THAT Committee of the Whole rise and Council resume.

CARRIED

MOVED by G. Lorentz
SECONDED by L. Armstrong

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

CARRIED

OTHER BUSINESS

G. Lorentz raised the issue of complaints about signage for Trussler Rd and Ira Needles Blvd. on Highway 7/8 and requested staff to contact the Ministry of Transportation and report back.

R. Deutschmann inquired about the policy status for deleted emails and other records in light of the occurrences at other levels of government. Kris Fletcher, Director, Council and Administrative Services/Regional Clerk responded the Legal Holds Policy will be coming back to Committee in either August or September.

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

MOVED by J. Haalboom
SECONDED by G. Lorentz

a) THAT a By-law to Amend By-law 01-059, A By-law to Consolidate all By-laws with Respect to Roads Included in the Regional Road System, as amended (Weber Street) be read a first, second and third time, finally passed and numbered 13-020 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

b) THAT a By-law to Amend By-law 06-072, as amended, being the Region's Traffic and Parking By-law (15 Minute Loading Zone, Frederick Street, City of Kitchener) be read a first, second and third time, finally passed and numbered 13-021 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

c) THAT a By-law to Determine the Amount of Taxes for Commercial, Industrial and Multi-Residential Property for 2013 be read a first, second and third time, finally passed and numbered 13-022 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

d) THAT a By-law to Confirm the Actions of Council of June 5, 2013 be read a first, second and third time, finally passed and numbered 13-023 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

CARRIED
ADJOURN

MOVED by J. Brewer
SECONDED by C. Zehr

THAT the meeting adjourn at 8:37 p.m.

CARRIED

REGIONAL CHAIR, K. Seiling

REGIONAL CLERK, K. Fletcher
Eliminating The “Yuk Factor” And Increasing Participation With The Revolutionary, Leak-Proof, Cellulose-Lined Paper Bag

Presentation To Waterloo Region Council

June 5, 2013

Presented by Craig Gammie and George Colgan
Explored Policy option 1:

• continue the paper-only strategy

and

• make residents fully aware of the leak-proof cellulose-lined paper bag solution to the yuk factor.
Learned:
• “yuk factor” is the largest barrier to participation

• None had tried the leak-proof cellulose-lined paper bag.

• None knew of it.

• Providing full information:
  • changed attitude
  • changed what they said they would do.
    • all said would get some more leak-proof cellulose–lined paper bags
  • would start participating
  • some so exited - said they would use their new insights to get others participating.
exploration of policy option 2, (allow compostable plastic bags)

- gave the residents even more information.
  - so-called compostable plastic bags are not leak-proof, even when doubled up
  - compostable plastic bags will not get rid of the yuk factor the way the leak-proof cellulose-lined paper bag does.
- if the so-called compostable plastics are allowed, then the leak-proof cellulose-lined paper bags will become unavailable
- exactly what happened in Hamilton
• Fully informed Waterloo region residents understood:
  • allowing compostable plastic does not give choice
  • takes best choice away
• Fully informed residents indicate that if compostable plastics are allowed, they may participate not more, but rather the same as before or less.

• With policy 2 we will get exactly the opposite of council’s stated objective.
multi-residential environment.

only product that allows them to take their kitchen waste down the elevator to the communal bin without the plastic bucket is the revolutionary leak-proof cellulose-lined paper bag.
• allow compostable plastics:
  • plateau or reduce participation.

• continue the paper-only policy, and
• bag-to-earth work with staff to get residents informed of the benefits of the cellulose-lined paper bag
  • increase in participation, possibly a significant increase.
• why risk plateau?

• why not:
  • hold on the policy decision
  • conduct some more surveys (this time fully informing respondents) or run a pilot to determine the effect of the two policy options on participation rate.

• please try the leak-proof cellulose-lined bags
Waterloo Region plans expensive LRT for hi-tech elite: mostly ignores rest of Tri-City community and completely ignores proven innovative LRT ideas needed to create a balance

Uniquely innovative Waterloo Region is one of the most exciting and intellectually stimulating areas to live in anywhere.

Our innovative culture in business and education can probably mostly be attributed to our original German & Scots pioneers, and then in recent generations to the University of Waterloo and our hi-tech businesses.

And the Regional Municipality of Waterloo (RMW) is among the most most fair, frugal, intelligent, and technologically innovative municipal governments in all of Canada.

RMW is also blessed with having two Regional Officials who are transit visionaries. I am referring to former CAO Gerry Thompson and long standing Regional Chair Ken Seiling.

Likely in early 2002, Gerry heard about the great success that the Portland Downtown Streetcar LRT was having in intensifying rundown areas after just a year of operation.

He likely shared his excitement with Ken, his boss and friend. Then probably together they created a vision perhaps best expressed in Gerry's words.

"We're not trying to fix the transportation system. What we're trying to do (with an LRT) is build an urban form. That's the visionary nature of it."

Likely with the informed-enthusiasm that he and Ken had for an urban core intensification that is amplified and enabled by LRT, had persuaded Regional Council in 2002 to abandon their caution in favour of an innovative leap towards that distant goal.

**After 11 years of hard effort -- especially by Project Director Darshpreet Bhatti in recent years -- you now about to finalize the LRT plan's Request for Proposal.**

My seven years and 7000 hours of fieldwork, consultation, internet searches and other applied research have led to two tentative conclusions.

Firstly, mostly because of rapid new developments in extended university campuses, think tanks and hi-tech hubs (using old factories) mostly in K-W, the potential value of the current
LRT plan to advancing K-W's technological future is pleasantly much beyond what Gerry and Ken had dreamed!

The area within and near the new LRT corridor will have some existing developments greatly transformed while others are being and will be used to great innovative advantage. But perhaps briefly describing its possible use will better peak your imagination.

This "Quantum Valley" will be an exciting extended greened-space of wonderful variety in which to work or study, live, shop, enjoy cultural activities, work out, cycle, walk, talk, play, etc. And everything will be relatively quickly accessible without a car by walking, cycling or LRT.

The ability of this futuristic LRT-centred space to help us better compete for the knowledge experts that we need so as to better advance our knowledge and technology organizations will be invaluable.

But now for my second conclusion. Most of the residents that are well beyond K-W's urban core in K-W itself and especially in Cambridge will not benefit very much from this LRT-centred development project designed to serve primarily a business and academic elite.

And the increasingly dire economic situation of many of these families -- lower paying jobs or no job especially for young people or a minimal pension, etc. -- are creating a demand for a "faster" and more convenient transit system. Increasingly, they can no longer afford buy, maintain or operate a car!

Yet all these citizens will be bearing the LRT project's capital costs through all 3 levels of taxes that they pay -- with municipal taxes going up perhaps a minimum of $300 for the first stage alone!

To serve a need for better transit, to be fair, to show compassion and empathy, to help minimize future social unrest, to even get re-elected you also need actually improve the transit system using an enhanced-design LRT plan.

But Gerry Thompson said back in 2002, "We're not trying to fix the transportation system."

His lack of experience and that of his staff in LRT system design -- and the great challenge of the project -- probably made him very risk averse to any innovative efforts beyond a basic LRT system to serve intensification. Anticipated cost was probably also a project limiting factor.

And such lack of LRT design expertise among staff exists even today according to Sean Strickland and Council.

But the Portland LRT system -- perhaps the best in North America -- has an unrecognized set success-creating design features in both its exemplar Portland Downtown Streetcar and its equally successful MAX commuter LRT.

These design design features suggest points 1 & 2 while 3 is suggested by Ehbridge.
They are:

1. A "fast", safe and inexpensive ($310M) LRT Commuter Corridor along our historical rail corridor between Northfield and Ainslie terminals.

2. LRT Intensification Corridors along most of the streets now designated but as the Portland Streetcar does, runs in the curb lane with traffic so as to make easily possible the use of current bus stops by the LRT in off-peak periods costing $360M for 12 km.

3. A proven add-on wire-free advanced propulsion system that uses inexpensive hydrogen from cheap night-time electricity to power a fuel-cell with a battery-like supercapitor to capture braking energy for accelerating and optimizing fuel efficiency and longevity. This would save approx. the 25% of capital costs for an overhead wire system.

With these proven innovative ideas, both stages of the project could be done for half their current estimated cost while serving both intensification and Tri-City commuting. Then not only a needed elite are assisted but also the rest of Tri-City residents!